



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
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Members:

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

**INTERCITY TRANSIT CONSORTIUM
AGENDA**

**10:00 A.M., Wednesday, June 29, 2005
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA**

ITEM

STAFF PERSON

I. CALL TO ORDER

John Harris, Chair

II. APPROVAL OF AGENDA (10:00 - 10:05 a.m.)

III. OPPORTUNITY FOR PUBLIC COMMENT

**IV. REPORTS FROM CALTRANS, MTC, AND STA STAFF
(10:05 – 10:10 a.m.)**

V. CONSENT CALENDAR

Recommendation: Approve the following consent items in one motion.

(10:10 – 10:15 a.m.)

**A. Minutes of the Consortium Meeting
of May 25, 2005– Pg. 1**

Johanna Masiclat

Recommendation: Approve minutes of May 25, 2005.

B. STA Meeting Schedule Update - Pg. 7
Informational

Johanna Masiclat

C. Funding Opportunities Summary- Pg. 9
Informational

Sam Shelton

**D. Status of Unmet Transit Needs Process for
FY 2005-06 – Pg. 15**

Elizabeth Richards

Recommendation:

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

- E. Letter of Support for City of Fairfield Request for Safe Routes to Transit Application for Union Avenue - Main Street Pedestrian/Bicycle Overcrossing Improvements - Pg. 23**

Recommendation:

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

- F. Solano Travel Safety Plan, Phase 1 – Pg. 25**

Recommendation:

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

VI. ACTION ITEMS

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

Daryl Halls

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).*

(10:15 – 10:25 a.m.) – Pg. 47

- B. Route 30 Funding Agreement and Performance Update**

Elizabeth Richards

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to execute the Rt. 30 funding agreement as shown on Attachment B.

(10:25 – 10:35 a.m.) – Pg. 55

- C. Solano Paratransit Funding Agreement and Vehicle Wraps**

Elizabeth Richards

Recommendation:

Forward the following recommendations to the STA Board:

- 1. Authorize the Executive Director to execute the Solano Paratransit funding agreement as shown on Attachment A.*
- 2. Endorse the proposed Solano Paratransit logo, bus wrap, and brochure design.*

(10:35 – 10:45 a.m.) – Pg. 73

- D. Legislative Update – June 2005** Jayne Bauer
Recommendation:
Forward a recommendation to the STA Board to adopt the following positions:
- *SB 371 - Support*
(10:45 – 10:50 a.m.) – Pg. 93
- E. Draft 2005 Congestion Management Program (CMP)** Sam Shelton
Recommendation:
Forward a recommendation to the STA Board to approve the Draft 2005 Congestion Management Program and forward to MTC for RTP consistency.
(10:50 – 11:00 a.m.) – Pg. 105
- F. Emergency Ride Home Program** Anna McLaughlin
Recommendation:
Forward the following recommendations to the STA Board:
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.*
- (11:00 – 11:05 a.m.) – Pg. 113
- G. SNCI FY 2005-06 Work Program and FY 2004-05 Annual Report** Anna McLaughlin
Recommendation:
Forward a recommendation to the STA Board to approve SNCI's FY 2005-06 Work Program.
(11:05 – 11:10 a.m.) – Pg. 121

VII. INFORMATION ITEMS

- A. Status Report on SR 12 Transit Corridor Study** Dan Christians
Informational (11:10 – 11:20 a.m.) – Pg. 127
- B. Local Project Monitoring** Jennifer Tongson
Informational (11:20 – 11:25 a.m.) – Pg. 129
- C. 2006 STIP Fund Estimate, Guidelines and Allocation Plans** Andrew Fremier
Informational (11:25 – 11:30 a.m.) – Pg. 137
- D. Benicia Short Range Transit Plan** Elizabeth Richards
Informational (11:30 – 11:35 a.m.) – Pg. 151

E. **SNCI Monthly Issues**
Informational (11:35 – 11:40 a.m.) – Pg. 163

Anna McLaughlin

F. **Local Transit Issues**

Group

VIII **ADJOURNMENT**

The next regular meeting of the STA SolanoLinks Intercity Transit Consortium is scheduled for **10:00 a.m. on Wednesday, August 31, 2005.**



INTERCITY TRANSIT CONSORTIUM
Minutes of the meeting of
May 25, 2005

I. CALL TO ORDER

The regular meeting of the SolanoLinks Intercity Transit Consortium was called to order by Chair Harris at approximately 10:05 a.m. in the Solano Transportation Authority Conference Room.

Consortium Present:	John Andoh George Fink Gian Aggarwal John Harris	Benicia Transit Fairfield/Suisun Transit Vacaville City Coach Vallejo Transit
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Also Present:	Mike Duncan Daryl Halls Dan Christians Elizabeth Richards Anna McLaughlin Jayne Bauer Robert Guerrero Sam Shelton Jennifer Tongson Johanna Masielat Nancy Whelan Peter Engel Jim McLaughlin Aaron Sugiura	City of Fairfield STA STA STA/SNCI STA/SNCI STA STA STA STA STA NWC/STA NCTPA Urbitran Urbitran
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II. APPROVAL OF AGENDA

On a motion by George Fink, and a second by John Andoh, the SolanoLinks Intercity Transit Consortium approved the agenda with the exception to move the following:

- Agenda Item VI.E, Legislative Update – May 2005 was moved to Agenda Item VI.A
- Agenda Item VII.A, Status of Development of County Transportation Expenditure Plan (CTEP) was moved to Agenda Item VI.B

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC, AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Robert Guerrero announced the deadline to submit applications for Safe Route to Transit is July 29, 2005.

Other: City of Fairfield's Mike Duncan provided and distributed information on the following:

- Caltrans, The Federal-Aid Process
- Transportation Congestion Relief Program, City by City Allocation

V. CONSENT CALENDAR

On a motion by George Fink, and a second by John Andoh, the SolanoLinks Intercity Transit Consortium unanimously approved the Consent Calendar.

Recommendation:

- A. Approve Minutes of the Consortium Meeting of April 27, 2005.
- B. STA Meeting Schedule Update
- C. Funding Opportunities Summary

VI. ACTION ITEMS

- A. Revisions to Draft Solano Comprehensive Transportation Plan (CTP) 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 would be presented at the three CTP Committees scheduled to meet in May and June. He cited that comments and revisions to the Draft CTP would be presented and adopted at the STA Board meeting in June.

Recommendations:

Recommend that the STA Board adopt a Resolution to:

1. Approve the Final Solano Comprehensive Transportation Plan 2030 including all recommended revisions, necessary edits, and formatting recommended 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; and
3. Print and distribute copies of the Final CTP to various agencies, libraries, the general public and the business community and post it on the STA website.

On a motion by George Fink, and a second by John Andoh, the SolanoLinks Intercity Transit Consortium approved the recommendation.

B. FY 2005-06 TDA Distribution for Solano County

Elizabeth Richards reviewed the Final Draft TDA matrix for Solano County for FY 2005-06 that included input from all jurisdictions addressed at a special meeting held on May 12, 2005. She cited that new TDA revenue projections were received from MTC showing all of the projections being lower than previously estimated and assumed in the projected carryover balance on the TDA matrix. She added that this is the case for Dixon, Fairfield, Suisun City, Vallejo, and Solano County.

Recommendation:

Recommend to the STA Board to approve the countywide TDA Matrix for Solano County for FY 2005-06.

On a motion by John Andoh, and a second by George Fink, the SolanoLinks Intercity Transit Consortium approved the recommendation.

C. 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 S and the preliminary project list for FY 2006-07. She noted that an increase in STAF funding in the amount of \$137,000 will be distributed to two (2) underfunded projects: Transit Consolidation Implementation Study (\$35,000) and Intercity Transit Services (\$115,00) and the balance remains for future programming.

Recommendation:

Recommend the STA Board 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 John Andoh, and a second by George Fink, the SolanoLinks Intercity Transit Consortium approved the recommendation.

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

Elizabeth Richards reviewed the updated Unmet Transit Needs FY 2005-06 Issues and Assignments table (dated May 17, 2005). She noted that the goal is to secure the STA's Board approval by June 2005, forward to MTC for the review and approval, and allow the FY 2005-06 TDA claims to be promptly processed for streets and roads purposes.

Elizabeth added that she would continue to work with Fairfield/Suisun Transit to refine the additional comments to be incorporated to the coordinated response to be forwarded to MTC.

Recommendations:

Recommend to the STA Board:

1. Approve the responses to MTC's Solano County Unmet Transit Needs issues; and
2. Authorize the Executive Director to submit the responses to MTC.

On a motion by Gian Aggarwal, and a second by George Fink, the SolanoLinks Intercity Transit Consortium approved the recommendation with the understanding that STA staff will continue to work with Fairfield/Suisun Transit to further refine additional comments.

E. Legislative Update – May 2005

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

Recommendation:

Forward recommendation to the STA Board to adopt the following positions:

- AB 850 - Watch
- AB1266 – Support
- SB 705 – Support in concept

On a motion by George Fink, and a second by John Andoh, the SolanoLinks Intercity Transit Consortium approved the recommendation.

F. Solano Travel Safety Plan, Phase 1

Jennifer Tongson reviewed an updated draft provided by Korve Engineering of the Solano Travel Safety Plan dated May 25, 2005. She reviewed the changes made from the previous version as a result of the comments received by the local agencies. She also noted that the final draft to the Solano Travel Safety Plan, Phase 1 would be presented to the Arterials, Highways, and Freeways Committee and the STA Board on June 8, 2005 for approval.

Based on input, the Consortium members voted to defer the item to the STA TAC for further discussion.

Recommendation:

Forward a recommendation to the STA Board to approve the final draft of the Solano Travel Safety Plan, Phase 1.

On a motion by George Fink, and a second by John Andoh, the SolanoLinks Intercity Transit Consortium approved the recommendation to defer the item to the STA TAC for further discussion.

G. Transit Consolidation Study Consultant Selection Process

Elizabeth Richards reviewed the process to release a Request for Proposal (RFP) for The Transit Consolidation Study. She requested that a member from the TAC participate in the Transit Consolidation consultant selection process. She added that the member selected would be involved in reviewing the proposals as well as participate in the interview process.

Recommendation:

Select a Consortium member to participate in the Transit Consolidation consultant selection process.

On a motion by John Andoh, and a second by Geoprg Fink, the SolanoLinks Intercity Transit Consortium voted John Harris, City of Vallejo, to participate in the Transit Consolidation consultant selection process.

VII. INFORMATION ITEMS

A. Status of Development of County Transportation Expenditure Plan

Daryl Halls provided an overview to the current and future transportation challenges of the Countywide Expenditure Plan. He noted the STIA Board would structure the effort to run from March 2005 to November 2006 and for the Plan to potentially go before the voters in November 2005 and if necessary in 2006.

B. Preliminary Service Plan for SR 12 Transit Corridor

Jim McLaughlin, Urbitran, outlined the development of the preliminary service plan for SR 12 Transit Corridor Study. He noted that a Policy Steering Committee consisting of members from the cities of Rio Vista, Suisun City, and Fairfield, the Napa County cities of American Canyon and Napa, Solano County, the Napa County Transportation Planning Agency (NCTPA), STA, and other stakeholders will provide oversight on the study. He cited that the study is expected to take six months and will be completed by Summer 2005.

C. TEA-21 Reauthorization Bill (T3)

Andrew Fremier cited that no federal funding would be received by the Regional Transportation Planning Agencies if the bill expires without reauthorization or an extension. He noted that it is unlikely that consensus will be reached in time to avoid the expiration, and the bill will require another extension to remain in effect.

D. SNCI Monthly Issues

Anna McLaughlin provided an update to the Napa and Solano transit schedule, Partnership Regional Transit Marketing Committee, Solano Welfare to Work, and this year's Bike to Work Week campaign.

E. 2005 Congestion Management Program (CMP) Update

Sam Shelton listed dates for the development of the 2005 CMP, with a deadline to submit the final CMP to MTC in October 2005.

F. Local Transit Issues

The cities of Benicia, Fairfield, Vacaville, and Vallejo reported on various transit and staffing issues.

IX. ADJOURNMENT

The meeting was adjourned at approximately 11:30 a.m. The next meeting is scheduled for **Wednesday, June 29, 2005 at 10:00 a.m.** in the STA Conference Room.



DATE: June 22, 2005
TO: SolanoLinks Intercity Transit Consortium
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 Consortium.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. 2005 STA Meeting Schedule



**STA BOARD
2005 MEETING SCHEDULE**

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
June 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
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 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
	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
October 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
	6:00 p.m.	STA Board Meeting	TBD - Dixon	X
November 9	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
November 30	6:00 p.m.	STA Board Meeting/STA Annual Awards	TBD - Dixon	X
	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
December 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
December 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
	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: 6/16/2005
jm



DATE: June 22, 2005
TO: SolanoLinks Intercity Transit Consortium
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	Open until all funds are allocated
Regional Transportation Fund for Clean Air Program (60% Regional Funds)	Karen Chi, BAAQMD, (415) 749-5121	June 30, 2005
Safe Routes to School (SR2S) Program	Muhaned Aljabiry, Caltrans (510) 286-5226	June 30, 2005
Safe Routes to Transit (SR2T) Program	Amber Crabbe, TALC (510) 740-3105	July 29, 2005



FUNDING OPPORTUNITY:

San Francisco Bay Trail Grant Program

The application period is open until all funds are allocated

TO: SolanoLinks Intercity Transit Consortium

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



FUNDING OPPORTUNITY:

**Regional Transportation Fund for Clean Air Program
(60% Regional Funds)**

Applications Due June 30, 2005

TO: SolanoLinks Intercity Transit Consortium

FROM: Sam Shelton, Planning Assistant

This summary of the Regional Transportation Fund for Clean Air 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 of Benicia, Fairfield, Suisun, and Vallejo, the County of Solano, school districts and universities in the Bay Area Air Basin.

Program Description: This is a regional air quality program to provide grants to local and regional agencies for clean air projects.

Funding Available: Approximately \$10 million is available for FY 05/06. Eligible projects must be between \$10,000 to \$1,000,000. Projects over \$100,000 require 20% match.

Eligible Projects: Shuttle/feeder buses, arterial management, bicycle facilities, clean air vehicles, and "Smart Growth" projects.

Further Details: Bay Area Air Quality Management District
939 Ellis Street
San Francisco, CA 94109

Funding Contact: Karen Chi, BAAQMD, (415) 749-5121

STA Contact Person: Robert Guerrero, Associate Planner, 707.424.6014
rguerrero@sta-snci.com



FUNDING OPPORTUNITY:

Safe Routes to School (SR2S) Program

Applications Due June 30, 2005

TO: SolanoLinks Intercity Transit Consortium

FROM: Sam Shelton, Planning Assistant

This summary of the Safe Routes to School (SR2S) 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 and counties are eligible to apply.

Program Description: This program encourages additional students to walk and bike by constructing facilities that enhance the safety for pedestrians and bicyclists.

Funding Available: \$24-\$28 million is estimated to be available over the next three years. The maximum grant per project is \$450,000 with a 10% local match.

Eligible Projects: Pedestrian & bicycle facilities, traffic calming devices, traffic control devices, public outreach & education.
* Education, enforcement or encouragement activities must not exceed 10% of the project construction costs. Crossing guards are ineligible for funding.

Previously Funded Projects:

- FY 2004/2005: *Fairfield* - sidewalk improvements, curb cuts and crossing improvements - \$53,100 grant.
- FY 2002/2003: *Vacaville* - active school zone radar signs and other school crossing signs - \$178,200 grant.
- Solano County* - curb, gutter, sidewalks and curb ramps - \$81,000 grant.

Funding Contact: <http://www.dot.ca.gov/hq/LocalPrograms/saferoute2.htm>
Muhaned Aljabiry, Caltrans District 4 Local Assistance
(510) 286-5226, Muhaned.Aljabiry@dot.ca.gov

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



FUNDING OPPORTUNITY:

Safe Routes to Transit (SR2T) Program

Applications due July 29, 2005

TO: SolanoLinks Intercity Transit Consortium

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

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

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



DATE: June 21, 2005
TO: SolanoLinks Intercity Transit Consortium
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 unreasonable 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 fiscal year 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. Staff is seeking approval of this revised response from the STA TAC, SolanoLinks Consortium, and the STA Board.

Fiscal Impact:

None to the STA budget.

Recommendation:

Forward a recommendation to the STA Board to 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 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. 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. c) In April 2005, Vallejo Transit implemented Rt. 92 which connects Vallejo to Vacaville. Later evening is provided by</p>

2	<p>Route 40 Service: 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 & Ride Lot is planned with Route 40 service planned at that time.</p>
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3	<p>Timely Transfers at Fairfield Mall: 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	<p>#4 Issues have been addressed through alternative means</p> <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>Rio Vista Transit Service: 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.</p> <p><small>Service is needed especially from Rio Vista, Solano Highway 12</small></p>	Rio Vista Transit	Transit and Streets & Roads	<p>#1 and #2. Issues have been addressed</p> <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.</p> <p>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>Vacaville's Participation in the 511 Regional Transit Information System: 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 & 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>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>	STA & Fairfield Suisun Transit	Transit only	#3 The issues have been initially studied and will be given further review and consideration in FY05/06.	<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>IC 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>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) Lastly, later Route 30</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>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>	<p>be highly productive.</p>
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DATE: June 22, 2005
TO: SolanoLinks Intercity Transit Consortium
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 available since 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, 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. Please contact me for more information.

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 Applications SR2T funding.



DATE: June 17, 2005
TO: SolanoLinks Intercity Transit Consortium
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, 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 with a contract to update the 1998 Travel Safety Plan. STA and the consultant has worked with city and county public works staffs, police and sheriffs 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 to initiate 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.

Recommendation:

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

Attachment:

A. Draft Solano Travel Safety Plan, dated June 21, 2005.

SOLANO TRAVEL SAFETY PLAN

ENGINEERING

ENFORCEMENT

EDUCATION

JUNE 21, 2005



Solano Transportation Authority



ACKNOWLEDGEMENTS

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City of Dixon – Jason Riley
City of Fairfield – Trudy Ball
City of Rio Vista – Felix Ajayi
City of Suisun City – Lee Evans
City of Vacaville – Gian Aggarwal
City of Vallejo – Theresa Peterson
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Geoff Rubendall – Korve Engineering

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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:

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

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

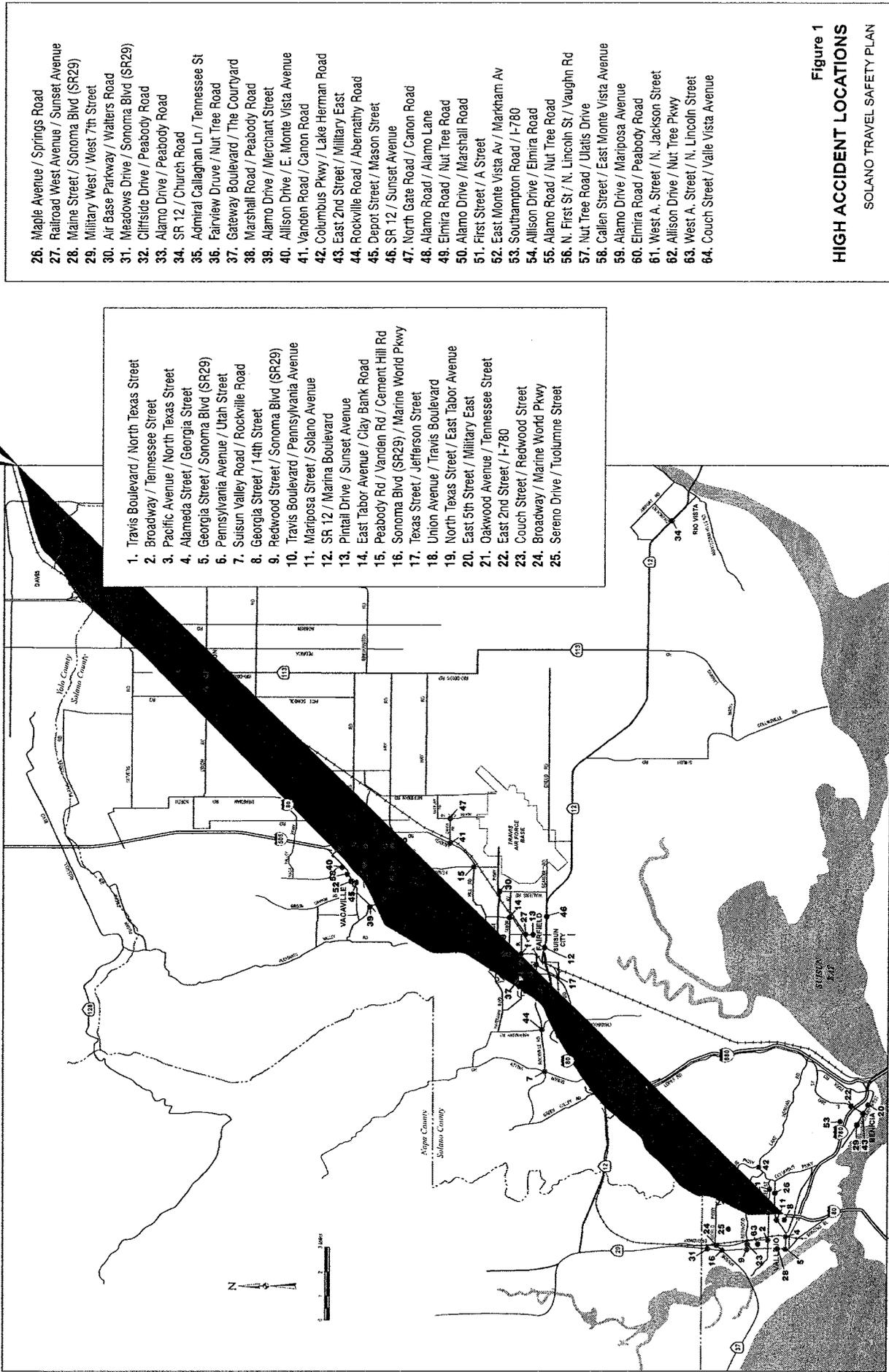
	INTERSECTION	AGENCY	'98	'99	'00	'01	'02	'03	'04	ACCIDENT RATE ¹
1	Travis/North Texas	Fairfield	11	18	22	23	10	18	n/a	1.22
2	Broadway/Tennessee	Vallejo	6	13	8	14	10	10	11	1.21
3	Pacific/North Texas	Fairfield	11	13	19	10	17	11	n/a	1.13
4	Alameda/Georgia	Vallejo	5	5	2	2	3	12	2	1.11
5	Georgia/Sonoma	Vallejo	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 th	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 ²	Fairfield	9	9	4	6	5	7	n/a	0.86
16	Sonoma/Marine World	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/EastTabor	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	Highway 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
44	Rockville/Abernathy	Solano Co.	n/a	n/a	0	1	2	1	4	0.31

DRAFT – SOLANO TRAVEL SAFETY PLAN

INTERSECTION		AGENCY	'98	'99	'00	'01	'02	'03	'04	ACCIDENT RATE ¹
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

¹Accidents per million entering vehicles

²Peabody/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
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
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
64. Couch Street / Valle Vista Avenue

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

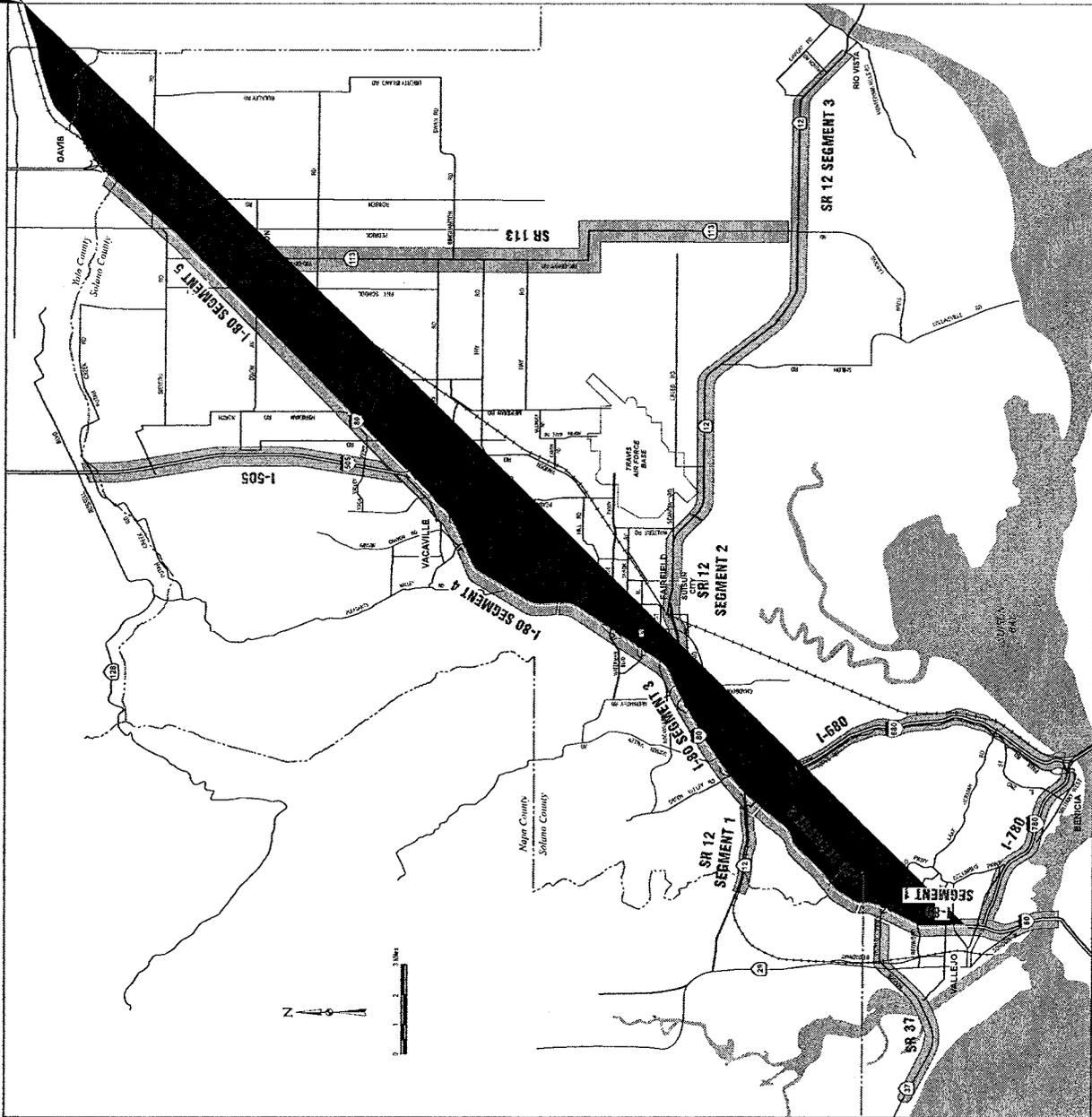
¹Accidents per million vehicle miles

²For similar facilities

A review of the freeway accident rates indicates that I-80 Segment 1 (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 I-80 Segment 1 average accident rate for 2003 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
FREEWAY 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%
TOTAL FOR SOLANO COUNTY			16%	42%	29%

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 ¹	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

¹Population from Department of Finance

In 2001, the Surface Transportation Policy Project (STPP) released a report on pedestrian safety that stated Solano County was the most dangerous county in California for pedestrians, based on 2000 Census “Journey to Work” data. The study

calculated a “Pedestrian Danger Index” based on the relationship between the incidence of pedestrian accidents and the percentage of people walking to work. The study cites efforts by communities around the country to implement pedestrian safety measures to reduce fatalities and injuries. This includes “traffic calming” measures, sidewalks, and pedestrian crossing measures.

In August of 1998, the STPP released a report on pedestrian safety that rated Solano County as the 10th most dangerous for pedestrians among 35 California counties with populations more than 100,000. Therefore, this study has showed that since the first Safety Plan, Solano County has become more dangerous for pedestrians when compared to other California counties. In this same study, Vallejo was rated as the most dangerous city in California, and Fairfield was rated as the 26th most dangerous city in California for pedestrians.

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 2nd / I-780 – New traffic signal installed
- East 2nd / 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 / Marine World;

- Couch / Valle Vista;
- Redwood / Sonoma;
- Broadway / Sonoma;
- Mariposa / Solano;
- Couch / Redwood;
- Georgia / 14th;
- 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 / Clab 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 21st 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 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 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). 2% 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, \$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 (SR2T)

As part of the Bay Area’s approval of Regional Measure 2, \$20 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 station 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 2nd, 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: June 17, 2005
TO: SolanoLinks Intercity Transit Consortium
FROM: Daryl Halls, Executive Director
RE: Status of Development of County Transportation Expenditure Plan (CTEP)

Background:

On November 2, 2004, Measure A received the support of 63.88% of Solano County voters, but failed to attain the necessary 66.7% percent support required for passage. This marked the second time that Solano County has placed a half-cent sales tax measure for transportation on the ballot, but has not achieved the super majority voter threshold of 2/3 necessary for passage.

On Thursday, February 17, 2005, the Solano Transportation Authority (STA) Board held a retreat at the Travis Credit Union in Vacaville. All eight STA Board Members and five Board Alternates were in attendance. At the Board Retreat, STA staff provided a series of informational presentations including the following topic, "Follow up to Measure A – Development of an Expenditure Plan of Critical Projects that Require a Local Funding Source." Board Members provided the following comments:

- Solano Transportation Improvement Authority (STIA) should survey the public/voters and move forward with a follow-up effort
- Concern about continuing distrust of government
- Need to pay attention to cities where Measure A did not pass
- Should consider addressing both transportation and regional parks together and providing incentives for cities to link transportation improvement to land use
- Focus on obtaining support on 3% needed for passage
- Narrow down the list of projects to those that have overwhelming support – such as I-80/680 – do not increase the list of projects
- 64% support is not a failure, STA has developed some trust with the public and we should cautiously move forward with a follow-up measure
- Interested in local transit linkages to the Capitol Corridor

On March 9, 2005, the STA Board requested the Local Funding Committee develop for consideration by the STIA Board a schedule for development of an expenditure plan for a future local sales tax measure. At the same meeting, Barbara Kondylis, Chairwoman for the Solano County Board of Supervisors, presented a copy of a platform titled, "Sensible Transportation Platform for Solano County" on behalf of the community group called "Fair and Safe Traffic Solutions." This proposal was forwarded to the STIA Board for review and discussion.

On April 13, 2005, the STA Board authorized the Executive Director to retain consultants for the following tasks related to the development of a CTEP:

1. Update Programmatic Environmental Impact Report (EIR)
2. Specialized Legal Counsel
3. Evaluation of Public Input and Development of Public Information

On May 11, 2005, the STIA Board convened their first meeting since January 2005. At the meeting, the STIA Board was provided a presentation by Chuck Lamoree, STIA Legal Counsel, regarding the statutory process and deadline for placing a transportation sales tax measure on the ballot in November 2005. The deadline for the Board of Supervisors to place a sales tax ordinance on the ballot is August 12, 2005. In order to meet this deadline, staff notified the STIA Board that by their meeting of July 13, 2005 they will need to make a determination regarding placing a transportation sales tax ordinance on the ballot for the November 2005 special election and have adopted the expenditure plan. At the meeting, the STIA Board unanimously adopted a recommended schedule and approach for development of the expenditure plan (See Attachment A) and the public input process (See Attachment B).

In order to ensure that the supplemental amendment to the Programmatic EIR for the 2005 CTEP is completed in a timely manner, the STIA Board conducted a public scoping meeting and review of projects to be included in the document at the May Board meeting. The Draft Supplemental EIR was then released on June 5, 2005 and members of the TAC and the public are requested to provide comments between June 5, 2005 and July 3, 2005.

FORMULA FOR ALLOCATION OF RETURN TO SOURCE FUNDS

As part of the development of the expenditure plan for Measure A, staff worked with the TAC to develop separate allocation formulas for local streets and roads maintenance funds and the more flexible local return to source funds. Due to the flexibility of local return to source funds, an allocation formula based on population averaged over the 30 years of the measure was adopted. As part of this action, a policy to review and reconsider the policy for allocation of funds for local return to source projects was to be undertaken every ten years as part of the review of the County Transportation Expenditure Plan.

FORMULA FOR ALLOCATION OF LOCAL STREETS & ROADS MAINTENANCE FUNDS

After reviewing and discussing several options presented by staff and discussed and debated by the TAC, the STA Board adopted an allocation formula for local streets and roads funding based on 66.7% population and 33.3% center lane miles. This 2 to 1 allocation formula utilized for Measure A was a modification of the formula included as part of the expenditure plan for Measure E (2002) which used a 1.5 population to 1 center lane miles formula.

Discussion:

In accordance with STIA Board direction, staff has scheduled and is coordinating seven community input meetings, one in each city, and two meetings of a Citizen's Advisory Committee comprised of representatives from 62 interest and community groups. In addition, updated project cost estimates are being prepared for each potential project to be included in the expenditure plan. In recognition of the public input process, a recommended expenditure plan with allocation options will be prepared after the last public input meeting scheduled for July 8, 2005 is held and the public input provided is reviewed, considered and documented. At the TAC meeting, staff will provide an update of the public input process, the public comments provided to date, updated project cost estimates, and recommended allocation formulas for local streets & roads and local return to source funding.

In preparation for the development of the expenditure plan for Measure A, members of the TAC will spend a significant amount of time reviewing, discussing and ultimately recommending policies to guide the allocation of Local Return to Source funds and Local Streets and Roads funding. Staff recommends the TAC and Consortium 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 (Attachment C) and an allocation of Local Streets and Roads funding based on a combination of population (66.7%) and center lane miles (33.3%) (Attachment D).

An additional component of the sales tax ordinance for Measure A was a maintenance of effort (MOE) requirement pertaining to local streets and roads funding that required local agencies to maintain their recent funding commitment to maintaining their local streets and roads. An MOE requirement for local streets and roads is a common requirement for many local transportation sales tax measures and is put in place to ensure voters that local funds generated through a local sales tax measure will not be used to replace a local agency's financial commitment to maintaining its local streets and roads. Recently, TAC Member Dale Pfeiffer, City Of Vacaville, raised a concern regarding the MOE requirement. His concern pertains to the MOE policy contained in Measure A, which rewards local agencies that have not been investing in their local streets and roads and penalizes those agencies that have been investing in their local infrastructure. He has requested this item be discussed at the TAC meeting.

Recommendation:

Forward the following recommendations to the STA Board:

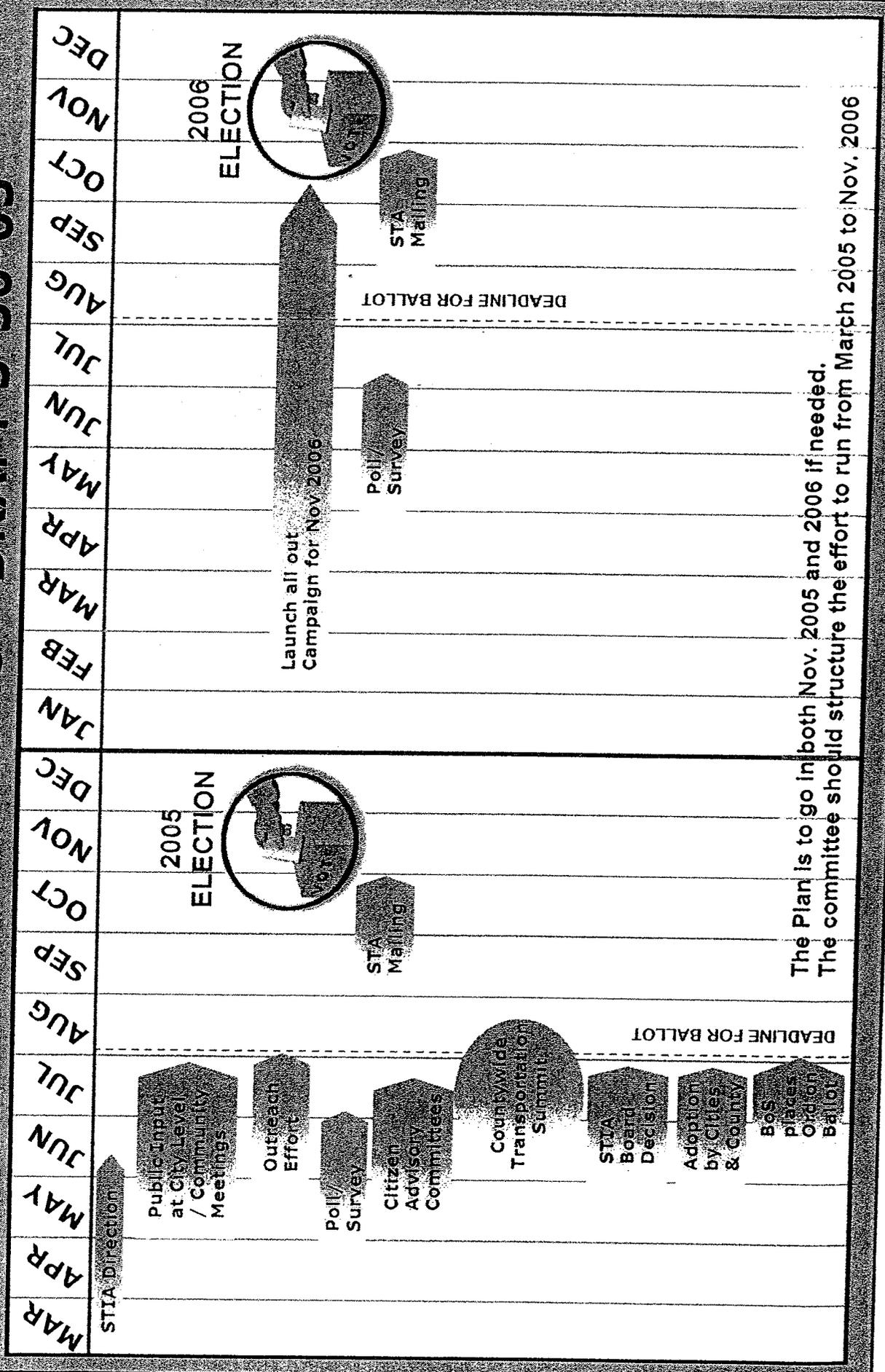
- A. Reaffirm the STA policy for the allocation of future Transportation Sales Tax revenue to member agencies for Local Return to Source projects based on population averaged over the 30-year term of the expenditure plan.
- B. Reaffirm the STA policy for the allocation of future Transportation Sales 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).

Attachments:

- A. "Expenditure Plan Development 2005-06 Timeline – Draft 3-30-05", approved by STIA Board on May 11, 2005.
- B. "Draft Public Input Meeting Schedule for 2005 Traffic Relief Expenditure Plan", approved by the STIA Board on May 11, 2005.
- C. Allocation Plan for Local Return to Source Funds Based on Population Averaged over 30 Years
- D. Allocation Plan for Allocation of Local Streets and Roads Rehabilitation and Maintenance Funds Based on 66.7% Population and 33.3% Center Lane Miles



Expenditure Plan Development 2005-2006 Timeline - DRAFT 3-30-05



The Plan is to go in both Nov. 2005 and 2006 if needed. The committee should structure the effort to run from March 2005 to Nov. 2006

Solano Transportation Improvement Authority (STIA)
Solano County Transportation Traffic Relief Expenditure Plan Ballot Measure

PUBLIC INPUT MEETING SCHEDULE

Benicia	Thursday, June 23 6:30 pm	Benicia Library 150 East L Street, Benicia
Dixon	Monday, June 20 6:30 pm	Dixon Senior Center 201 South Fifth St., Dixon
Fairfield	Wednesday, July 6 6:30 pm	Fairfield Community Center 1000 Kentucky, Fairfield
¹ Rio Vista	Tuesday, June 28 7:00 pm	Rio Vista City Council Chambers One Main Street, Rio Vista
Suisun City	Tuesday, June 14 6:30 pm	Joe Nelson Community Center 611 Village Drive, Suisun City
Vacaville	Thursday, July 7 6:30 pm	Three Oaks Community Center 110 Alamo Drive, Vacaville
Vallejo	Thursday, June 30 6:30 pm	JFK Library, Joseph Room 505 Santa Clara St., Vallejo

CITIZEN'S ADVISORY COMMITTEE PUBLIC INPUT MEETINGS

Benicia	Thursday, June 23 12:00 noon	Benicia Yacht Club 400 E. 2 nd Street, Benicia
Vacaville	Friday, July 8 12:00 noon	Travis Credit Union, One Travis Way, Vacaville

¹ This meeting follows the 6:00 p.m. Route 12 Transit Corridor Study meeting.

Local Return-to-Source

Jurisdictions	Local Return to Source	Local Streets and Roads	Total
Benicia	\$ 8.31 m	\$ 13.09 m	\$ 21.40 m
Dixon	\$ 7.11 m	\$ 7.56 m	\$ 14.67 m
Fairfield	\$ 34.74 m	\$ 45.58 m	\$ 80.32 m
Rio Vista	\$ 3.71 m	\$ 3.33 m	\$ 7.04 m
Suisun City	\$ 9.15 m	\$ 12.27 m	\$ 21.42 m
Vacaville	\$ 32.29 m	\$ 41.47 m	\$ 73.76 m
Vallejo	\$ 40.10 m	\$ 53.70 m	\$ 93.80 m
Solano County	\$ 4.59 m	\$ 33.00 m	\$ 37.59 m
Total	\$140.00 m	\$210.00 m	\$350.00 m

POTENTIAL ALLOCATION FORMULAS FOR ROAD REHAB FOR LOCAL FUNDING MEASURE

Agency	Population		Centerline Miles		Population:Centerline Miles Ratios	
	Population ¹	% of Pop	Miles ²	% Miles	1.5:1	4:1
Benicia	27,000	6.48%	92.3	5.74%	6.19%	6.33%
Dixon	16,350	3.93%	47.5	2.95%	3.54%	3.73%
Fairfield	103,600	24.87%	247.1	15.37%	21.07%	22.97%
Rio Vista	6,275	1.51%	28	1.74%	1.60%	1.55%
Suisun City	27,400	6.58%	70.3	4.37%	5.70%	6.14%
Vacaville	95,100	22.83%	218.3	13.58%	19.13%	20.98%
Vallejo	121,100	29.07%	298.4	18.56%	24.87%	26.97%
County	19,700	4.73%	605.7	37.68%	17.91%	11.32%
	416,525	100.00%	1607.6	100.00%	100.00%	100.00%

POTENTIAL ROAD REHAB ALLOCATION FOR LOCAL FUNDING MEASURE (\$210M)

Agency	Current STA Policy		TAC Recommendation		Local Funding Com. Rec.	
	1.5:1	\$210M	4:1	\$210M	2:1	\$210M
Benicia	6.19%	12,990,418	6.33%	13,301,523	6.24%	13,094,120
Dixon	3.54%	7,427,882	3.73%	7,835,542	3.60%	7,563,769
Fairfield	21.07%	44,250,716	22.97%	48,241,438	21.71%	45,580,957
Rio Vista	1.60%	3,361,256	1.55%	3,262,466	1.58%	3,328,326
Suisun City	5.70%	11,961,880	6.14%	12,888,088	5.84%	12,270,616
Vacaville	19.13%	40,174,590	20.98%	44,060,646	19.75%	41,469,942
Vallejo	24.87%	52,225,034	26.97%	56,640,096	25.57%	53,696,721
County	17.91%	37,608,224	11.32%	23,770,200	15.71%	32,995,549
	100.00%	\$210,000,000	100.00%	210,000,000	100.00%	\$210,000,000

- NOTES:
1. Population from Dept of Finance 1/1/2004
 2. Center Line miles are based on 2002 data.



DATE: June 20, 2005
TO: SolanoLinks Intercity Transit Consortium
FROM: Elizabeth Richards, SNCI Program Director
RE: Route 30 Funding Agreement and Performance Update

Background:

Fairfield-Suisun Transit (FST) operates Rt. 30 on behalf of the Solano Transportation Authority (STA). Rt. 30 is funded by Transportation Development Act (TDA) funds from Fairfield/Suisun City, Vacaville, Dixon, and the County of Solano. Over the years, the STA has secured a variety of other funds for this route. This includes Transportation Fund for Clean Air from the Bay Area Air Quality Management District, Clean Air Funds from the Yolo Solano Air Quality Management District, and State Transit Assistance Funds. An updated multi-year funding agreement has been under development for the funding distribution from FY 2005-06 and beyond.

Route 30 has been operating five roundtrips, Monday-Friday, to Sacramento since March 2003. This route is a commuter focused express bus route that connects several local jurisdictions, including Fairfield, Vacaville, and Dixon to Davis and Sacramento. The purpose of the extension to Sacramento was to improve the general performance and farebox recovery on the route as well as to address an Unmet Transit Needs issue. Since this service change was made, ridership has continued to increase and performance to improve.

Discussion:

Route 30's performance has been steadily improving over the past few years. Ridership gains were quickly apparent after the implementation of the new service to Sacramento in the Spring of 2003. Ridership increased significantly and the farebox recovery has gradually improved. Prior to the route's restructuring, Route 30 ridership averaged about 50 passengers/day with a farebox recovery ratio of 12%. With the advent of the new service in March 2003, there has been steady and sustained improvement. Monthly ridership has steadily increased (see Attachment A) and the average monthly farebox recovery ratio now exceeds 20%. Daily ridership since the beginning of 2005 has averaged about 100 passengers/day.

Key service and marketing milestones for Rt. 30 are noted below:

- March 2003: Route restructured to streamline service to UC Davis and add service to Sacramento.
- April 2003: Rt. 30 marketing to all Dixon residents through water bill insert.
- June 2003: Update of SolanoLinks with Rt. 30 extension added.
- August 2003: Over the road coaches put into service by FST. Significantly increased comfort and capacity from less than 40 passengers per bus to over 50.

- March 2005: Joint pass with South Natomas Transportation Management Association (SNTMA) implemented.
- May 2005: Rt. 30 bus entry in Dixon May Fair Parade.
- Late 2005: Rt. 30 bus to be wrapped to promote SNCI program and transit usage.

Many issues that have come up and have been resolved in the past two years of extended operation. One that remains is securing a pass sales outlet in Sacramento. Coordination with Regional Transit (RT) to utilize their Downtown Plaza ticket outlet has been stymied by on-going changes within their organization.

The proposed Rt. 30 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 as part of its range of local and inter-city fixed route services and the STA provides general management oversight on behalf of the funding partners. The STA has also taken a lead role in marketing the service and providing more extensive customer service including to the market outside the county.

The funding distribution for FY 2005-06 has been approved as part of the approval of the TDA matrix. For the years beyond FY 2005-06, the total cost and funding distribution is still in development and has not been included in the attached agreement (Attachment B). The STA and FST will work together on these cost projections and bring a recommendation back to the Consortium and TAC at their next meeting in August.

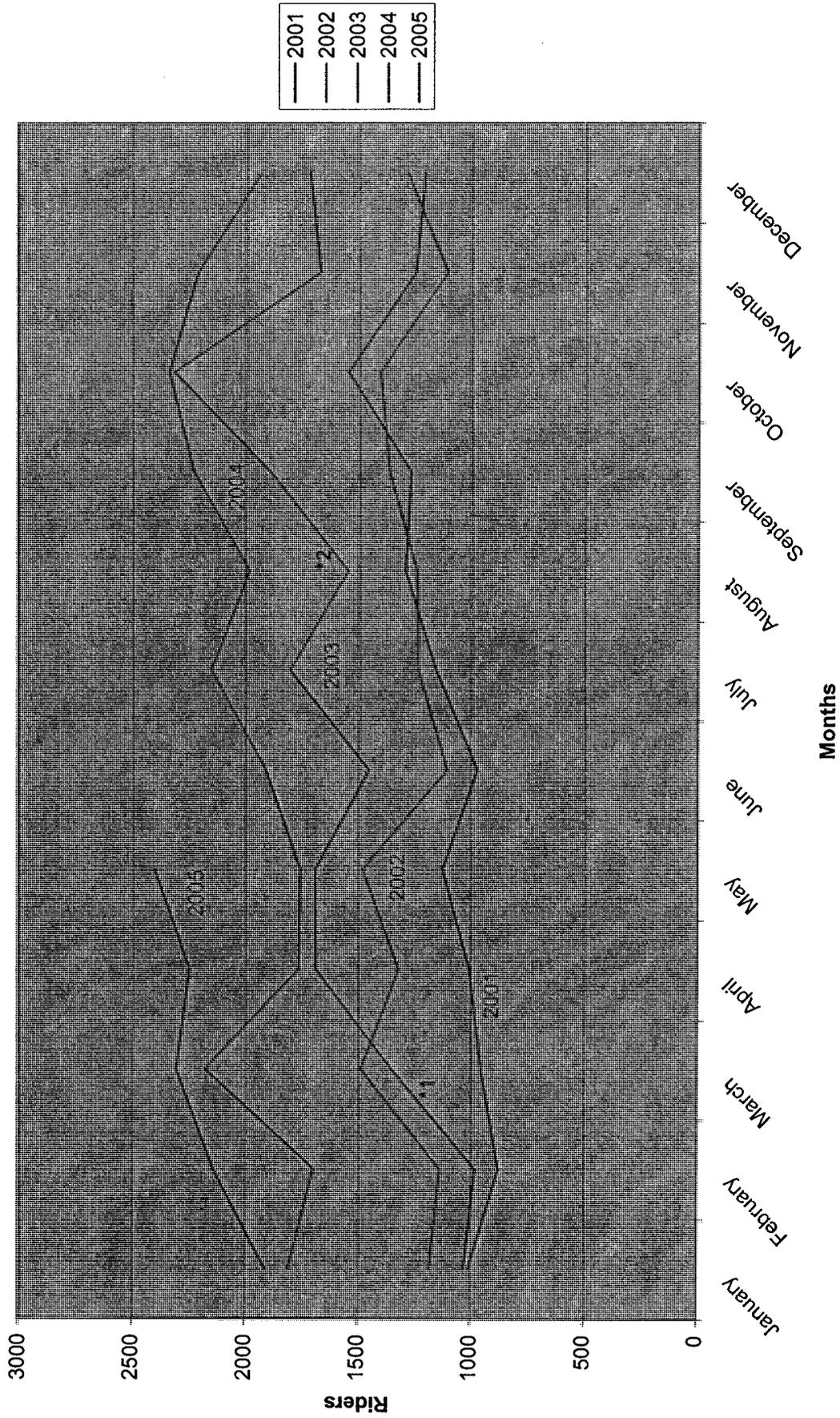
Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to execute the Rt. 30 funding agreement as shown on Attachment B.

Attachments:

- A. Monthly Ridership Graph
- B. Draft Rt. 30 Funding Agreement

Route 30 Ridership



*1 March 2003 - Service extended to Sacramento.
 *2 August 2003 - New MCI buses added to Route 30.

**AGREEMENT BETWEEN SOLANO TRANSPORTATION AUTHORITY
AND THE CITY OF FAIRFIELD
CONCERNING OPERATION OF ROUTE 30 SERVICES**

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").

1. 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 "funding partner" cities in Solano County (Dixon, Fairfield, Rio Vista and Vacaville) and collectively referred to as the "Parties" have previously commenced and have agreed to continue a fixed route transit service between the city of Fairfield in Solano County and the City of Sacramento, including stops in Fairfield, Vacaville, Dixon and Davis, and Sacramento all hereinafter referred to as the "SERVICE" and

WHEREAS, FAIRFIELD provides public transit 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,

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 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 attached exhibits which are incorporated herein as though set forth in full:

Exhibit A: (Scope of Services)

Exhibit B: (Routes, Schedule and Fares for Service) and

Exhibit C: (Estimated Funding Shares For Route 30)

2. Term: Subject to the provisions of Paragraph 14, 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 2009/20010).

3. Payment: 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 herein 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 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 historical shares. 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.

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 Transportation 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 payment from STA as set forth in this Agreement for that fiscal year.

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. The FAIRFIELD Transportation Manager shall provide at least 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 include that proportionate share of the sales of tickets and passes and cash fare revenue directly attributable to SERVICE. Fares shall be retained by Fairfield.

6. 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 appointed representative. 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.

7. Authority of STA: 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. 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.

8. 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:

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

To FAIRFIELD:

George Fink
Public Works; Transit Division
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.

9. 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.

10. Audit:

a. FAIRFIELD shall permit the authorized representatives of STA, Solano County, the Metropolitan Transportation Commission, 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 and audit all data and records of the 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.

STA's Remedies on Breach: It is understood and agreed that in the event that FAIRFIELD does not perform SERVICE in the manner required by the terms of this Agreement, then, in addition to all other remedies, penalties and damages provided by law, STA may provide such services and deduct the cost of doing so from the fund sources contemplated by this agreement, including TDA amounts or historical funding shares claimed, due, or to become due to FAIRFIELD.

11. 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 enter into subcontracts for any work contemplated under this Agreement and shall not assign this Agreement or monies due or to become due, without the prior written consent of STA. STA shall not consent to any proposed assignment or sub-contracting, novation, other writing, or agreement which would have the effect of relieving FAIRFIELD or FAIRFIELD'S surety, if any, of their responsibility and/or liability under this Agreement. STA acknowledges and recognizes that FAIRFIELD presently contracts with, and contemplates continuing to contract with, the Master Transit Company for purposes of operating FAIRFIELD'S public transit services include intercity transit services as proposed to be provided under this agreement.

STA reserves the right to assign its responsibilities under Agreement to a successor governmental entity for the provision of the public transportation services herein addressed. Unless otherwise agreed, such assignment shall constitute a complete novation between STA and FAIRFIELD and receipt by FAIRFIELD from STA of sums then due and payable for services rendered pursuant to Agreement prior to assignment shall constitute a complete accord and satisfaction as between STA and FAIRFIELD.

12. Status of FAIRFIELD: FAIRFIELD shall be an independent contractor and neither FAIRFIELD, nor any of its employees, agents or volunteers shall be employees of STA for any purpose related to this Agreement.

This Agreement is by and between two independent contractors and is not intended to and shall not be construed to create the relationship of agent, servant, employee, partnership, joint venture, or any type of association between and among the parties hereto.

13. Indemnity and Hold Harmless: In addition to the insurance requirements imposed on FAIRFIELD by this Agreement, 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 or any breach of any statutory, regulatory, contractual or legal duty of any kind, related, directly or indirectly, to the services, responsibilities or duties required by of FAIRFIELD by this Agreement except to the extent such "damages" are caused by the sole negligence or willful misconduct of STA.

14. Termination:

a. Either party may terminate the Agreement, without cause, upon a hundred eighty (180) calendar days written notice to the other party and STA shall be responsible for costs as specified under Exhibit C. 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 FAIRFIELD is operating SERVICE in a manner which jeopardizes the health and safety of the public provided that STA gives FAIRFIELD an opportunity to be heard on this issue prior to any such determination that results in immediate termination of this Agreement.

15. Permits to Operate: 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 when received by FAIRFIELD. STA and FAIRFIELD shall cooperate and share equally in the cost and expense and process for obtaining any and all permits, licenses, certifications or entitlements required by any local agency for the provision of SERVICE.

16. 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:

CHARLES LAMOREE
STA LEGAL COUNSEL

EXHIBIT A

Fairfield/Suisun Transit (FST) Route 30

SCOPE OF WORK

I. OPERATIONS (General)

FAIRFIELD shall provide turnkey fixed route transportation services in compliance with the requirements outlined in this Scope of Work, the Routes and Schedule for Service included as Exhibit B to the contract.

II. PERSONNEL (General)

FAIRFIELD shall provide all management, supervision, drivers, dispatch, mechanics, maintenance clerk, vehicle garage men, cleaners, service workers, telephone information operators, and such other personnel necessary to responsibly operate Route 30 of the Fairfield/Suisun Transit (FST) system, including any required on-board security or supervision.

III. ITEMS PROVIDED BY FAIRFIELD

A. FAIRFIELD shall provide computer hardware and software necessary for dispatch, maintenance, administration, recordkeeping, and reports required to operate the service.

B. FAIRFIELD shall provide all facilities, buses, tools, equipment, fuel, oil, tires, batteries, parts, cleaning supplies, office supplies, office equipment and such other items or materials required to professionally operate the service.

C. FAIRFIELD shall provide

- All tools and equipment to perform the preventive maintenance inspection and repair activities required in this Scope of Work
- All tools and equipment necessary to perform, periodic service and adjustments and make mechanical repairs
- All cleaning equipment and supplies necessary to clean the buses and maintain equipment in accordance with this Scope of Work.

IV. FAIRFIELD MAINTENANCE OF BUSES AND EQUIPEMNT

A. FAIRFIELD shall perform all preventive maintenance and keep the buses in good and safe operating condition.

B. FAIRFIELD shall implement a preventive maintenance program for buses and equipment that meets or exceeds the original equipment manufacturer's (OEM's) recommendation. FAIRFIELD'S

overall preventive maintenance program shall also be sufficient so as not to invalidate or lessen warranty coverage of STA-provided buses and equipment

C. FAIRFIELD at its sole cost and expense shall provide all fuel, lubricants, repairs, cleaning, parts, supplies, labor, maintenance, major components, and components for rebuilding and replacement, with the necessary service facilities to provide the same, required for the operation of all equipment pursuant to this agreement. FAIRFIELD shall be fully responsible for the safe and efficient maintenance of all vehicles, radios, fare boxes, data reporting subsystem, revenue storage units, bike racks and all other equipment, including staff vehicles, to be used to perform this agreement in strict conformity to all CHP regulations and orders.

D. All parts, materials, tires, lubricants, fluids, oils and procedures used by FAIRFIELD on all vehicles and equipment shall meet or exceed Original Equipment Manufacture (OEM) specification and requirements.

E. Heating and air conditioning (A/C) systems shall be installed, maintained, and used to insure that the passenger compartment is comfortably maintained under all climatic conditions at all times on all in-service runs. FAIRFIELD shall maintain the A/C systems in a state of operating condition throughout the entire year. The preventive maintenance program for the A/C system shall meet or exceed OEM requirements.

F. Seats shall be maintained in proper operating condition at all times. All tears, gum, graffiti and other damage shall be repaired in a professional manner immediately upon their discovery.

G. All buses shall be reasonably clean throughout both inside and out prior to use. FAIRFIELD shall plan for and implement a program for bus washing and cleaning specifying cleaning and washing to be performed on a daily basis and cleaning and washing to be performed at other intervals.

H. FAIRFIELD shall conform to all instructions and make all corrections required by the CHP and other applicable regulatory agencies regarding the use and maintenance of buses.

I. FAIRFIELD shall establish and maintain an on-going spare parts inventory sufficient to permit that peak hour vehicle requirements are met at all times.

J. Computer equipment associated with the service shall be properly maintained and in good operating condition at all times. FAIRFIELD shall maintain a file back up and recovery system.

V. REPORTS; RECORDS; INSPECTIONS BY STA

FAIRFIELD shall collect data required for TDA / State Controllers Report, National Transit Database and all other data required by funding and regulatory agencies.

A. Operating Reports: Each month 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:

1. Reports submitted on a Monthly Basis:
 - a. Total monthly ridership by route, day, trip, and fare collection method and amount.
 - b. Total revenue recorded from data reporting subsystem for that month, including breakdown of fare revenue and rides by day and fare category.
 - c. Missed trips (partial or fully missed)
 - d. Accidents (separated by collision/non-collision and preventable/non-preventable)
 - e. 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
 - f. Budget versus actual report for operating expenses, fare revenue, TDA revenue, and other revenue (such as AQMD).
2. Other Reports:
 - a. 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 CALTIP adjuster immediately.
 - b. CHP Safety Compliance Reports – Submitted to STA within Two (2) business days after CHP submits said report(s) to FAIRFIELD.

B. On-Board Survey: FAIRFIELD shall conduct FTA Section 15, Level "C" fixed route bus surveys in accordance with UMTA requirements. (See A3c above)

FAIRFIELD shall conduct boarding surveys on Rt. 30 summarizing and reporting to the STA boarding activity by stop, and trip. STA may conduct other surveys during the term of this agreement. These surveys will determine matters such as socioeconomic, rider-ship patterns and fare-type characteristics of system users. FAIRFIELD shall cooperate in the conduct of these surveys including having its in-service drivers and supervisory personnel participate, where operationally possible, at no additional charge to STA.

C. State/Federal Reporting: FAIRFIELD shall prepare and file all reports required by State and Federal authorities, to include as necessary those required by the California Transportation Development Act of 1971 and FTA's National Transit Database.

D. Data: 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.

E. Financial Records/Separate Records: 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.

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.

F. Access to Records: 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.

VI. TELEPHONE INFORMATION SERVICE

A. FAIRFIELD shall provide telephone customer information service to the public during all hours of system revenue service operation, Monday through Friday. FAIRFIELD will ensure STA has up-to-date information on Rt. 30 to ensure customer service provided by STA is accurate.

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

VII. EMPLOYEE QUALIFICATIONS

FAIRFIELD shall perform employment, DMV, physicals, Drug Testing, and criminal background checks of all employees associated with this agreement and shall undertake the steps necessary to assure that all such employees perform their duties in a safe, legal, professional manner at all times. All drivers and driver instructors must possess valid drivers' licenses to operate vehicles and for instruction in vehicles to be used for this service.

VIII. DRIVER TRAINING

FAIRFIELD shall provide training for all personnel working on this contract. It is the sole responsibility of the FAIRFIELD to insure that each individual is fully knowledgeable of their duties and responsibilities and can operate a bus in a safe manner. It is also FAIRFIELD's responsibility to provide additional training if the agreed upon training requirements is insufficient.

IX. DRIVER UNIFORMS/DRESS CODE/APPEARANCE/COURTESY

A. FAIRFIELD shall provide, clean, and maintain uniforms for all drivers and shall enforce an appearance code, also subject to approval from the Executive Director.

B. 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.

X. 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). FAIRFIELD shall generate reports on ridership by day and fare category.

XI. ROUTE, SCHEDULE, SERVICE AREA

FAIRFIELD shall provide service in compliance with the bus routes, schedule, service area, and holidays described in Exhibit B to the contract or any amendments thereto, providing service on schedule in a safe, professional, and courteous manner. Changes greater than ten percent (10%) to the regular routing, schedule, or bus stops shall be presented to the STA Executive Director for review and approval prior to implementation.

XII. 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.

At a minimum, FAIRFIELD shall perform pre-employment, reasonable cause, and post-accident drug/alcohol testing of all safety-related employees associated with STA service, in conformance with FTA requirements.

In the case of randomly sampled testing, FAIRFIELD shall comply with State and Federal requirements.

XIII. COMMUNITY RELATIONS; USE OF BUS FOR 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 Rt. 30 schedules in a timely manner and maintaining an adequate supply to the STA for outreach and customer service; 2) maintaining the Rt. 30 schedule on-line and ensuring changes are made in a timely manner. 3) coordinating with the STA on special outreach activities to promote Rt. 30. From time to time, but no more than four (4) times in a calendar year, FAIRFIELD shall supply, free of charge, a bus or other appropriate vehicle for use by

STA for community outreach events such as parades and other community events. STA shall ensure that such requests are made sufficiently in advance so as not to disrupt normal transit service by FAIRFIELD and so long as such bus or other vehicle can be provided without any such disruption.

EXHIBIT B

TO

**AGREEMENT BETWEEN SOLANO TRANSPORTATION AUTHORITY
AND THE CITY OF FAIRFIELD
CONCERNING OPERATION OF ROUTE 30 SERVICES**

**EXHIBIT B SHALL CONSIST OF THE LATEST ROUTE SCHEDULE AND THE LATEST FARE
SCHEDULE FOR ROUTE 30 ADOPTED BY THE CITY OF FAIRFIELD PURSUANT TO THIS
AGREEMENT**



DATE: June 20, 2005
TO: SolanoLinks Intercity Transit Consortium
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:

The proposed Solano Paratransit agreement between the STA and Fairfield-Suisun Transit (FST) covers the timeframe from FY2005-06 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.

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 (see Attachment A). 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 at their next meeting in August.

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:

Forward the following recommendations to the STA Board:

1. Authorize the Executive Director to execute the Solano Paratransit funding agreement as shown on Attachment A.
2. Endorse 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**

THIS AGREEMENT ("Agreement") is made this ____ day of June, 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 City of Fairfield; 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,

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 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 Work

Exhibit B: General summary of "Solano Paratransit Intercity Door-to-Door" Services

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. Payment: 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 herein 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 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.

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 Transportation 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 payment from STA as set forth in this Agreement for that fiscal year.

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. The FAIRFIELD Transportation Manager shall provide at least 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 and passes and cash fare revenue directly attributable to SERVICE.

6. 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 appointed representative. 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.

7. Budget: The monthly expenditures shall be consistent with those set forth in the annual budget as outlined in Exhibit C of this Agreement.

8. 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.

9. 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.

10. 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:

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To STA:

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

To FAIRFIELD:

George Fink
Public Works; Transit Division
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.

11. 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.

12. 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 and audit all data and records of the 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.

STA's Remedies on Breach: It is understood and agreed that in the event that FAIRFIELD does not perform SERVICE in the manner required by the terms of this Agreement, then, in addition to all other remedies, penalties and damages provided by law, STA may provide such services and deduct the cost of doing so from the amounts due, or to become due to FAIRFIELD. Should no amounts be due or become due to FAIRFIELD, FAIRFIELD shall pay STA for the actual costs of providing such service

13. 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 precluding FAIRFIELD from the diverting of fare revenues.

14. 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 enter into subcontracts for any work contemplated under this Agreement and shall not assign this Agreement or monies due or to become due, without the prior written consent of STA. STA shall not consent to any proposed assignment or sub-contracting, novation, other writing, or agreement which would have the effect of relieving FAIRFIELD or FAIRFIELD'S surety, if any, of their responsibility and/or liability under this Agreement.

STA reserves the right to assign its responsibilities under Agreement to a successor governmental entity for the provision of the public transportation services herein addressed. Such assignment shall constitute a complete novation between STA and FAIRFIELD. Receipt by FAIRFIELD from STA of sums then due and payable for services rendered pursuant to Agreement prior to assignment shall constitute a complete accord and satisfaction as between STA and FAIRFIELD.

15. Status of FAIRFIELD: FAIRFIELD shall be an independent contractor and neither FAIRFIELD, nor any of its employees, agents or volunteers shall be employees of STA for any purpose related to this Agreement.

This Agreement is by and between two independent contractors and is not intended to and shall not be construed to create the relationship of agent, servant, employee, partnership, joint venture, or any type of association between and among the parties hereto.

16. 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.

17. 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.

18. 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.

19. 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 when received by FAIRFIELD. 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 meet 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.

20. 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.

21. 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:

CHARLES LAMOREE
STA LEGAL COUNSEL

EXHIBIT A

Fairfield/Suisun Transit (FST) – Solano Paratransit

SCOPE OF WORK

I. OPERATIONS (General)

The CITY OF FAIRFIELD shall provide turnkey paratransit services in compliance with the requirements outlined in this Scope of Work, and the service description and fare structure provided in Exhibit B 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 meet 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 men, cleaners, service workers, telephone information operators, and such other personnel necessary to responsibly operate Solano Paratransit.

IV. HOURS AND DAYS OF OPERATION AND SERVICE AREA

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 10 (ten) 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 and shall not be used for any other purpose unless specifically authorized in writing by the Executive Director. FAIRFIELD shall account to the STA for the location and status of all STA provided coaches at all times. 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 computer hardware and software necessary for dispatch, maintenance, administration, recordkeeping, and reports required to operate the service.

FAIRFIELD shall provide all facilities, paratransit coaches (to the extent they are not provided by STA), tools, equipment, fuel, oil, tires, batteries, parts, cleaning supplies, office supplies, office equipment and such other items or materials required to professionally operate the service.

FAIRFIELD shall provide:

- a. All tools and equipment to perform the preventive maintenance inspection and repair activities required in this Scope of Work
- b. All tools and equipment necessary to perform, periodic service and adjustments and make mechanical repairs
- c. All cleaning equipment and supplies necessary to clean the paratransit vehicles and maintain equipment in accordance with this Scope of Work.

VIII. FAIRFIELD MAINTENANCE OF VEHICLES AND EQUIPMENT

- a. FAIRFIELD shall perform all preventive maintenance and keep the vehicles in good and safe operating condition.
- b. FAIRFIELD shall implement a preventive maintenance program for vehicles and equipment that meets or exceeds the original equipment manufacturer's (OEM's) recommendation. FAIRFIELD'S overall preventive maintenance program shall also be

sufficient so as not to invalidate or lessen warranty coverage of STA-provided coaches and equipment

- c. FAIRFIELD at its sole cost and expense, shall provide all fuel, lubricants, repairs, cleaning, parts, supplies, labor, maintenance, major components, and components for rebuilding and replacement, with the necessary service facilities to provide the same, required for the operation of all equipment pursuant to this agreement. FAIRFIELD shall be fully responsible for the safe and efficient maintenance of all vehicles, wheel chair lifts, radios, fare boxes, data reporting system, revenue storage units, and all other equipment, including staff vehicles, to be used to perform this agreement in strict conformity to all CHP regulations and orders.
- d. All parts, materials, tires, lubricants, fluids, oils and procedures used by FAIRFIELD on all vehicles and equipment shall meet or exceed Original Equipment Manufacture (OEM) specification and requirements.
- e. Heating and air conditioning (A/C) systems shall be installed, maintained, and used to insure that the passenger compartment is comfortably maintained under all climatic conditions at all times on all in-service runs. FAIRFIELD shall maintain the A/C systems in a state of operating condition throughout the entire year. The preventive maintenance program for the A/C system shall meet or exceed OEM requirements.
- f. Seats shall be maintained in proper operating condition at all times. All tears, gum, graffiti and other damage shall be repaired in a professional manner immediately upon their discovery.
- g. Wheel chair lifts shall be maintained and in proper operating condition at all times.
- h. All vehicles shall be reasonably clean throughout both inside and out prior to use. FAIRFIELD shall plan for and implement a program for vehicle washing and cleaning specifying cleaning and washing to be performed on a daily basis and cleaning and washing to be performed at other intervals.
- i. FAIRFIELD shall conform to all instructions and make all corrections required by the CHP and other applicable regulatory agencies regarding the use and maintenance of buses.
- j. FAIRFIELD shall establish and maintain an on-going spare parts inventory sufficient to permit that peak hour vehicle requirements are met at all times.
- k. Computer equipment associated with the service shall be properly maintained and in good operating condition at all times. FAIRFIELD shall maintain a file back up and recovery system.

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 CALTIP 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
 - i. FAIRFIELD shall prepare and submit to STA for filing all reports required by State and Federal authorities, to include as necessary those required by the California Transportation Development Act of 1971 and FTA. Such reports shall be prepared in draft on the forms provided by such State Authorities or as specified by the Executive Director.
- 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 and Monday through Friday. 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. EMPLOYEE QUALIFICATIONS

FAIRFIELD shall perform employment, DMV, physicals, Drug Testing, and criminal background checks of all employees associated with this agreement and shall undertake the steps necessary to assure that all such employees perform their duties in a safe, legal, professional manner at all times. All drivers and driver instructors must possess valid drivers' licenses to operate vehicles and for instruction in vehicles to be used for this service.

XII. DRIVER TRAINING

FAIRFIELD shall provide training for all personnel working on this contract. It is the sole responsibility of the FAIRFIELD to insure that each individual is fully knowledgeable of their duties and responsibilities and can operate a bus in a safe manner. It is also the FAIRFIELD'S responsibility to provide additional training if the agreed upon training requirements are insufficient.

XIII. DRIVER UNIFORMS/DRESS CODE/APPEARANCE/COURTESY

FAIRFIELD shall provide uniforms for all drivers and shall enforce an appearance code, also subject to approval from the Executive Director.

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.

XIV. 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).

XV. 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.

At a minimum, FAIRFIELD shall perform pre-employment, reasonable cause, and post-accident drug/alcohol testing of all safety-related employees associated with STA service, in conformance with FTA requirements.

In the case of randomly sampled testing, FAIRFIELD shall comply with State and Federal requirements.

XVI. 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 maintaining 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. From time to time, but no more than four (4) times in a calendar year, FAIRFIELD shall supply, free of charge, a bus or other appropriate vehicle for use by STA for community outreach events such as community parades and other local events. STA shall ensure that such requests are made sufficiently in advance so as not to disrupt normal transit service by FAIRFIELD and so long as such bus or other vehicle can be provided without any such disruption.

EXHIBIT B

TO

**AGREEMENT BETWEEN SOLANO TRANSPORTATION AUTHORITY
AND THE CITY OF FAIRFIELD
CONCERNING OPERATION OF PARATRANSIT SERVICES**

**EXHIBIT B SHALL CONSIST OF THE PARATRANSIT SERVICE RULES ADOPTED BY THE
CITY OF FAIRFIELD**

Exhibit C: ESTIMATED FUNDING SHARES FOR SOLANO PARATRANSIT

	FY 05-06	FY 06-07	FY 07-08	FY 08-09	FY 09-10	Basis for Estimate
Total Cost	499,453	520,826	544,060	567,223	591,582	FF Transit Budget dated 5/13/05
<i>Annual Cost Growth</i>		4.28%	4.46%	4.26%	4.29%	
Revenues						
Fares	21,098	21,520	21,950	22,389	22,837	FF Transit Budget dated 5/13/05
Farebox Recovery	4.22%	4.13%	4.03%	3.95%	3.86%	
Total Revenues	21,098	21,520	21,950	22,389	22,837	
Net Subsidy Required (cost minus revenues)	478,355	499,306	522,110	544,834	568,745	
TDA Subsidy Shares^{1,2}						
Dixon	\$29,180	30,458	31,849	33,235	34,693	FY 03-04 subsidy share used for FY 05-06; thereafter, formula will be recalculated
Fairfield	\$191,151	199,523	208,635	217,716	227,270	FY 03-04 subsidy share used for FY 05-06; thereafter, formula will be recalculated
Rio Vista	\$9,615	10,036	10,494	10,951	11,432	FY 03-04 subsidy share used for FY 05-06; thereafter, formula will be recalculated
Suisun City	\$45,683	47,684	49,861	52,032	54,315	FY 03-04 subsidy share used for FY 05-06; thereafter, formula will be recalculated
Vacaville	\$175,126	182,796	191,144	199,464	208,217	FY 03-04 subsidy share used for FY 05-06; thereafter, formula will be recalculated
County of Solano	\$27,601	28,810	30,126	31,437	32,817	FY 03-04 subsidy share used for FY 05-06; thereafter, formula will be recalculated
Total Subsidy Shares	478,356	499,306	522,110	544,834	568,745	

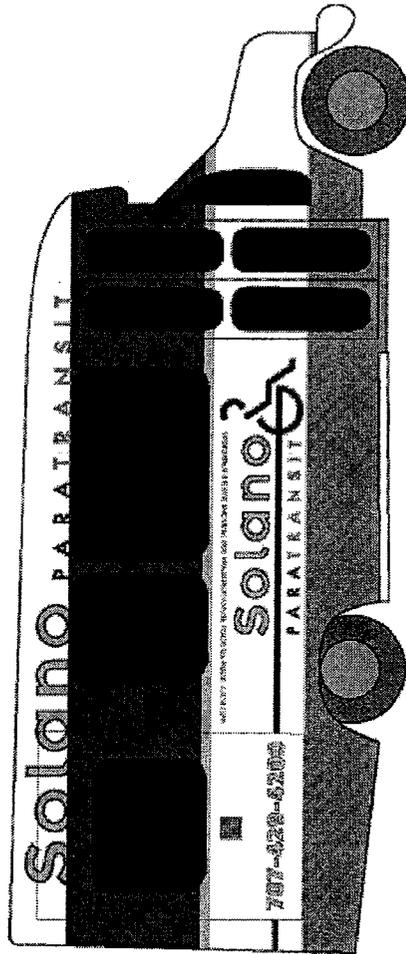
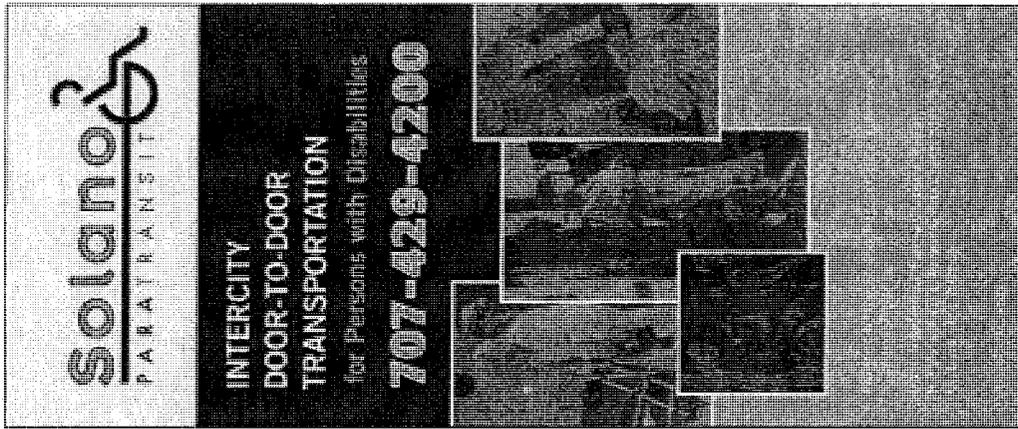
Notes:

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





DATE: June 17, 2005
TO: SolanoLinks Intercity Transit Consortium
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update – June 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.

Discussion:

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 8th 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.

Recommendation:

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

- SB 371 – Support

Attachments:

- A. Analysis of SB 371
- B. Legislative Matrix, June 2005

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, we recommend 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
AB 453 (Benoit) 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 Resolutions	
AB 748 (Wolk) 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 Appropriations to second reading (hearing set for 5/31/05)	
AB 850 (Canciamilla) 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
AB 1010 (Oropeza) 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	ASM Appropriations to third reading (hearing to be set)	
AB 1266 (Niello) 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
AB 1699 (Frommer) 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)	ASM Appropriations to second reading (hearing to be set)	
AB 1714 (Plescia) 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)	
ACA 4 (Plescia and Harman) 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 Committee on Transportation	Support
ACA 7 (Nation) 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
ACA 10 (Nunez) 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 Committee on Transportation & Housing	
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 Local Government (hearing set for 6/29/05)	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
SB 371 (Torlakson and Runner) 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	
SB 521 (Torlakson) 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)	
SB 601 (Soto) 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)	
SB 705 (Runner) 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
SB 1020 (Migden) 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)	
SB 1024 (Perata) 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 Appropriations to third reading	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 Policy 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 Fiscal 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 Last day for any bill to be passed. 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>



DATE: June 23, 2005
TO: SolanoLinks Intercity Transit Consortium
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.

Discussion:

Fairfield, Benicia, Vacaville, and Solano County have sent 2005 LOS calculations for portions of the CMP System in their jurisdictions. Fairfield has 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 (Attachment A).
- The CMP Capital Improvement Program has been changed to reflect the STA's 2004 RTP submittal to MTC (Attachment B).
- 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 (Attachment C).

- 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	Consortium and TAC 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 Board	STA Board approves 2005 CMP
Late October	Final CMP due to MTC

Recommendation:

Forward a recommendation to the STA Board to 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*	
I-80	1.114	4.432	Vallejo	F	F	F	D*	
I-80	4.432	6.814	Vallejo	F	C	F	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*	
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*	
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	***	
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**	
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**	
SR 29	0	2.066	Vallejo	E	A	A	A*	
SR 29	2.066	4.725	Vallejo	E	B	B	B*	
SR 29	4.725	5.955	Vallejo	E	C	C	C*	
SR 37	0	6.067	Vallejo	F	B	C	C*	
SR 37	6.067	8.312	Vallejo	E	D	B	B*	
SR 37	8.312	10.96	Vallejo	F	F	F	F*	
SR 37	10.96	12.01	Vallejo	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
 ** SR 12 MIS 2001
 *** TBD

RED: Roadway at LOS F
 GREEN: LOS is two levels higher than LOS standard

2005 CMP System LOS Inventory (continued)

Roadway	From (PM)	To (PM)	Jurisdiction	Standard	LOS Measurements (PM Peak, Peak Flow)			
					1999	2001	2003	2005
LOCAL ROADWAY								
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 th	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				
INTERSECTION								
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	
Curtola Parkway at Sonoma Blvd			Vallejo	E	C	C	C	
Mare Island Way at Tennessee Street			Vallejo	F	D	D	B	
* LOS taken from STA's I-80/ I-680/ I-780 Corridor Study ** SR 12 MIS 2001 *** TBD				RED: Roadway at LOS F GREEN: LOS is two levels higher than LOS standard				

2005 CMP Capital Improvement Program

Roadway Enhancement Projects

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

Area	Project	Total Cost	25 year funds
Adequate Maintenance			
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
System Efficiency			
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
Dixon	Parkway Boulevard overcrossing of Union Pacific Railroad grade separation	\$9.5	\$9.5
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
Strategic Expansion			
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	Azuar Drive/Cedar Avenue widening from P St to Residential Parkway (2 lanes to 4 lanes)	\$9.0	\$9.0
Vallejo	Broadway widening between SR 37 and Mini Drive (2 to 4 lanes)	\$4.9	\$4.9
Vallejo, County	SR29/SR37 Interchange Improvements	\$62.0	\$62.0

Travel Demand Element Projects

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

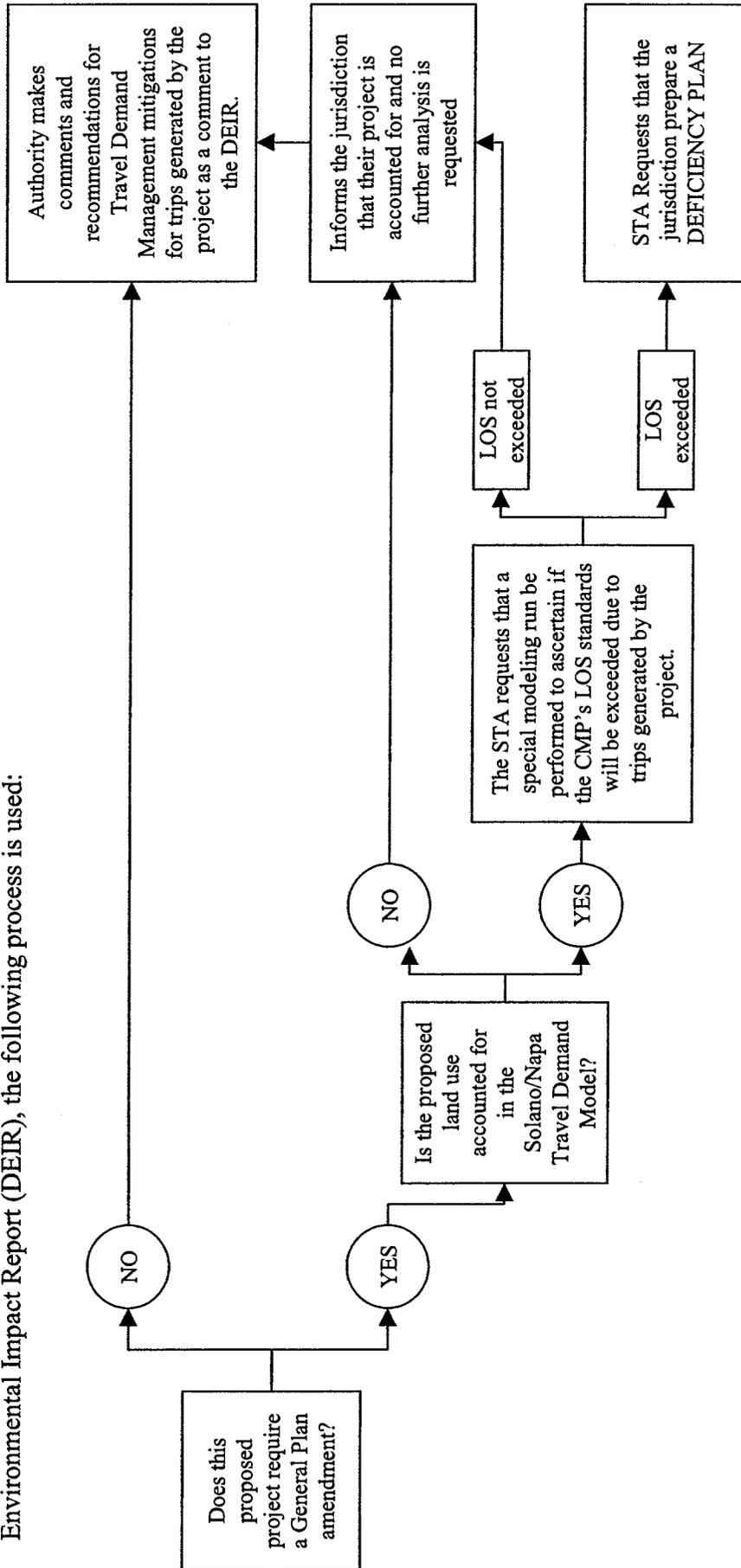
Project		Total Cost	25 year funds
Adequate Maintenance			
Countywide	Senior and Disabled transit capital and operating	\$129.2	\$0.0
Vallejo	Vallejo Transit – transit operating and capital improvement program	\$562.5	\$562.5
Strategic Expansion			
Countywide	Commuter Rail Service - Auburn to Oakland (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
System Efficiency			
Countywide	Local Bicycle and pedestrian projects	\$56.0	\$34.0
Strategic Expansion			
Vallejo	Realign Wilson Avenue from Florida St to SR37 for pedestrians and bicyclists (Phase 2)	\$16.5	\$16.5

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 Consortium 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: June 15, 2005
TO: SolanoLinks Intercity Transit Consortium
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 provide an Emergency Ride Home Program to employers in Solano County.

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. SNCI continues to engage local employers through distribution of materials, events, major promotions, surveying, and other means. Also, SNCI coordinated with Solano 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 must live within 100 miles of their Solano County worksite and will be limited to no more than two uses per calendar month and a total of six uses in a calendar year. 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 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. 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) funds, and YSAQMD Clean Air Funds.

Recommendations:

Forward the following recommendations to the STA Board:

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.

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.



DATE: June 15, 2005
TO: SolanoLinks Intercity Transit Consortium
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. CA 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 nearing, staff has begun preparing a FY 2004-05 Annual Report of the SNCI program, which will be distributed under separate cover.

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

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 finalized after June 30, 2005.

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 3,300 information calls, processed over 700 matchlists and participated at over 50 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 50,000 pieces of public transit literature was distributed, which includes transit information for Vallejo Transit, Baylink Ferry, Benicia Transit, Fairfield-Suisun Transit, Vacaville City Coach, Dixon Read Ride, and Rio Vista Transit.

The SNCI vanpool program continues to provide quality customer service and support to new and existing vanpools. Twelve new vanpools traveling through, to, or from Napa and Solano counties were formed last year. Staff also performed 441 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 vanpools 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.

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.

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 Work Program highlights several SNCI key activities and is presented for the Board's review and approval.

Recommendation:

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

Attachments:

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

**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: June 17, 2005
TO: SolanoLinks Intercity Transit Consortium
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 that are expected to be completed by the beginning and end of 2005 respectively.

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 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 scheduled 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 August. The date and location have not yet been determined.

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

The Power Point presentation prepared for the SR 12 Steering Committee and the public meetings will be shown at the next 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.



DATE: June 15, 2005
TO: SolanoLinks Intercity Transit Consortium
FROM: Jennifer Tongson, Assistant Project Manager
RE: Local Project Monitoring

Background:

STA staff continues to work with MTC and Caltrans Local Assistance to monitor the progress of state and federally funded projects and assist project sponsors to deliver their projects by State and Federal obligation deadlines to ensure funds are not lost to the county or the region.

Discussion:

Inactive Projects: Caltrans Local Assistance distributed Attachments A and B, which lists inactive projects within the last 6 months and 12 months, respectively. Caltrans and MTC are encouraging project sponsors to submit invoices on a regular basis, and are currently under discussion to develop potential strategies for monitoring projects after obligation.

Request for Obligation/Allocation Paperwork: Solano County has been very successful in programming, obligating/allocating, and delivering Federal and State funded projects to completion. STA has played a key role in:

- 1) Programming Federal and State funded projects according to Caltrans and MTC policies,
- 2) Notifying project sponsors of important obligation and expenditure deadlines, and
- 3) Working with project sponsors, Caltrans, and MTC to successfully deliver projects.

The STA is in the process of building an in-house project monitoring system that will assist us in tracking the progress of all Federal and State funded local projects. Typically, the cities and county have worked directly with Caltrans Local Assistance to submit the necessary paperwork to receive the project obligation/allocation. In order for STA staff to continue to accurately monitor the status of Federal and State funded projects and to further assist in successfully delivering local projects, STA staff is requesting copies of all future correspondence between project sponsors and Caltrans/MTC, including:

- Obligation/Allocation (E-76) requests for preliminary engineering, right of way, and construction;
- Field review request forms and data sheets;
- Environmental documents;
- Project close-out documents;
- Email and other written correspondence with Caltrans/MTC regarding project.

Concurrently, STA staff will also request that Caltrans and MTC provide copies of program supplements, E-76s, and other documents that will assist us in tracking and monitoring local projects. STA staff believes that with this information, we will be better able to assist project sponsors in delivering projects successfully.

Recommendation:

Informational.

Attachments:

- A. Inactive Projects List Within Past 6 Months
- B. Inactive Projects List Within Past 12 Months
- C. Project Development Flow Chart for Federal-Aid Projects
- D. Project Development Flow Chart for State-Only Projects

**D04 INACTIVE PROJECTS
NO INVOICE FOR AT LEAST 6 MONTHS**
May 31, 2005

Dist.	County	Agency	Project No.	Location	Description	Total Encumbered Amt	Total Invoice Amt	Total Balance	Last Invoice Date
04	Santa Clara County	Los Altos	STPLHSR-5309(008)	El Monte Avenue (between Almond Avenue and Rinconada Court)	Pedestrian and Bike Path	\$ 270,000	\$ -	\$ 270,000	
04	Santa Clara County	Los Altos	BHLS-5309(004)	Install Medians and Raised Crosswalk near Almond Elementary School	Bridge Rehabilitation	\$ 208,000	\$ -	\$ 208,000	
04	Santa Clara County	Los Altos	BHLS-5309(005)	Fremont Ave Bridge over Permanente Creek	Bridge Rehabilitation	\$ 192,000	\$ -	\$ 192,000	
04	Santa Clara County	Los Altos	STPLHSR-5067(008)	Potomac Ave between Miramonte Ave & Runnymede Dr over Permanente Creek	Pedestrian Walkway New sidewalks Improvement	\$ 306,900	\$ -	\$ 306,900	
04	Santa Clara County	Morgan Hill	STPL-5152(003)	Vicinity of the schools include, Louise Meter E, Fisher M, LosGatos H & Daves E	Replace existing asphalt with panels.	\$ 288,000	\$ 207,244	\$ 80,756	11/02/04
04	Santa Clara County	Mountain View	STPLHSR-5124(020)	5 meters on both sides of Rail Road tracks on Main Avenue in City of Morgan Hill.	Pedestrian Safety Improvement	\$ 232,200	\$ -	\$ 232,200	
04	Santa Clara County	Palo Alto	STPLER-5100(001)	Along Caltrain track between Church Ave. @ University	Ped/Bike Bridge and bike path extension	\$ 1,158,504	\$ 335,686	\$ 822,818	04/12/04
04	Santa Clara County	Palo Alto	STPLER-5100(005)	Intersection of Homer Ave & Alma St. to bike path near Urban Lane	Pedestrian and Bike Path	\$ 3,038,000	\$ 1,584,254	\$ 1,453,746	06/08/04
04	Santa Clara County	Palo Alto	STPL-5100(004)	SAN FRANCISCO CK 37C-0224	Seismic Retrofit	\$ 131,122	\$ -	\$ 131,122	
04	Santa Clara County	Palo Alto	CML-5100(006)	at various locations throughout City of Palo Alto.	NTCP Traffic Signal System Upgrade	\$ 1,000,000	\$ 302,012	\$ 697,988	10/27/04
04	Santa Clara County	San Jose	CML-5005(060)	in the area around San Jose International Airport.	Seismic Retrofit	\$ 2,000,000	\$ 1,862,004	\$ 137,996	07/27/04
04	Santa Clara County	San Jose	STPLNZ-5005(011)	COYOTE CK #37C-0142 & GUADALUPE RIV # 37C-0256	Seismic Retrofit	\$ 343,853	\$ 46,934	\$ 296,919	09/13/95
04	Santa Clara County	San Jose	STPLER-5005(067)	Julian Street to Coleman Ave. (west of Guadalupe River)	Park Trail	\$ 500,000	\$ -	\$ 500,000	
04	Santa Clara County	San Jose	STPLER-5005(071)	Los Gatos Creek Trail btw Lincoln Ave. & Auzerals Ave	Design & Environmental Review of Class I Bike Path	\$ 350,000	\$ -	\$ 350,000	
04	Santa Clara County	San Jose	ITS99-5005(058)	Silicon Valley I-880/SR17 Smart Corridor	Intelligent Transportation System	\$ 526,053	\$ 323,079	\$ 202,974	07/27/04
04	Santa Clara County	Santa Clara County	STPLER-5937(068)	Area bounded by Forest, Bascom, W. San Carlos, and Wabash Avenues.	Pedestrian Walkway	\$ 131,000	\$ 121,000	\$ 10,000	12/03/02
04	Santa Clara County	Santa Clara County	STPL-5937(078)	Central Expressway- Shoreline Blvd. to Scott Blvd.	Add HOV Lanes	\$ 1,531,000	\$ -	\$ 1,531,000	
04	Santa Clara County	Santa Clara County	RS-C117(003)	Dunne Avenue - From Cochitranne Bridge to 3.25 miles north	Install crosswalk; modify intersection geometrics;	\$ 99,406	\$ 51,251	\$ 48,155	04/15/92
04	Santa Clara County	Santa Clara County	SR2SL-5937(095)	Intersection of Lawrence Expressway and Mitty Ave.	upgrade signal; construct sidewalk gap closure	\$ 217,800	\$ -	\$ 217,800	
04	Santa Clara County	Santa Clara County	SR2SL-5937(082)	On Magdalena Ave between SR 280 and Foothill Expy near Loyola Elementary School	Safe Route to Schools	\$ 450,000	\$ 423,747	\$ 26,253	05/07/04
04	Santa Clara County	Santa Clara County	STPLX-5937(060)	Palero Creek @ Frazier Lake Rd., 0.6 mile S/E Bloomfield Ave.	Barrier Rail Replacement BR.#37C-0536	\$ 173,733	\$ 163,141	\$ 10,592	05/27/04
04	Santa Clara County	Santa Clara County	STPLX-5937(061)	Palero Creek @ Frazier Lake Rd.; 0.4 mile S/E of Bloomfield Ave.	Bridge Rail Replacement for Br.#37C-0535	\$ 156,698	\$ 134,530	\$ 22,168	05/03/04
04	Santa Clara County	Santa Clara County	BRLO-5937(046)	Stevens Creek Bridge on Stevens Canyon Rd - Bridge No. 37C-576	Bridge Replacement	\$ 200,800	\$ 102,970	\$ 97,830	10/27/04
04	Santa Clara County	Santa Clara County	CML-5937(071)	at various County Expressways.	Installation of bicycle detection loops	\$ 149,000	\$ 121,314	\$ 27,686	02/03/04
04	Santa Clara County	Santa Clara County	ITS03-6264(011)	DEVELOP INTELLIGENT TRANSPORTATION SYSTEM FOR VTAS BUS SERVICES	Develop integrated ITS for Bus services	\$ 1,572,842	\$ -	\$ 1,572,842	
04	Santa Clara County	Santa Clara County	EEM-2004(033)	In Santa Clara County at interchange of Rt 85/101 South	Hwy. Landscape & Birban Forestry (HLUF) - Rt. 85/101 South Interchange	\$ 242,000	\$ -	\$ 242,000	
04	Santa Clara County	Sunnyvale	CML-5213(016)	BORREGAS AVENUE BRIDGES OVER US101 AND SR237	Two Bikes/Ped bridges	\$ 149,000	\$ 52,835	\$ 96,165	08/03/04
04	Santa Clara County	Sunnyvale	STPLER-5213(015)	Calabazas Creek Trail - Mission College Drive to Baylands Park	Pedestrian/Bike & Streetscape Improve.	\$ 381,000	\$ 70,824	\$ 310,176	12/20/02
04	Santa Clara County	Sunnyvale	STPLRG-5213(013)	Mary Ave, PUC # 105E-37.9	RR Safety,Signal and Surface Work	\$ 345,127	\$ 332,591	\$ 12,536	03/27/03
04	Santa Clara County	Sunnyvale	STPL-5213(022)	Mathilda Ave (SR101 to Bordeaux Ave) & Wolfe Rd (Old San Francisco Rd to Marla Ln)	Bicycle Related - Other	\$ 150,000	\$ 18,830	\$ 131,170	08/03/04
04	Santa Clara County	Sunnyvale	CML-5213(020)	Pedestrian Access Improvement location near Tasman LRT	Sidewalk Improvements	\$ 532,870	\$ 433,240	\$ 99,631	08/03/04
04	Santa Clara County	Sunnyvale	STPLER-5213(011)	Sunnyvale Avenue, PUC # 105E-38.9	RR Safety,Signal and Surface Work	\$ 470,894	\$ 422,025	\$ 48,869	03/27/03
04	Santa Clara County	Sunnyvale	CML-5213(014)	Various locations within city limits	Bicycle Network Improvements	\$ 350,000	\$ 162,577	\$ 187,423	04/18/03
04	Santa Clara County	Sunnyvale	CML-5213(017)	Wolfe Road between Inverness Way and Iris Avenue	Traffic Signal Interconnect	\$ 171,000	\$ 142,045	\$ 28,955	08/03/04
04	Solano County	Benicia	STPL-5003(017)	East Fifth St. from Military East to just north of State Route 780	Asphalt Concrete Overlay	\$ 115,000	\$ 11,617	\$ 103,383	09/19/03
04	Solano County	Benicia	STPL-5003(016)	East H St. from East Second St. to East Fifth St.	Asphalt Concrete Overlay	\$ 105,000	\$ -	\$ 105,000	
04	Solano County	Benicia	STPL-5003(018)	East Second Street from Rutherford Dr. to Hillcrest Ave.	Asphalt Concrete Overlay	\$ 90,000	\$ -	\$ 90,000	
04	Solano County	Benicia	STPL-5003(020)	Military East - East Fifth Street to East Seventh Street	Asphalt Concrete Overlay	\$ 115,000	\$ 98,262	\$ 16,738	09/19/03
04	Solano County	Benicia	CML-5003(019)	Mills Elementary School Route Improvements on East L St. from E. 3rd St. to E. 5th St.	Pedestrian Walkway	\$ 50,000	\$ 5,311	\$ 44,689	09/19/03

**D04 INACTIVE PROJECTS
NO INVOICE FOR AT LEAST 6 MONTHS
May 31, 2005**

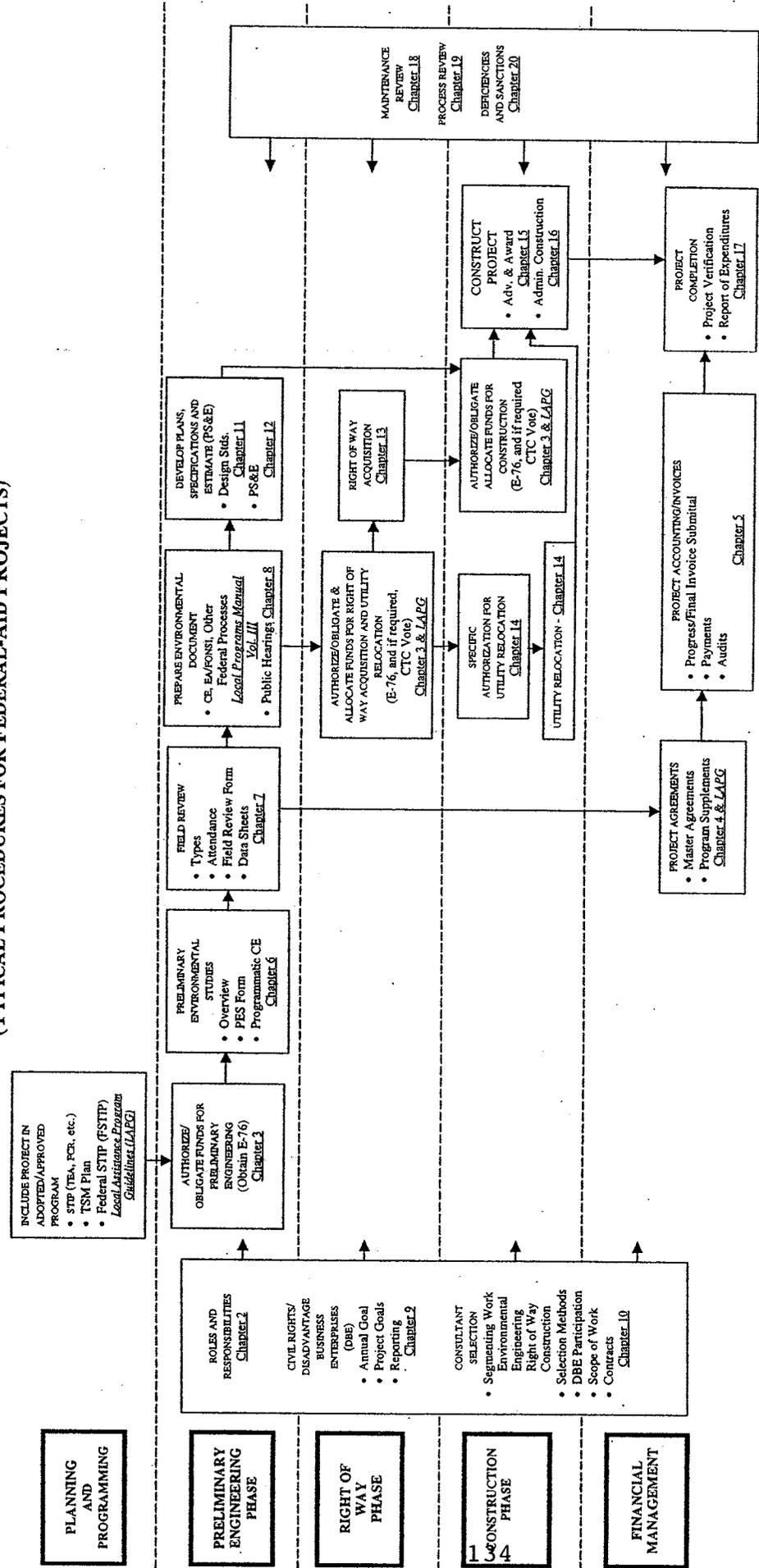
Dist.	County	Agency	Project No.	Location	Description	Total Encumbered Amt	Total Invoice Amt	Total Balance	Last Invoice Date
04	Solano County	Benicia	CML-5003(014)	Park Road from Adams St. to the Oak Rd. Terminus of the Benicia-Martinez Br. Bike Path	Bike Lane	\$ 160,000	\$ 22,585	\$ 137,415	09/19/03
04	Solano County	Benicia	SR25L-5003(021)	Robert Semple Elementary School	Construct Sidewalks and Curb Ramps, Install Xwalk Pavement Marking and Traffic Signs.	\$ 144,000	\$ -	\$ 144,000	11/20/03
04	Solano County	Benicia	CML-5003(010)	at intersection of E. Second & E. "S" Streets at I-780 off-ramp	New Signals	\$ 146,000	\$ 136,000	\$ 10,000	11/20/03
04	Solano County	Caltrans	CMLN-6204(006)	CHP Communications Center in Vallejo	Procure & Install Remote TMC Equipment	\$ 773,329	\$ -	\$ 773,329	
04	Solano County	Dixon	STPLR-5056(010)	B and N Streets - between SR113 and West A Street	Streetscape Improvements	\$ 237,000	\$ -	\$ 237,000	
04	Solano County	Fairfield	FTACML-5132(011)	at intersection of Cadenasso Road & Magellan Road	Fairfield Transportation Center-Phase 2	\$ 172,000	\$ -	\$ 172,000	
04	Solano County	Rio Vista	STPL-5099(001)	AIRPORT RD--ST. FRANCIS TO LANDFILL	PAVEMENT REHABILITATION	\$ 21,000	\$ 11,577	\$ 9,423	07/08/02
04	Solano County	Rio Vista	STPL-5099(008)	Drouin Drive from Main St. to Esperson Court	Asphalt Concrete Overlay	\$ 2,655	\$ -	\$ 2,655	
04	Solano County	Rio Vista	STPL-5099(007)	Front Street - Loanan to SR12	Asphalt Concrete Overlay	\$ 83,000	\$ -	\$ 83,000	
04	Solano County	Solano County	BRL-5923(055)	Abernathy Road at Ledgewood Creek	Bridge Replacement	\$ 143,200	\$ 20,850	\$ 122,350	06/28/04
04	Solano County	Solano County	BRL-5923(041)	Cook Lane at Baker Slough (Bridge # 23C-0063)	Bridge Replacement	\$ 76,000	\$ 56,126	\$ 19,874	06/28/04
04	Solano County	Solano County	BRLZ-5923(043)	Cordelia Road Bridge #23C-0037 at Suisun Creek	Seismic retrofit	\$ 202,400	\$ 72,057	\$ 130,343	06/28/04
04	Solano County	Solano County	BRL-5923(021)	IN THE COUNTY OF SOLANO ON GRIZZLY ISLAND RD. BRIDGE #23C-184 @ HILL SLOUGH	BRIDGE REPLACEMENT	\$ 156,000	\$ 152,000	\$ 4,000	06/04/01
04	Solano County	Solano County	BRLS-5923(024)	In Solano County on Suisun Valley Rd. @ Suisun Creek - Bridge No. 23C-077	Bridge Replacement	\$ 264,000	\$ 175,949	\$ 88,051	06/24/04
04	Solano County	Solano County	BRL-5923(018)	Ledgewood Rd @ Ledgewood Creek Br. # 23C-0103	Bridge Replacement	\$ 1,775,985	\$ 1,637,781	\$ 138,204	09/03/04
04	Solano County	Solano County	BRLS-5923(066)	Pleasants Valley Rd. Bridge at Pleasants Creek	Environmental Mitigation only	\$ 100,000	\$ 21,856	\$ 78,144	06/25/04
04	Solano County	Solano County	STPL-5099(054)	Pleasants Valley Road, from Cherry Glen Rd. to 0.4 km south of Foothill Rd. and from Foothill Rd. to 0.8 km north.	Road Rehabilitation	\$ 1,131,000	\$ 64,674	\$ 1,066,326	06/26/02
04	Solano County	Solano County	BRLS-5923(059)	Stevenson Bridge Road at Puzah Creek (Bridge # 23C-0092)	Bridge Rehab/replace	\$ 204,800	\$ -	\$ 204,800	
04	Solano County	Solano County	BRL-5923(067)	Winters Road (Railroad Street) in Winters	Bridge Replacement	\$ 616,000	\$ -	\$ 616,000	
04	Solano County	Solano TA	CML-6249(015)	Eastern Solano County	Regional Spare the Air Program FY 03/04	\$ 150,000	\$ -	\$ 150,000	
04	Solano County	Solano TA	HP21L-6249(009)	I-80/Leisure Town Rd. 1/C, Leisure Town Rd. from Orange Dr. to Vaca Valley Rd.	Reconstruct 1/C & Rdwy Widening	\$ 12,818,548	\$ 2,654,934	\$ 10,163,614	02/24/04
04	Solano County	Solano TA	RPL-6249(010)	In the City of Fairfield - Environmental study for the freeway widening interchange	I-80/680/SR 12 interchange in the city of Fairfield-Environmental study	\$ 400,000	\$ 360,000	\$ 40,000	11/29/04
04	Solano County	Solano TA	PPM04-6249(012)	Plan, program, and monitor	Planning, Programming and Monitoring - FY 03/04	\$ 75,000	\$ -	\$ 75,000	
04	Solano County	Suisun City	CML-5032(016)	Main Street & Driftwood Drive	Pedestrian Walkway	\$ 350,000	\$ -	\$ 350,000	
04	Solano County	Suisun City	CML-5032(011)	Various locations throughout city	Striping bike lanes	\$ 35,000	\$ -	\$ 35,000	
04	Solano County	Suisun City	STPLR-5032(014)	Walters Road between SR 12 and Bella Vista Dr.	Landscape	\$ 575,000	\$ 464,054	\$ 110,946	04/12/04
04	Solano County	Vacaville	STPLR-5094(024)	Alamo Creek Ped/Bike Path, Along the North Bank of Alamo Drive to Marshall Rd.	Bike Path	\$ 445,000	\$ 223,081	\$ 221,919	08/09/04
04	Solano County	Vacaville	CML-5094(035)	Davis Street from Mason St. to Main St.	Pedestrian Walkway	\$ 482,000	\$ 471,111	\$ 10,889	07/13/04
04	Solano County	Vacaville	BRLS-5094(005)	IN THE CITY OF VACAVILLE ON ELMIRA RD @ ALAMO CREEK BR # 23C-0086	Bridge Replacement	\$ 360,000	\$ 35,181	\$ 324,819	05/29/03
04	Solano County	Vacaville	CML-5094(033)	Install Bike Racks and Lockers at various locations within the City of Vacaville	Bicycle Related - Other	\$ 20,000	\$ -	\$ 20,000	
04	Solano County	Vacaville	CML-5094(032)	N. A. (Purchase of Compressed Natural Gas vehicles)	Equipment Purchase	\$ 325,000	\$ 57,810	\$ 267,190	08/27/04
04	Solano County	Vacaville	STPL-5094(034)	Nut Tree Road from Alamo Drive to Ujatis Drive	Asphalt Concrete Overlay	\$ 462,000	\$ -	\$ 462,000	
04	Solano County	Vacaville	STPLHSR-5094(030)	On East side of Davis St. from Davis Place to Marshall Road	Pedestrian Walkway	\$ 190,645	\$ 177,778	\$ 12,867	08/27/04
04	Solano County	Vacaville	CML-5094(029)	various locations in cities of Vacaville and Dixon	Equipment Purchase	\$ 650,000	\$ 598,092	\$ 51,908	06/22/04
04	Solano County	Vallejo	CML-5030(031)	Admiral Callaghan Lane between Redwood Pkwy and Rotary Way	Striping	\$ 70,000	\$ -	\$ 70,000	
04	Solano County	Vallejo	FTASTCML-5030(027)	FTA Transfer	FTA Transfer	\$ 84,000	\$ -	\$ 84,000	
04	Solano County	Vallejo	FTAFBML-5030(032)	FTA Transfer - City of Vallejo - CA-90-Y130, CA-90-Y240	FTA Transfer	\$ 88,000	\$ -	\$ 88,000	
04	Solano County	Vallejo	STPL-5030(023)	Fairgrounds Drive - from Gateway Drive to City Limit.	Asphalt Concrete Overlay	\$ 424,000	\$ 354,843	\$ 69,157	04/27/04
04	Solano County	Vallejo	STPLR-5030(029)	Georgia Street Extension from Santa Clara St. to Mare Island Way	Pedestrian Walkway	\$ 800,000	\$ 674,349	\$ 125,651	08/13/04
04	Solano County	Vallejo	STPL-5030(028)	Intersection of Georgia Street and Sonoma Blvd. (SR29).	Traffic Signals	\$ 22,000	\$ 18,949	\$ 3,051	01/23/04
04	Solano County	Vallejo	STPL-5030(030)	Oakwood Ave., Rollingwood Dr., Solano Ave., Santa Clara St., Broadway, Tennessee St.	Road Rehabilitation	\$ 1,361,000	\$ 1,220,018	\$ 140,982	09/10/04

**INACTIVE PROJECTS IN D04
NO INVOICE FOR AT LEAST 12 MONTHS
May 31, 2005**

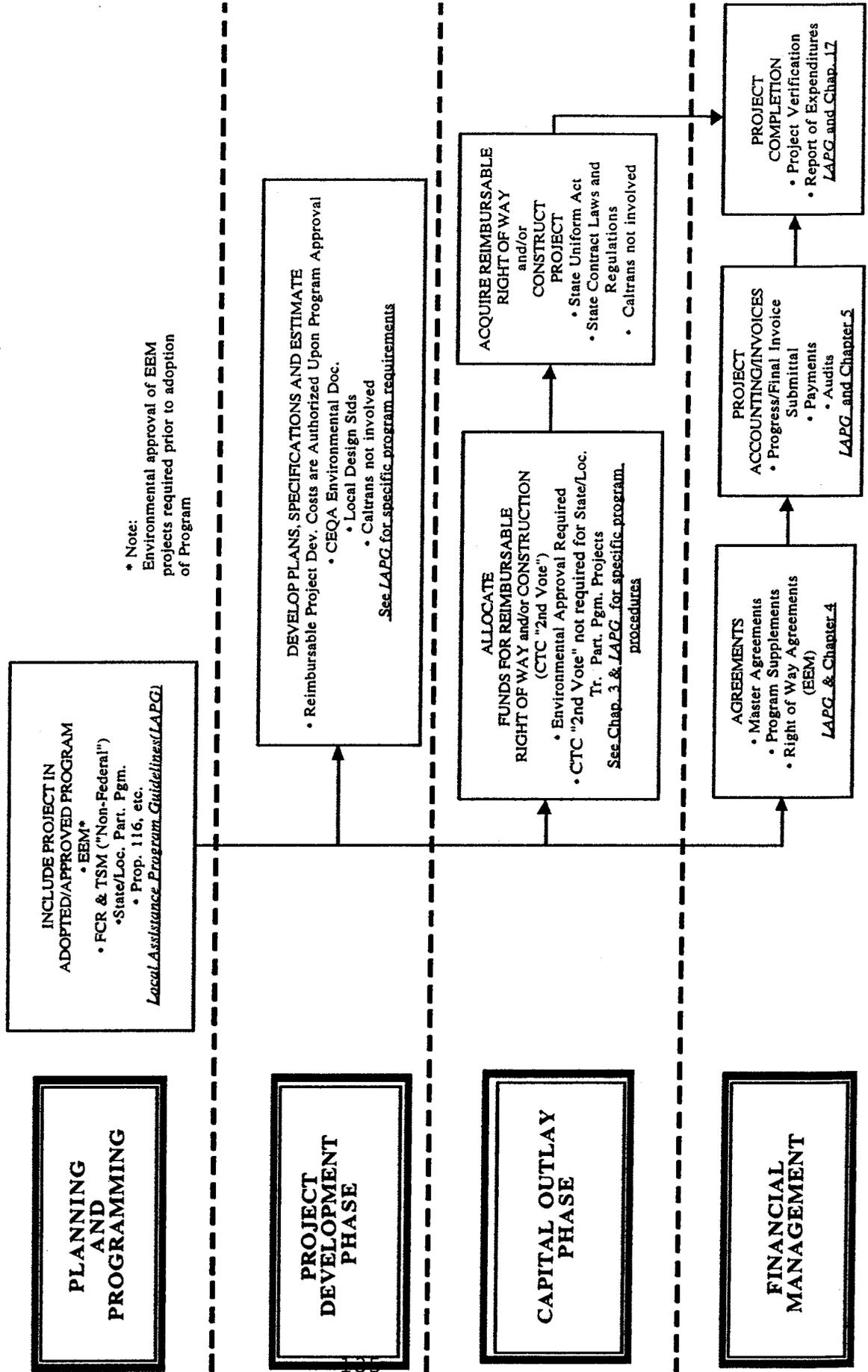
Dist.	County	Agency	Project No.	Location	Description	Total Encumbered Amt	Total Invoice Amt	Total Balance	Last Invoice Date
04	Santa Clara	Santa Clara County	STPLX-5937(061)	Pajaro Creek @ Frazier Lake Rd.; 0.4 mile S/E of Bloomfield Ave.	Bridge Rail replacement for Br.#37C-0535	\$ 156,698	\$ 134,530	\$ 22,168	05/03/04
04	Santa Clara	Santa Clara VTA	EEM-2004(033)	In Santa Clara County at interchange of Rt 85/101 South	Hwy. Landscape & Brban Forestry (HILUF) - Rt. 85/101 South I/C	\$ 242,000	\$ -	\$ 242,000	
04	Santa Clara	Santa Clara VTA	ITS03-6264(011)	DEVELOP INTELLIGENT TRANSPORTATION SYSTEM FOR VTA'S BUS SERVICES	Develop Integrated ITS for Bus services	\$ 1,572,842	\$ -	\$ 1,572,842	
04	Santa Clara	Sunnyvale	CML-5213(014)	Various locations within city limits	Bicycle Network Improvements	\$ 350,000	\$ 162,577	\$ 187,423	04/18/03
04	Santa Clara	Sunnyvale	STPLR-5213(015)	Calabazas Creek Trail - Mission College Drive to Baylands Park	Pedestrian/Bike & Streetscape Improve.	\$ 381,000	\$ 70,824	\$ 310,176	12/20/02
04	Santa Clara	Sunnyvale	STPLR-5213(011)	Sunnyvale Avenue, PUC # 105E-38.9	RR Safety,Signal and Surface Work	\$ 470,894	\$ 422,025	\$ 48,869	03/27/03
04	Santa Clara	Sunnyvale	STPLR-5213(013)	Marx Ave. PUC# 105E-37.9	RR Safety,Signal and Surface Work	\$ 345,127	\$ 332,591	\$ 12,536	03/27/03
04	Solano	Benicia	CML-5003(010)	at Intersection of E. Second & E. 1 st Streets at I-780 off-ramp	New Signals	\$ 146,000	\$ 136,000	\$ 10,000	11/20/03
04	Solano	Benicia	CML-5003(014)	Park Road from Adams St. to the Oak Rd. Terminus of the Benicia-Martinez Br. Bike Path	Bike Lane	\$ 160,000	\$ 22,585	\$ 137,415	09/19/03
04	Solano	Benicia	CML-5003(019)	Mills Elementary School Route Imps on East L. St. from E. 3rd St. to E. 5th St.	Pedestrian Walkway	\$ 50,000	\$ 5,311	\$ 44,689	09/19/03
04	Solano	Benicia	SR25L-5003(021)	Robert Semple Elementary School	Construct Sidewalks, Curb Ramps, G179 Pavement Marking & Signs.	\$ 144,000	\$ -	\$ 144,000	
04	Solano	Benicia	STPL-5003(016)	East H St. from East Second St. to East Fifth St.	Asphalt Concrete Overlay	\$ 105,000	\$ -	\$ 105,000	
04	Solano	Benicia	STPL-5003(017)	East Fifth St. from Military East to just north of State Route 780	Asphalt Concrete Overlay	\$ 115,000	\$ 11,617	\$ 103,383	09/19/03
04	Solano	Benicia	STPL-5003(018)	East Second Street from Riverhill Dr. to Hillcrest Ave.	Asphalt Concrete Overlay	\$ 90,000	\$ -	\$ 90,000	
04	Solano	Benicia	STPL-5003(020)	Military East - East Fifth Street to East Seventh Street	Asphalt Concrete Overlay	\$ 115,000	\$ 98,262	\$ 16,738	09/19/03
04	Solano	Caltrans	CMLN-6204(006)	CHP Communications Center in Vallejo	Procure & Install Remote TMC Equipment	\$ 773,329	\$ -	\$ 773,329	
04	Solano	Dixon	STPLR-5056(010)	B and N Streets - between SR113 and West A Street @ Intersection of Cadenasso Road & Magellan Road	Streetscape Improvements	\$ 237,000	\$ -	\$ 237,000	
04	Solano	Fairfield	FTACML-5132(011)	AIRPORT RD.--ST. FRANCIS TO LANDFILL	Fairfield Transportation Center-Phase 2	\$ 172,000	\$ -	\$ 172,000	
04	Solano	Rio Vista	STPL-5099(001)	Front Street - Logan to SR12	PAVEMENT REHABILITATION	\$ 21,000	\$ 11,577	\$ 9,423	07/08/02
04	Solano	Rio Vista	STPL-5099(007)	Drouin Drive from Main St. to Esperson Court	Asphalt Concrete Overlay	\$ 83,000	\$ -	\$ 83,000	
04	Solano	Rio Vista	STPL-5099(008)	County of Solano on Ghzity Island Road - BRIDGE #23C-184 @ HILL SLOUGH	Asphalt Concrete Overlay	\$ 2,655	\$ -	\$ 2,655	
04	Solano	Solano County	BRL0-5923(021)	Stevenson Bridge Road at Putah Creek (Bridge # 23C-0092)	BRIDGE REPLACEMENT	\$ 156,000	\$ 152,000	\$ 4,000	06/04/01
04	Solano	Solano County	BRLS-5923(059)	Pleasanton Valley Road, from Cherry Glen Rd. to 0.4 km south of Foothill Rd. and from Foothill Rd. to 0.8 km north.	Bridge Rehab/or Replace	\$ 204,800	\$ -	\$ 204,800	
04	Solano	Solano County	STPL-5923(054)	I-80/Leisure Town I/C, Leisure Town Rd. from Orange Dr. to Vaca Valley Rd. Plan, program, and monitor	Road Rehabilitation	\$ 1,131,000	\$ 64,674	\$ 1,066,326	06/26/02
04	Solano	Solano TA	HP21L-6249(009)	Various locations throughout city	Reconstruct I/C & Rdwy Widening	\$ 12,818,548	\$ 2,654,934	\$ 10,163,614	02/24/04
04	Solano	Solano TA	PPM04-6249(012)	Main Street & Driftwood Drive	FY 03/04 Planning, Programming and Monitoring	\$ 75,000	\$ -	\$ 75,000	
04	Solano	Solsun City	CML-5032(011)	Walters Road between SR 12 and Bella Vista Dr.	Striping bike lanes	\$ 35,000	\$ -	\$ 35,000	
04	Solano	Solsun City	CML-5032(016)	IN THE CITY OF VACAVILLE ON ELMIRA RD @ ALAMO CREEK BR # 23C-0086	Pedestrian Walkway	\$ 350,000	\$ -	\$ 350,000	
04	Solano	Solsun City	STPLR-5032(014)	Install Bike Racks and Lockers at various locations within the City of Vacaville	Landscape	\$ 575,000	\$ 464,054	\$ 110,946	04/12/04
04	Solano	Vacaville	BRLS-5094(005)	Nut Tree Road from Alamo Drive to Utiatis Drive	Bridge Replacement	\$ 360,000	\$ 35,181	\$ 324,819	05/29/03
04	Solano	Vacaville	CML-5094(034)	Admiral Callaghan Lane between Redwood Pkwy and Rotary Way	Bicycle Related - Other	\$ 20,000	\$ -	\$ 20,000	
04	Solano	Vallejo	CML-5030(031)	FTA Transfer - City of Vallejo - CA-90-Y130, CA-90-Y240	Asphalt Concrete Overlay	\$ 462,000	\$ -	\$ 462,000	
04	Solano	Vallejo	FTAFBML-5030(032)	FTA Transfer - from Gateway Drive to City Limit.	Striping	\$ 70,000	\$ -	\$ 70,000	
04	Solano	Vallejo	STPL-5030(027)	Fairgrounds Drive - from Georgia Street and Sonoma Blvd. (SR29).	FTA Transfer	\$ 88,000	\$ -	\$ 88,000	
04	Solano	Vallejo	STPL-5030(023)	Intersection of Georgia Street and Sonoma Blvd. (SR29).	Asphalt Concrete Overlay	\$ 424,000	\$ 354,843	\$ 69,157	04/27/04
04	Solano	Vallejo	STPL-5030(028)		Traffic Signals	\$ 22,000	\$ 18,949	\$ 3,051	01/23/04

PROJECT DEVELOPMENT FLOW CHART

(TYPICAL PROCEDURES FOR FEDERAL-AID PROJECTS)



PROJECT DEVELOPMENT FLOW CHART
(TYPICAL PROCEDURES FOR "STATE ONLY" PROJECTS)



* Note:
Environmental approval of EEM projects required prior to adoption of Program

June 29, 2005



DATE: June 17, 2005
TO: SolanoLinks Intercity Transit Consortium
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 in 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 suspension 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 in between 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 in transferred in FY2006-07 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 of 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 2006 FE and the FY 2005-06 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 to go 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:

- Interregional 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	\$1.2million
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	\$1.63million

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

Recommendation:

Informational.

Attachments:

- A. STIP Projects Programmed in 2005-06
- B. 2006 State Transportation Improvement Program Fund Estimate Assumptions (provided under separate cover)

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
Total	1,301,422	72,652	1,228,770

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
Public Transportation, PTA-Eligible												
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	Bailard 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	Benicia	rail	6045M	Intermodal transit station, Benicia	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	58,684	4,150	7,672	
Interregional Road Projects (except Landscaping)												
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 improves (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	528D	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
State Highway Widening (RIP)												
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 17/1 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
Grade Separations (RIP)												
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 (ISO)(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
State Highways, Operational (RIP)												
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	04-05	05-06	Project Totals by Component				
								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
State Highways, Landscaping (RIP)												
Tulare	Caltrans	99	6405V	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
Local Bridge Rehabilitation (HBRR Match)												
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	1L27	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					
Local Capacity Projects (RIP)												
Tulare	Tulare County	loc	101	Rd 108, Letland-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	SB 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-in 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	PPNO	Project	Total	04-05	05-06	Project Totals by Component				
								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	66,347	3,030	26,930	
Local Road Operational Improvements (RIP)												
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 improves	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, improves	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	8586	Reservation Rd, Rt 190-Tule Riv Ind Res, improves (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 improves (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					
Local Road Rehabilitation												
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-8th, 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 (Cuttin), 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

STIP PROJECTS PROGRAMMED IN 2005-06

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County	Agency	Rte	PFNO	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	0	52	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	0	15	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	Dorris	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	Callahan St, Callahan 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 r/r 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	201	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	Hornitos 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
San Joaquin	Ripon	loc	3K47	Main St, Stockton St, rehab (State only)	1,102	0	1,102	0	1,102	0	0	0
San Joaquin	Lodi	loc	3K57	Stockton St, Kettleman-Century, rehab	741	0	741	0	741	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
Yuba	Yuba County	loc	3L55	Arboga Rd, Erie-Broadway, rehab (State only)	300	0	300	0	275	0	25	0
Yuba	Yuba County	loc	3L56	Willow Glen Rd, Marysville-Frenchtown, rehab	40	0	40	0	0	0	40	0
Yuba	Marysville	loc	3L57	Huston St, E 19th, E 18th, rehab	20	0	20	0	0	0	20	0
Yuba	Marysville	loc	3L58	Rideout Way, Hall-Covilaud, rehab	16	0	16	0	0	0	16	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
Glenn	Glenn County	loc	3L64	Co Rd 27, Rt 5-Co Rd M, rehab (State only)	29	0	29	0	0	11	18	0
Mendocino	Mendocino Co	loc	4074P	Rail crossing rehab, 3 locations	255	0	255	0	255	0	0	0
Mendocino	Ukiah	loc	4077P	Rail crossing rehab, 4 locations	172	0	172	0	172	0	0	0
Mendocino	Fl Bragg	loc	4087P	Franklin St, reconstruct (04S-30)	1,727	0	1,727	0	1,727	0	0	0
Mendocino	Willits	loc	4088P	Holly St, rehab, improvements (State only)	427	0	427	0	393	0	34	0
Mendocino	Ukiah	loc	4089P	RR crossing rehab, 4 locations (State only)	128	0	128	0	112	0	16	0
Mendocino	Pl Arena	loc	4096P	Local st rehab, improvements, various locs (S/O)	18	0	18	0	0	0	18	0
Mendocino	Mendocino Co	loc	4098P	Local road overlay, 6 locations (02S-65)	3,646	0	3,646	0	3,646	0	0	0
					70,372		70,372					
Local Projects, Enhancements Not Programmed for TE												
Santa Barbara	SB County	loc	1201	School zone signs, markings, near 53 schools (SO)	400	0	400	0	400	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
Humboldt	Blue Lake	loc	2073	Ped, bike, roadway improvements; downtown	35	0	35	0	0	4	31	0
Humboldt	Humboldt Co	loc	2097	Myrtle Av, Harris, Harrison, Lucas, sidewalks (S/O)	28	0	28	0	0	28	0	0
Humboldt	Humboldt Co	loc	2098	Herrick Av, Elks Lodge-Bay Point, sidewalks (S/O)	41	0	41	0	0	15	26	0
Lassen	Lassen County	loc	2123	Skyline Rd Ext/South, bikeway	74	0	74	0	74	0	0	0
Tehama	Red Bluff	loc	2377	Tehama Co Bikeways, Riverpark connection(02S-08B)	11	0	11	0	11	0	0	0
Mono	Manmoth Lakes	loc	2510	Chateau Rd, Main St, rehab, sidewalks	1,256	0	1,256	0	1,256	0	0	0
Ventura	Ventura	loc	3140	Soundwall, E Main St-S Hill Rd (State only)	469	0	469	0	469	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
Tulare	Visalia	loc	8688	Emergency vehicle preemption, 34 intersections (04S-26)	186	0	186	0	186	0	0	0
Tulare	Visalia	loc	8689	Rt 63 street tree landscaping (02S-35)	60	0	60	0	0	60	0	0
Humboldt	Humboldt Co	loc	2054P	Walnut Dr, Cypress-Avalon, bike lanes	551	0	551	0	551	0	0	0
Humboldt	Eureka	loc	2061P	7th St bike lanes; J-Myrtle (ext 6-02)	370	0	370	0	370	0	0	0
Santa Barbara	Carpinteria	loc	223E	Coast Route Bike Path improvements (04S-19)	614	0	614	0	614	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
Mendocino	Ukiah	loc	4095P	North State St curb ramps, 2 intersecs (State only)	18	0	18	0	18	0	0	0
San Bernardino	Needles	tea	1E	Ei Garces station restoration	715	0	715	0	640	0	75	0
San Benito	San Juan Bautista	mat	938	CMAQ match, bike lane, SJBautista-Rt 101	30	0	30	0	30	0	0	0
					6,077		6,077					
Reserves, Projects Undesignated												
San Benito	San Benito COG	mat	938	CMAQ match reserve	30	0	30	0	30	0	0	0
San Diego	SANDAG	mat	7401B	RSTP/CMAQ match reserve	440	0	440	0	440	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
					3,415		3,415					
TDM/Ridesharing												
Los Angeles	LACMTA	tdm	9003	Rideshare services	4,900	0	4,900	0	4,900	0	0	0
Riverside	RCTC	tdm	9801	Rideshare program	400	0	400	0	400	0	0	0
San Benito	San Benito COG	tdm	937	TDM/rideshare	25	0	25	0	25	0	0	0
San Diego	SANDAG	tdm	7404	Rideshare TDM program	3,530	0	3,530	0	3,530	0	0	0
San Joaquin	SJCOG	tdm	7950	TDM Ridesharing	167	0	167	0	167	0	0	0
Santa Barbara	SBCAG	tdm	1214	Traffic solutions program maintenance (State only)	250	0	250	0	250	0	0	0
Santa Barbara	SBCAG	tdm	1215	Traffic solutions program enhancement (State only)	17	0	17	0	17	0	0	0
Santa Cruz	SCCRTC	tdm	922	Rideshare Program	148	0	148	0	148	0	0	0
Santa Cruz	SCCRTC	tdm	923	Highway 1 Freeway Service Patrol	158	0	158	0	158	0	0	0
					9,595		9,595					
Planning, Programming, and Monitoring:												
Alameda	MTC		2100	Planning, programming, and monitoring	110	0	110	0	110	0	0	0
Alameda	MTC/ACCMA		2179	Planning, programming, and monitoring	110	0	110	0	110	0	0	0
Alp-Ama-Cal	Alpine LTC		A1950	Planning, programming, and monitoring	30	0	30	0	30	0	0	0
Alp-Ama-Cal	Amador LTC		B1950	Planning, programming, and monitoring	80	0	80	0	80	0	0	0
Alp-Ama-Cal	Calaveras LTC		C1950	Planning, programming, and monitoring	85	0	85	0	85	0	0	0
Contra Costa	MTC		2118	Planning, programming, and monitoring	71	0	71	0	71	0	0	0
Ei Dorado	EDCTC		0L14	Planning, programming, and monitoring	110	0	110	0	110	0	0	0
Fresno	COFCG		6L01	Planning, programming, and monitoring	114	0	114	0	114	0	0	0
Glenn	Glenn CTC		0L09	Planning, programming, and monitoring	22	0	22	0	22	0	0	0
Humboldt	Humboldt COG		2002P	Planning, programming, and monitoring	110	0	110	0	110	0	0	0
Inyo	Inyo LTC		1010	Planning, programming, and monitoring	100	0	100	0	100	0	0	0
Kern	Kern COG		6L03	Planning, programming, and monitoring	163	0	163	0	163	0	0	0
Kings	KCAG		6L04	Planning, programming, and monitoring	50	0	50	0	50	0	0	0
Los Angeles	LACMTA		9001	Planning, programming, and monitoring	3,772	0	3,772	0	3,772	0	0	0
Madera	Madera CTC		6L05	Planning, programming, and monitoring	27	0	27	0	27	0	0	0
Marin	MTC		2127	Planning, programming, and monitoring	17	0	17	0	17	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
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	PFNO	Project	Ext	Total	Project Totals by Component								
							04-05	05-06	R/W	Const	E & P	PS&E	R/W Sup	Con Sup	
Caltrans TE Projects:															
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/Del 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	
Marin	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	0	6	
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 (RTIP)		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	
Local TE Projects:															
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	60	0	0	0	
Los Angeles	LA County	te	3400	Commuter bikeway signing, phase 2 (ext 5-05)	Dec-05	33	33	0	0	0	33	0	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 RW bikeway and ped improvements (ext 5-05)	Dec-05	106	106	0	0	0	106	0	0	0	
Los Angeles	Long Beach	te	3408	PE RW 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, Wilshire Blvd (04S-27)		190	0	190	0	190	0	0	0	0	
Los Angeles	Los Angeles	te	3174	Reuse 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 Soto-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	102	0	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	44	0	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	3L09	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	R'cho 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	105	0	0	0	
San Francisco	San Francisco	te	2007Z	Stockton St tunnel lighting, ped improv (04S-41)		5	0	5	0	5	0	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	100	0	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	25	0	0	0	

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	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
Santa Barbara	Santa Barbara	te	1193	Carrillo St, Cliff-San Andres, pedestrian walkway		596	0	596	0	531	0	65	0	0
Santa Barbara	Santa Barbara	te	1195	Loma Alta Hill sidewalk		100	0	100	0	0	0	100	0	0
Santa Barbara	Santa Barbara	te	1196	Mission St, Modoc-Rt 101, bikeway		3	0	3	0	0	0	3	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
Santa Cruz	Santa Cruz Co	te	1545	East Cliff Dr bike/ped path		195	0	195	0	195	0	0	0	0
Santa Cruz	Santa Cruz Co	te	1821	Wilder Ranch bikeway, Wilder Ranch SP-Laguna Rd		95	0	95	0	0	0	95	0	0
Shasta	Shasta County	te	2400	Old Oregon Trail Corridor bike lanes		430	0	430	310	0	0	120	0	0
Sierra	Sierra County	te	3115	Loganville Scenic Byway Visitor Center		100	0	100	0	100	0	0	0	0
Sierra	Sierra County	te	3116	Downville mountain bike and hiker trailhead		50	0	50	0	50	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
Sierra	Sierra County	te	3117	Sierra Valley Visitor Center, Calpine (04S-46)		40	0	40	0	40	0	0	0	0
Siskiyou	CHC	te	2398A	Collier interpretive and information center (04S-37)		58	0	58	0	34	0	24	0	0
Siskiyou	Siskiyou Co	te	2405	Lake Siskiyou Trail (04S-05)		60	0	60	0	0	0	60	0	0
Tehama	Coming	te	2401	Coming downtown streetscape (04S-34)		649	0	649	0	619	0	30	0	0
Tehama	Red Bluff	te	2402	Walnut Street beautification (04S-34)		349	0	349	0	325	0	24	0	0
Tehama	Red Bluff	te	2403	Pedestrian and bikeway, Reeds Crk, Brickyard Crk		24	0	24	0	0	0	24	0	0
Tulare	Exeter	te	D012	Exeter downtown improvements (04S-15)		50	0	50	0	0	0	50	0	0
Tulare	Lindsay	te	D010	Downtown pedestrian improvements (04S-15)		195	0	195	0	0	0	195	0	0
Tulare	Porterville	te	D017	Porterville bicycle storage facility		39	0	39	0	39	0	0	0	0
Tulare	Tulare	te	D014	Historic 99 pedestrian improvements (04S-15)		75	0	75	0	75	0	0	0	0
Tulare	Tulare	te	D015	Tulare downtown improvements, phase 1 (04S-15)		200	0	200	0	200	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
Tulare	Visalia	te	D013	Packwood Creek bicycle path (04S-15)		461	0	461	461	0	0	0	0	0
						44,790	2,163	42,627	3,384	38,593	1,088	1,725		
Programmed TE Reserves:														
Colusa	Colusa LTC	res	3123	TE reserve		267	0	267	0	267	0	0	0	0
El Dorado	EDCTC	res	3120	TE reserve		649	0	649	0	649	0	0	0	0
Fresno	COFCG	res	B002	TE reserve		1,276	0	1,276	0	1,276	0	0	0	0
Humboldt	Humboldt COG	res	302	TE reserve		357	0	357	0	357	0	0	0	0
Inyo	Inyo LTC	res	2517	TE reserve		560	0	560	0	560	0	0	0	0
Kern	Kern COG	res	E012	TE reserve		1,670	0	1,670	0	1,670	0	0	0	0
Kings	KCAG	res	C002	TE reserve		719	0	719	0	719	0	0	0	0
Lake	Lake CCAPC	res	3036	TE reserve		2	0	2	0	2	0	0	0	0
Lassen	Lassen LTC	res	2395	TE reserve		227	0	227	0	227	0	0	0	0
Marin	MTC	res	2127B	TE reserve		1,005	0	1,005	0	1,005	0	0	0	0
Orange	OCTA	res	2134	TE reserve		7,085	0	7,085	0	7,085	0	0	0	0
San Benito	San Benito COG	res	1830	TE reserve		342	0	342	0	342	0	0	0	0
San Bernardino	SANBAG	res	1111	TE reserve		9,138	0	9,138	0	9,138	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
Solano	MTC	res	5152A	TE reserve		1,629	0	1,629	0	1,629	0	0	0	0
Stanislaus	StanCOG	res	19	TE reserve		924	0	924	0	924	0	0	0	0
Tulare	Tulare CAG	res	D006	TE reserve (04S-15)		221	0	221	0	221	0	0	0	0
Tuolumne	Tuolumne CTC	res	20	TE reserve		297	0	297	0	297	0	0	0	0
Ventura	VCTC	res	3565	TE reserve		1,700	0	1,700	0	1,700	0	0	0	0
						30,561		30,561		30,561				
TOTAL TE PROGRAMMED						90,405	3,323	87,082	4,434	80,780	1,312	2,689	64	1,106

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

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

Thank you.



DATE: June 22, 2005
TO: SolanoLinks Intercity Transit Consortium
FROM: Elizabeth Richards, SNCI Program Director
RE: Benicia Short Range Transit Plan

Background/Discussion:

Benicia Transit has completed a draft of their most recent Short Range Transit Plan (SRTP). The Benicia City Council initially reviewed it June 21 and plans to agendaize it for approval in July. At this time the SRTP is being circulated for review and comment to the community. Benicia Transit staff will provide the Consortium with an overview and status of Benicia's SRTP. The Executive Summary is attached.

Recommendation:

Informational.

Attachments

- A. Executive Summary of Draft Benicia SRTP

Executive Summary

Benicia Transit began operating fixed route transit service in 1989 and dial-a-ride services in 1996. Benicia Transit currently operates the Route 1 service providing a direct regional commuter service between Benicia and the Baylink Ferry (Vallejo) and BART (Pleasant Hill). The Route 1 also provides connections with Vallejo Transit's local transit service and regional commuter services, VINE Route 10 to Napa County, and County Connection services in central Contra Costa County. Benicia Transit's local services include the Rose and Hastings Loops and Benicia Dial-a-Ride. The Rose and Hastings Loops are designed for the afternoon student market. Benicia Dial-a-Ride provides both general public demand response service locally within the City of Benicia and ADA complementary paratransit service in conjunction with the Route 1.

Benicia Transit is managed by the City's Finance Director and operated through a service contract with MV Public Transportation. The Finance Department is responsible for general administration, service and policy planning,¹ contract oversight, service monitoring and evaluation, the preparation of annual operating and capital budgets, the provision and fueling of fixed route buses and dial-a-ride vehicles, and service marketing. MV Public Transportation is responsible for the hiring, training and supervision of all operations and road supervisory staff, the operation and maintenance of service vehicles, the booking and dispatching of all Benicia Dial-a-Ride service, ADA registration, and the preparation of management reports. MV Public Transportation has operated the system since July 2001 and the current contract will expire on June 30, 2005.

Short Range Transit Plan (SRTP)

The City of Benicia is required under the Transportation Development Act (TDA) to conduct a SRTP on a regular basis. The SRTP creates a service policy and operational guide to meeting the mobility needs of residents of and visitors to the City of Benicia. The SRTP evaluates service performance, identifies existing and emerging travels needs, and assesses the impact of changing operating conditions and funding capacity. In addition, the City of Benicia SRTP includes an assessment of alternative fuels, alternative organizational structures and the proposed Benicia Intermodal Transportation Station.

The City of Benicia's SRTP provides a series of service and policy recommendations, a financial plan and implementation plan to guide Benicia Transit for the period FY 2005/06 to FY 20012/13.

¹ Some planning assistance is provided by the Public Works Department.

Important Findings and Issues

The following provides a summary of findings to be addressed and/or considered in the SRTP:

External Factors

- Anticipated countywide transit coordination and consolidation study could have significant fiscal and service delivery implications for Benicia Transit as well as implications for the delivery of regional commuter services.
- The implementation of the proposed Vallejo Transit Baylink Route 70 will duplicate the current Benicia Transit Route 1 commuter service.

Benicia Transit Evaluation

- The City of Benicia does not have sufficient staff resources to effectively administer, market, monitor, evaluate and plan public transit services.
- Priority markets for transit in Benicia include seniors, persons with disabilities, students and youth in general, commuters and the low income. Benicia Transit market is largely transit dependent. It will be difficult to attract a choice transit market, especially for local service within Benicia.
- The potential to attract a choice transit market will be enhanced with increased service frequency, the minimization of transfers, the development of convenient park and ride sites, more direct service to BART and the Vallejo ferry, and reliable timed transfers with BART in the PM.
- The need to expand scheduled service to the Southampton neighborhoods, the industrial park and the new residential development north of I-780 along the East 2nd Street corridor was identified through community outreach.
- The need for more direct, scheduled service to major shopping concentrations and medical facilities in Vallejo was identified through community outreach.
- Current passengers are generally satisfied with Route 1 service (onboard passenger survey).
- Morning school loops would help reduce AM congestion around local schools.
- Fixed route ridership, and farebox recovery have declined over the last five years while operating costs have increased.
- There are not enough transit coaches to meet the pullout requirements for Route 1. Route 1 requires four in-service buses, while there are only three heavy-duty transit coaches in the fleet. A smaller capacity, light duty cutaway is regularly used to meet the Route 1 pullout. Cutaways are also used as spares. The use of cutaways limits Route 1 seated capacity. Buses operating at highway speeds should not have standing loads (passenger comfort and safety).

- Diablo Valley College and Sun Valley Mall are important Route 1 stops. The regional Route 40 service provided by Fairfield/Suisun Transit does not serve these destinations. It is also unclear whether the Vallejo Transit Baylink Route 70 will serve the Diablo Valley College/Sun Valley Mall stop. There may be a continued requirement for Benicia Transit to serve this stop.
- Stakeholders indicated that evening service hours should be extended.
- Fixed route ridership declined each year from FY 1999/00 to FY 2003/04 reflecting an overall drop of 10%.
- The cost/revenue hour of the fixed route increased by almost 23% over the five-year period. In addition, the cost/passenger increased by 30% over the five year period.
- Fixed route productivity (passengers/hour) increased by 5%.
- Fixed route and Dial-a-Ride marketing and outreach should be improved. Stakeholders felt that service policies and availability were unclear.
- Dial-a-Ride ridership, productivity and farebox recovery have decreased over the last five years. In FY 2003/04, Dial-a-Ride farebox recovery slipped below the minimum 10% TDA recovery ratio.
- Twenty-eight percent of Dial-a-Ride passengers do not pay a fare. The majority are passengers transferring from Benicia Transit's fixed route service (21%) and do not pay an additional fare.
- Dial-a-Ride plays a significant feeder role for Benicia Transit's fixed route service. Twenty-one percent of Dial-a-Ride passengers transfer from Route 1. The Benicia Industrial Park is a significant destination for those transferring from the Route 1.
- Benicia Dial-a-Ride meets or exceeds ADA requirements for complementary paratransit service. A closer adherence to ADA regulations would facilitate a reduction in Dial-a-Ride costs and an increase in farebox recovery – reduce service area, cut Sunday service, and increase fares.

S RTP Recommendations

Recommendation 1a: Restructure existing Route 1 to reduce onboard travel time and provide a more direct service to Vallejo and the Pleasant Hill BART Station and renumber as Route 100.

Recommendation 1b: Replace Route 1 with the Baylink Route 70 regional commuter service between Vallejo and the Walnut Creek BART Station.

Recommendation 2: Replace general public Dial-a-Ride service in Benicia with a more structured local flexroute service.

Recommendation 3: Replace Benicia Dial-a-Ride service with an ADA Complementary Paratransit service restricted to persons with disabilities and the elderly who have difficulty accessing fixed or flexroute services.

Recommendation 4: Develop a computer-assisted paratransit scheduling/dispatch capability.

Recommendation 5: Adopt revised paratransit scheduling and dispatch procedures.

Recommendation 6: Establish a Supplemental Taxi Service Contract for ADA Complementary Paratransit Service.

Recommendation 7: Adopt the following two zone fare structure for Benicia Transit services in FY 2005/06 (Figures ES-1, ES-2, and ES-3) where:

- o Zone 1 covers local service within the City of Benicia.
- o Zone 2 covers service beyond City of Benicia including to Pleasant Hill and Vallejo.

Figure ES-1 Recommended Cash Fares (One Way Passenger Trip) for Benicia Transit Local Flexroute and Fixed Route Commuter Services (FY 2005/06)

	Zone 1	Zone 2
Adult	\$1.00	\$2.00 if boarded in Benicia \$3.00 if boarded in Vallejo or Contra Costa County
Youth	\$1.00	\$2.00 if boarded in Benicia \$3.00 if boarded in Vallejo or Contra Costa County
Senior/Disabled	\$0.50	\$2.00 if boarded in Benicia \$3.00 if boarded in Vallejo or Contra Costa County

Figure ES-2 Recommended Monthly Pass Costs for Benicia Transit Local Flexroute and Fixed Route Commuter Services (FY 2005/06)

	Zone 1	Zone 2
Adult	\$35.00	\$82.00 for non-Benicia residents \$72.00 for Benicia residents
Youth	\$30.00	\$82.00 for non-Benicia residents \$72.00 for Benicia residents
Senior/Disabled	\$12.00	\$50.00

Figure ES-3 Recommended Cash Fares (One Way Passenger Trip) for Benicia ADA Complementary Paratransit (FY 2005/06)

Zone	Fare
Zone 1 - Local in Benicia	\$2.00
Zone 2 - to Pleasant Hill and Vallejo	\$3.50

- Recommendation 8:** Review the Benicia Transit fare structure annually and increase as required.
- Recommendation 9:** The City of Benicia defers the in-depth review of transit consolidation until after the completion of the planned STA transit consolidation study.
- Recommendation 10:** The City of Benicia continues to administer and deliver Benicia Transit as a City program.
- Recommendation 11:** Establish a part time transit coordinator position.
- Recommendation 12:** Establish a budget for “as required” consulting services to assist with the implementation of new services.
- Recommendation 13:** Extend the current Benicia Transit service agreement with MV Transportation for one (1) year from July 1, 2005 to June 30, 2006.
- Recommendation 14:** Amend the Benicia Transit service agreement to reflect the new range of services recommended in the SRTP and to include a clearer statement of performance expectations.
- Recommendation 15:** The City of Benicia evaluates the potential for a joint Benicia Transit/Vallejo Transit service contract.
- Recommendation 16:** Benicia Transit procures diesel powered transit coaches and cutaways to meet the fleet requirements specified in the SRTP.
- Recommendation 17:** Benicia Transit continues to monitor developments in alternative fuel technology and conduct a more detailed alternative fuel study in light of ongoing developments and emergent transit coordination or consolidation strategies.

- Recommendation 18:** The City of Benicia should conduct a detailed assessment of the feasibility of establishing a new intermodal transportation facility at Goodyear Road just east of Lake Herman Road. This assessment should include a full analysis of the potential for transit oriented development.
- Recommendation 19:** Review the potential operation of a commuter bus service between Benicia and the El Cerrito Del Norte BART station.
- Recommendation 20:** Conduct a comprehensive review of a ferry service link between Benicia and San Francisco and the development of a ferry terminal near the Benicia Marina.
- Recommendation 21:** Ensure the long-term integrity of a northeast Benicia intermodal transportation station and reevaluate in conjunction with the findings from the county-wide transit coordination and consolidation study, or as regional transportation strategies further evolve.

Financial and Capital Plans

Figure ES-4 presents the Seven Year Operating Plan and Figure ES-5 presents the Seven Year Capital Plan.

Figure ES-4 Benicia Transit Operating Plan

	Actual		Budget		Projected						
	FY 2003/04	FY 2004/05	FY 2005/06	FY 2006/07	FY 2007/08	FY 2008/09	FY 2009/10	FY 2010/11	FY 2011/12	FY 2012/13	
Fixed Revenue											
Fixed Route Fares	\$151,875	\$160,000	\$235,200	\$239,750	\$244,700	\$249,600	\$252,100	\$254,100	\$257,200	\$259,700	
Flexroute Fares	\$0	\$0	\$45,322	\$47,368	\$49,355	\$51,457	\$53,685	\$56,048	\$58,556	\$61,223	
Dial-a-Ride Fares	\$25,065	\$39,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
ADA Paratransit Fares	\$0	\$0	\$20,900	\$21,214	\$21,532	\$21,855	\$22,182	\$22,515	\$22,853	\$23,196	
Special Fares	\$590	\$9,000	\$1,000	\$1,030	\$1,061	\$1,093	\$1,126	\$1,159	\$1,194	\$1,230	
Total Operating Revenues	\$177,530	\$208,000	\$302,422	\$309,362	\$316,847	\$324,004	\$333,822	\$339,804	\$345,349	\$345,349	
Other Revenue											
TDA Sections 4 & 8	\$73,870	\$755,605	\$1,031,341	\$1,031,260	\$1,004,172	\$1,057,262	\$1,125,389	\$1,175,312	\$1,249,226	\$1,304,260	
Bus Advertising	\$4,800	\$5,000	\$6,000	\$6,180	\$6,365	\$6,556	\$6,753	\$6,956	\$7,164	\$7,379	
Refund & Rebates	\$16,290	\$0	\$2,500	\$2,575	\$2,652	\$2,732	\$2,814	\$2,898	\$2,985	\$3,075	
SRTF Grant	\$1,765	\$60,000	\$11,765	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
USTA Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Sale of Real/Prop. Property	\$2,180	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Interfund Transfer In	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Investment Earnings	\$195	\$2,000	\$2,040	\$2,101	\$2,164	\$2,229	\$2,296	\$2,365	\$2,436	\$2,509	
Total Other Revenues	\$848,900	\$822,605	\$1,053,646	\$1,042,116	\$1,015,354	\$1,068,779	\$1,137,252	\$1,187,530	\$1,261,811	\$1,317,223	
TOTAL REVENUE	\$1,026,430	\$1,030,605	\$1,356,068	\$1,351,478	\$1,332,201	\$1,392,784	\$1,466,345	\$1,521,352	\$1,601,615	\$1,662,572	
Operating Costs											
Fixed Route Contract Costs	\$511,815	\$519,805	\$456,621	\$470,320	\$484,429	\$498,962	\$513,931	\$529,349	\$545,229	\$561,586	
Flexroute Contract Costs	\$0	\$0	\$285,725	\$294,296	\$303,125	\$312,219	\$321,585	\$331,233	\$341,170	\$351,405	
Dial-a-Ride Contract Costs	\$315,475	\$234,155	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
ADA Paratransit Contract Costs	\$0	\$0	\$153,254	\$157,851	\$162,587	\$167,464	\$172,488	\$177,663	\$182,993	\$188,483	
Supplemental Taxi Contract	\$0	\$0	\$25,200	\$23,100	\$21,000	\$18,725	\$16,100	\$12,800	\$14,450	\$16,148	
Fuel	\$154,010	\$162,000	\$181,160	\$210,276	\$231,304	\$254,434	\$279,877	\$307,865	\$338,652	\$372,517	
City of Benicia Overheads	\$34,025	\$114,645	\$96,205	\$103,600	\$106,708	\$109,909	\$113,207	\$116,603	\$120,101	\$123,704	
Leased Buses	\$0	\$0	\$36,000	\$37,080	\$38,192	\$39,338	\$40,518	\$41,734	\$42,986	\$44,275	
Contract Costs	\$6,000	\$5,000	\$5,150	\$5,305	\$5,464	\$5,628	\$5,796	\$5,970	\$6,149	\$6,328	
Total Operating Costs	\$1,021,325	\$1,030,605	\$1,249,164	\$1,301,673	\$1,352,850	\$1,406,515	\$1,463,334	\$1,523,043	\$1,591,551	\$1,664,267	
NET GAIN/LOSS OPERATIONS	\$5,105	\$0	\$106,904	\$49,805	\$-20,649	\$-13,732	\$3,010	\$-1,691	\$10,064	\$-1,685	

Figure ES-5 Benicia Transit Capital Plan

	FY 2005/06	FY 2006/07	FY 2007/08	FY 2008/09	FY 2009/10	FY 2010/11	FY 2011/12	FY 2012/13
Buses								
One 12 Passenger Cutaway (ADA Paratransit)	\$ 148,900							
One 12 Passenger Cutaway (ADA Paratransit)		\$ 154,119						
Two 12 Passenger Cutaway (ADA Paratransit)			\$ 319,025					
Minor Projects								
Bus Stop Signs	\$ 5,000	\$ 5,000	\$ 2,000	\$ 2,060	\$ 2,122	\$ 2,185	\$ 2,251	\$ 2,319
Benches and Shelters	\$ 16,000	\$ 16,480	\$ 0	\$ 10,000	\$ 0	\$ 10,600	\$ 0	\$ 11,236
Capital Revenues								
FTA Grants	\$ 135,920	\$ 140,479	\$ 256,820					
TDA Capital Allocations	\$ 33,980	\$ 35,120	\$ 64,205	\$ 12,060	\$ 2,122	\$ 12,785	\$ 2,251	\$ 13,555
TOTAL CAPITAL COSTS	\$ 169,900	\$ 175,599	\$ 321,025	\$ 12,060	\$ 2,122	\$ 12,785	\$ 2,251	\$ 13,555
TOTAL CAPITAL REVENUES	\$ 169,900	\$ 175,599	\$ 321,025	\$ 12,060	\$ 2,122	\$ 12,785	\$ 2,251	\$ 13,555
BALANCE	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Final Report Format

There are nine chapters in the Benicia SRTP Final Report:

Chapter 1, Introduction, describes current Benicia Transit services and organizational structure and summarizes the operational evaluation.

Chapter 2, Description of Service Area, provides an overview of the Benicia Transit service area.

Chapter 3, Community input and Outreach, describes the community outreach process and summarizes the findings from the community outreach.

Chapter 4, On-Board Ridecheck, summarizes the onboard ridecheck data collection process and findings.

Chapter 5, Findings, summarizes the findings and issues from the community outreach and operational evaluation.

Chapter 6, Recommendations, presents the recommended strategies.

Chapter 7, Policy Elements, summarizes recommended service goals, objectives, policies, performance standards and service design standards.

Chapter 8, Financial Plan and Capital Plan, presents the seven-year operations and capital plans.

Chapter 9, Implementation Plan, summarizes the SRTP implementation schedule and timeline.



DATE: June 22, 2005
TO: SolanoLinks Intercity Transit Consortium
FROM: Anna McLaughlin, Program Manager/Analyst
RE: SNCI Monthly Issues

Background:

Each month, the STA's Solano Napa Commuter Information (SNCI) program staff provides an update to the Consortium on several key issues: Napa and Solano transit schedule status, Partnership Regional Transit Marketing Committee, Solano Welfare to Work, and promotions. Other items are included as they become relevant.

Discussion:

1. Transit Schedules: The monthly transit schedule matrix was distributed to all Solano and Napa operators the week of June 20th via email. Based on the response received, an updated transit matrix will be provided at the meeting.

2. Partnership's Regional Transit Marketing Committee (RTMC): The RTMC met on June 14th. The primary topic of discussion was the Bay Area Air Quality Management District's (BAAQMD) fall promotional campaign: "Great Race for Clean Air." This campaign will encourage individuals to try four different modes of alternative transportation – ridesharing (carpool or vanpool), transit (bus, ferry, train), bicycling, or walking – in four weeks during the month of September.

3. Welfare to Work (Solano): The draft final agreement among the STA, City of Rio Vista, and the County of Solano was distributed to the City of Rio Vista and the County of Solano in early March. Comments on the agreement are still pending from the County of Solano.

4. Promotions: Bike to Work Week has been wrapped up with successful campaign results including media coverage in most Solano and Napa newspapers (Dixon Tribune, Vacaville Reporter, Fairfield Daily Republic, Benicia Herald, Vallejo Times Herald, St Helena Star, and the Napa Valley Marketplace.) The primary focus of this year's regional campaign was to increase media outreach and coverage and an increase in local media was achieved. A new element to this year's campaign - Bike Commuter of The Year Awards for each Bay Area County – was a popular story for the media.

Additionally, there were over 500 individual participants in the campaign. Approximately 300 individuals stopped by an energizer station in Solano or Napa counties, 212 bike commuters returned registration forms to SNCI via mail, fax, and internet, and 80 school children participated by biking to school on Bike to Work Day. The ultimate purpose of this campaign has been to encourage bicycling not only during the campaign but as a more regular travel mode.

At this time, the Regional Rideshare Program is not planning a fall promotional campaign. SNCI will be working with BAAQMD to promote their fall “Great Race for Clean Air” Campaign.

5. Events: SNCI has been staffing information booths at events where transit information is distributed along with a range of commute options information. Recent events include City of Benicia Benefits Fair, Dixon Business Expo, Fairfield-Suisun Chamber of Commerce Mixer, and, farmers’ markets in Fairfield, Napa and St Helena. Upcoming events include farmers’ markets throughout Solano and Napa counties.

Recommendation:
Informational.