

Johanna Masiclat

To: **STA Board (No Alternates); Chuck Timm (cct707@aol.com); 'Mike Hudson'
Cc: **STA Board Assistants; Bernadette S. Curry (bscurry@solanocounty.com); **STA Directors
Subject: **STA's Supplemental Reports** STA Board Meeting of June 9, 2010
Attachments: Attach B - TIP 06-09-10.pdf; Attach A - TIP 06-09-10.pdf; 2010 Solano CMP (June).pdf

Importance: High

Members of the STA Board:

In review and preparation for Wednesday's June 9th Board meeting, the following attachments are being provided under separate cover. Due to the size of the attachments, hard copies are being hand-delivered to you this afternoon. For immediate review, you may access these attachments by visiting the STA's website:

<http://www.solanolinks.com/agenda%202010.html>

Agenda Item VI.M, 2011 Transportation Improvement Program (TIP)

- **Attachment A - Draft 2011 TIP Project Summary**
- **Attachment B – Draft 2011 TIP Listing Details for All Projects**

Agenda item IX.B, 2010 Solano Congestion Management Agency (CMP)

- **Attachment A – 2010 Solano CMP**

Johanna Masiclat

STA's Clerk of the Board/Office Manager
SOLANO TRANSPORTATION AUTHORITY (STA)



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Solano Transportation Authority (STA)

Draft 2011 Transportation Improvement Program (TIP)

Projects listed by agency, including funding by delivery phase noting total shortfall.

- Completed projects can be [archived](#).
- Unfunded projects or projects not part of the Regional Transportation Plan (RTP, T-2035) are ineligible for the TIP and will be [removed](#).
- Projects needing updates or new projects with new funding will be [amended](#) into the 2011 TIP.
- STA CTP Project concepts without funding do not need to be listed in the TIP. Transit operating projects are not shown in this summary.
- Funding is shown in thousands.

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Next Four Years of Available Funding (2010-11, 11-12, 12-13, 13-14)					Existing 2009 TIP	Staff Recm'd 2011 TIP
					Preliminary Engineering (PE)		Right-of-Way	Construction	Shortfall		
					Environmental	Design					
Benicia	SOL070045	State Park Road Bridge Widening	CMAQ/ARRA	2009				\$ 2,406	\$ -	Active	Archive
Benicia	SOL010031	Benicia Intermodal Trans Stations (Military)	RM2	2011	\$ 92	\$ 224	\$ 170	\$ 2,514	\$ -	Active	Amend
Benicia	NEW	Benicia Industrial PK Multi-Modal Trans Study	RM2	Future	\$ 125	\$ -	\$ -	\$ -	\$ -	N/A	Amend
Benicia	SOL070022	Purchase Bus Shelters	CMAQ/5307	2009	\$ -	\$ -	\$ -	\$ 79	\$ -	Active	Archive
Benicia	REG090032	East 2nd Street Overlay	ARRA	2010	\$ -	\$ -	\$ -	\$ 197	\$ -	Active	Archive
Benicia	N/A	Park Road Sidewalk	RM1 (Proposed)	2011	\$ -	\$ -	\$ -	\$ -	\$ 450	N/A	N/A
Benicia	NEW	Various Street Overlay Projects	STP (LS&R C1)	2011	\$ -	\$ -	\$ -	\$ 371	\$ -	N/A	Amend
Dixon	SOL030001	Dixon Multimodal Transportation Center	STIP	Future	\$ -	\$ 1,330	\$ -	\$ -	\$ 26,152	Active	Amend
Dixon	SOL050007	I-80/Pedrick Road Interchange Modification	Local Impact Fee	Future	\$ 150	\$ 200	\$ 500	\$ -	\$ 19,120	Active	Amend
Dixon	SOL050009	Parkway Blvd/UPRR Grade Separation	Earmark (TEA-21)	Future	\$ 1,260	\$ 290	\$ 1,243	\$ -	\$ 11,070	Active	Amend
Dixon	SOL050010	SR113/I-80 Interchange Reconstruction	Local Impact Fee	Future	\$ -	\$ -	\$ -	\$ -	\$ 22,145	Active	Remove
Dixon	SOL050011	I-80/West A Street Interchange Reconfig	Local Impact Fee	Future	\$ -	\$ -	\$ -	\$ -	\$ 25,000	Active	Remove
Dixon	SOL070045	SR-113 Pedestrian Improvements	ECMAQ (SR2S)	2010	\$ -	\$ -	\$ -	\$ 105	\$ -	Archived	N/A
Dixon	SOL970009	I-80/Pitt School Road Interchange	Local Impact Fee	Future	\$ -	\$ -	\$ -	\$ -	\$ 25,000	Active	Remove
Dixon	SOL970020	Four Signals on SR 113	Local Impact Fee	Future	\$ -	\$ -	\$ -	\$ -	\$ 860	Archived	Remove
Dixon	NEW	West B Street Bicycle and Ped Undercrossing	ECMAQ (Ped)	Future	\$ -	\$ 543	\$ -	\$ 1,415	\$ 4,685	N/A	Amend
Dixon	REG090032	Stratford Avenue Rehabilitation	ARRA	2009	\$ -	\$ -	\$ -	\$ 218	\$ -	Active	Archive
Dixon	REG090033	Various Street and Road Rehab (N. Almond)	ARRA	2009	\$ -	\$ -	\$ -	\$ 300	\$ -	Active	Archive
Fairfield	SOL030002	Fairfield/Vacaville Intermodal Rail Station	RM2/STIP/Earmark	2013	\$ 125	\$ 4,731	\$ 2,060	\$ 21,831	\$ -	Active	Amend
Fairfield	SOL991068	Fairfield Transportation Center Phase II	RM2/CMAQ	2013	\$ -	\$ 1,030	\$ -	\$ 6,150	\$ -	Active	Archive
Fairfield	NEW	Fairfield Transportation Center Phase III	FTA/RM2	Future	\$ 1,000	\$ -	\$ -	\$ 7,522	\$ -	N/A	Amend
Fairfield	SOL070027	W. Texas St. Gateway Project Phase I & II	STP (CMAQ Bike)	2010	\$ -	\$ -	\$ -	\$ 85	\$ -	Active	Archive
Fairfield	SOL090004	McGary Road Safety Improvement	ARRA (Safety)	2010	\$ -	\$ -	\$ -	\$ 1,500	\$ -	Active	Info Only
Fairfield	NEW	Linear Park Alt Route - Nightingale Dr	CMAQ/TDA	2012	\$ -	\$ 26	\$ -	\$ 196	\$ -	N/A	Amend
Fairfield	NEW	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2011	\$ -	\$ -	\$ -	\$ 1,370	\$ -	N/A	Amend
Fairfield	REG090032	East Tabor Ave Resurfacing	ARRA	2010	\$ -	\$ -	\$ -	\$ 475	\$ -	Active	Archive
Fairfield	REG090032	Gateway Blvd. Resurfacing	ARRA	2010	\$ -	\$ -	\$ -	\$ 692	\$ -	Active	Archive
Fairfield	REG090032	Suisun Valley Rehabilitation	ARRA	2010	\$ -	\$ -	\$ -	\$ 538	\$ -	Active	Archive
Rio Vista	SOL070019	Rio Vista Signage Improvement Program	Earmark (SAFETEA-LU)	2010	\$ -	\$ 11	\$ -	\$ 261	\$ -	Active	Active
Rio Vista	SOL050062	SR 12 Rio Vista Bridge Study	Earmark (SAFETEA-LU)	2010	\$ 453	\$ -	\$ -	\$ -	\$ -	Active	Archive
Suisun City	NEW	Grizzly Island Trail	CMAQ (Bike/SR2S)	2013	\$ 50	\$ 250	\$ -	\$ 1,764	\$ -	N/A	Amend
Suisun City	REG090032	Main Street Rehabilitation	ARRA	2010	\$ -	\$ -	\$ -	\$ 670	\$ -	Active	Info Only
Suisun City	NEW	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 437	\$ -	N/A	Amend
Suisun City	REG090032	Sunset Avenue Rehabilitation	ARRA	2010	\$ -	\$ -	\$ -	\$ 700	\$ -	Active	Archive

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Next Four Years of Available Funding (2010-11, 11-12, 12-13, 13-14)					Existing 2009 TIP	Staff Recm'd 2011 TIP
					Preliminary Engineering (PE)		Right-of-Way	Construction	Shortfall		
				Environmental	Design						
Vacaville	SOL050013	Vacaville Intermodal Station (Allison Dr)	RM2/CMAQ	2010	\$ 620	\$ 990	\$ 2,950	\$ 8,219	\$ -	Active	Amend
Vacaville	NEW	Vacaville Intermodal Station Phase 2	Earmark/RM2	Future	\$ 500	\$ -	\$ -	\$ -	\$ 9,500	N/A	Amend
Vacaville	SOL070028	Vacaville Downtown Creekwalk	ECMAQ (Ped)	2010	\$ 85	\$ 60	\$ -	\$ 784	\$ -	Active	Archive
Vacaville	SOL070029	Ulatis Creek - Allison to I-80	ECMAQ/YSAQMD	Future	\$ 191	\$ -	\$ -	\$ -	\$ 1,220	Active	Info Only
Vacaville	SOL070026	Ulatis Creek Bike Path (Ulatis Dr to L Town Rd)	ECMAQ/YSAQMD	2012	\$ 66	\$ 195	\$ 1	\$ 810	\$ -	Active	Amend
Vacaville	SOL070047	Peabody/Marshall Rd Ped Safety	ECMAQ/YSAQMD	2009	\$ -	\$ -	\$ -	\$ 396	\$ -	Active	Archive
Vacaville	REG090032	Various Streets Overlay (Allison, Alamo, etc.)	ARRA	2010	\$ -	\$ -	\$ -	\$ 1,376	\$ -	Active	Archive
Vacaville	NEW	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,324	\$ -	N/A	Amend
Vacaville	SOL050057	Jepson Pkwy Gateway Enhancement	STIP-TE	2012	\$ -	\$ 120	\$ -	\$ 230	\$ -	Active	Amend
Vacaville	REG090032	GPS EVP System Project	ARRA	2010	\$ -	\$ -	\$ -	\$ 320	\$ -	Active	Archive
Vacaville	SOL050059	Nob Hill Bike Path	ECMAQ	2008	\$ 91	\$ -	\$ -	\$ 350	\$ -	Active	Archive
Vallejo	SOL010027	Lemon Street Rehabilitation	STP	2009	\$ -	\$ 29	\$ -	\$ 759	\$ -	Active	Archive
Vallejo	SOL050048	Vallejo Downtown Streetscape, Ph 1	ARRA/TE/CMAQ	2009	\$ 664	\$ -	\$ -	\$ 2,787	\$ -	Active	Info Only
Vallejo	REG090032	Sereno Dr/Tennessee St. Overlay	ARRA	2009	\$ -	\$ -	\$ -	\$ 1,020	\$ -	Active	Archive
Vallejo	NEW	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,595	\$ -	N/A	Amend
Vallejo	SOL050012	Vallejo Curtola Transit Center	RM2	Future	\$ 705	\$ -	\$ -	\$ 11,045	\$ -	Active	Info Only
Vallejo	SOL050023	Vallejo Station Pedestrian Links	CMAQ (TLC)	2012	\$ -	\$ -	\$ -	\$ 2,340	\$ -	Active	Info Only
Vallejo	SOL950035	Vallejo Station Intermodal	STIP/RM2/5309	2012	\$ 200	\$ 5,800	\$ 9,000	\$ 64,128	\$ -	Active	Info Only
Vallejo	SOL990018	I-80/American Canyon Rd overpass Improv	Local Impact Fee	Future	\$ -	\$ -	\$ -	\$ 5,230	\$ -	Active	Info Only
Vallejo	SOL990019	SR37/Mare Island North Gate I/C Imp.	Local Impact Fee	Future	\$ -	\$ -	\$ -	\$ -	\$ 1,514	Active	Remove
Vallejo	SOL990021	Mare Island-Azuar Dr Imp.	Local Impact Fee	Future	\$ -	\$ -	\$ -	\$ -	\$ 9,000	Active	Remove
Solano County	SOL050024	Vacaville-Dixon Bicycle Route (Pitt School Rd)	CMAQ	2009	\$ 226	\$ -	\$ -	\$ 1,090	\$ -	Active	Archive
Solano County	SOL050046	Old Town Cordelia Enhancements	ARRA/STIP-TE/CMAQ	2010	\$ 265	\$ -	\$ -	\$ 465	\$ -	Active	Archive
Solano County	SOL050061	I-80 HOV Lanes Turner Overcrossing	Earmark (SAFETEA-LU)	Future	\$ 1,400	\$ 2,359	\$ -	\$ -	\$ -	Active	Info Only
Solano County	SOL070012	Cordelia Hills Sky Valley Ped Corridor	Earmark (SAFETEA-LU)	2013	\$ -	\$ 175	\$ 2,475	\$ 50	\$ -	Active	Amend
Solano County	SOL070021	Travis AFB: South Gate Improvement Project	Earmark (SAFETEA-LU)	2014	\$ -	\$ 187	\$ 160	\$ 2,617	\$ -	Active	Amend
Solano County	SOL070048	Travis AFB: North Gate Improvement Project	Earmark (SAFETEA-LU)	Future	\$ 558	\$ -	\$ -	\$ -	\$ 4,050	Active	Amend
Solano County	SOL090015	Redwood Fairgrounds Dr. I/C Imp (STUDY)	Earmark (SAFETEA-LU)	Future	\$ 1,500	\$ -	\$ -	\$ -	\$ 1,000	Active	Amend
Solano County	NEW	Vacaville Dixon Bike Route (Phase 5)	ECMAQ/TDA	2012	\$ -	\$ 362	\$ -	\$ -	\$ 5,100	Active	Amend
Solano County	NEW	Local Streets and Roads (Cycle 1)	LS&R, BP Flex, TDA	2012	\$ -	\$ -	\$ -	\$ 2,255	\$ -	N/A	Amend
Solano County	SOL090027	2011 Pavement Overlay Program	FAS	2011	\$ -	\$ -	\$ -	\$ 2,042	\$ -	Active	Active
Solano County	REG090032	2009 ARRA Various Streets Overlay (Phase 1)	ARRA	2009	\$ -	\$ -	\$ -	\$ 2,000	\$ -	Active	Archive
Solano County	REG090032	2009 ARRA Various Streets Overlay (Phase 2)	ARRA	2010	\$ -	\$ -	\$ -	\$ 360	\$ -	Active	Archive
STA	SOL070020	I-80/I-680/SR 12 Interchange Project	RM2, STIP, CMIA, TCRP	2015	\$ 30,000	\$ 75,036	\$ 26,525	\$ 73,264	\$ 700,000	Active	Amend
STA	SOL090003	EB I-80 Cordelia Truck Scales Relocation	RM2, TCIF	2014	\$ 5,800	\$ 17,700	\$ 3,000	\$ 74,400	\$ -	Active	Amend
STA	SOL030003	I-80/I-680/SR12 North Connector	RM2, STIP, TCRP	2010	\$ 5,500	\$ 2,000	\$ -	\$ 17,552	\$ -	Active	Archive
STA	NEW	I-80 HOV conversion to Express Ln (Fairfield)	Bridge Tolls	2015	\$ 500	\$ -	\$ -	\$ -	\$ 39,600	N/A	Amend
STA	NEW	I-80 Express Lanes (Vacaville)	Bridge Tolls	2020	\$ 600	\$ -	\$ -	\$ -	\$ 190,600	N/A	Amend
STA	SOL090007	Jepson Parkway: Three Phases shown below	STIP	Varies	\$ 2,499	\$ 2,400	\$ 3,800	\$ 30,457	\$ 157,000	Active	Archive
STA	NEW	Jepson: Vanden Rd from Peabody to LT	STIP	2015	\$ 2,499	\$ 2,400	\$ 3,800	\$ 30,457	\$ -	Active	Amend
STA	NEW	Jepson: LT Road from Vanden to Orange	STIP	Future	\$ -	\$ -	\$ -	\$ -	\$ 65,900	Active	Amend
STA	NEW	Jepson: Walters Rd Ext - Peabody Rd Widen	STIP	Future	\$ -	\$ -	\$ -	\$ -	\$ 91,100	Active	Amend
STA	NAP010008	SR 12 (Jamieson Canyon Road) Widening	CMIA, STIP, TCRP	2015	\$ 7,300	\$ 7,550	\$ 18,391	\$ 105,700	\$ -	Active	Active
STA	NEW	STA Safe Routes to School Program	CMAQ	Prgm	\$ 1,029	\$ -	\$ -	\$ -	\$ -	N/A	Amend
STA	SOL991066	Eastern Solano / SNCI Rideshare Program	CMAQ, AQ	Prgm	\$ 445	\$ -	\$ -	\$ -	\$ -	Active	Amend
STA	SOL970033	CMA Planning Activities	STP, 4% planning	Prgm	\$ 500	\$ -	\$ -	\$ -	\$ -	Active	Amend
GRAND TOTAL					\$ 66,998	\$ 125,998	\$ 74,075	\$ 497,218	\$ 1,410,066		
					\$764,289						

BENICIA

2011 DRAFT TIP

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Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Benicia	Project Title: Park Road Sidewalk	Project Description Approx. 1,100 lf of 6' wide sidewalk and 150 lf of retaining wall along the west side of Park Rd connecting the exist. sidewalk at Jefferson St the bike path located north of Oak Rd.
TIP or Project ID: NEW; FMS = 4848.00-v0	Primary Contact: Mike Roberts	

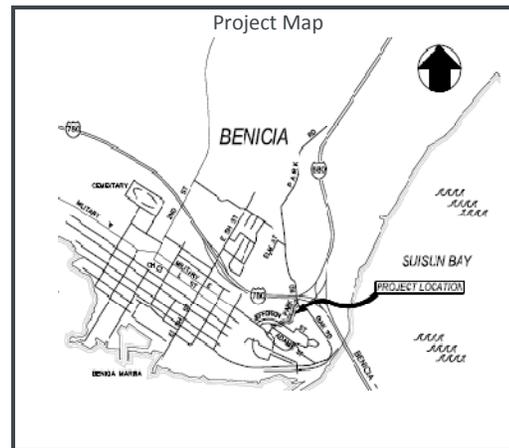
FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) RM1	10-11	(in fms, I used BT-RM1-TR)				\$ 450,000.00	\$ 450,000.00
2)							
3)							
4)							
5)							
Project Phase Total:							\$ 450,000.00

Notes:

Q: not sure which fund code

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design	01/01/11	
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date	02/01/11	
Contract Award Date	04/01/11	
Project Completion	10/01/11	
Project Closeout		



Potential Project Issues

Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Benicia	Project Title: 2011 Various Streets Overlay (Cycle 1 LS&R)	Project Description Columbus Parkway between Benicia Rd. & Interstate 780 on/off ramp. 0.2' A.C. overlay with geotextile fabric; Rose Drive between ... and ...
TIP or Project ID:	Primary Contact: Mike Roberts	

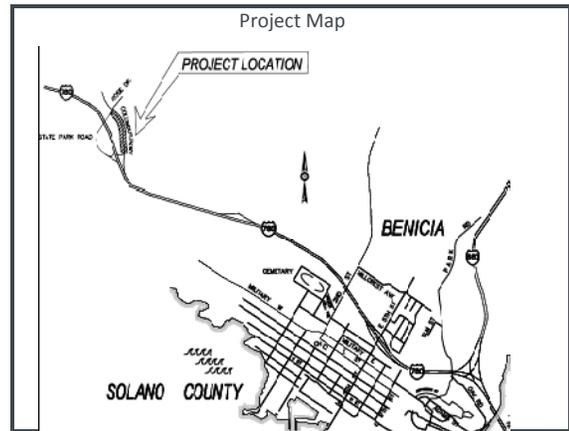
FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) LS&R Cycle1	10-11					\$ 260,000.00	
2)							
3)							
4)							
5)							
Project Phase Total:							(Funded Total)

Notes:

\$260k = total project cost
Benicia staff will provide other projects for Cycle 1 LS&R funding;
\$111,000 Cycle 1 LS&R funds remaining

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review	10/01/10	
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design	12/01/10	
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert	01/01/11	
Request CON Authorization?	01/01/11	
Receive CON Authorization?	02/28/11	
Advertise Date	03/01/11	
Contract Award Date	04/15/11	
Project Completion	10/01/11	
Project Closeout		



Potential Project Issues

Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Benicia	Project Title: 2009 ARRA East 2nd Street Overlay	Project Description East 2nd Street between Lake Herman Rd. & Wagner St. 0.2' A.C. overlay with GlasGrid 8501 geotextile fabric
TIP or Project ID: REG090032	Primary Contact: Mike Roberts	

FUNDING INFORMATION

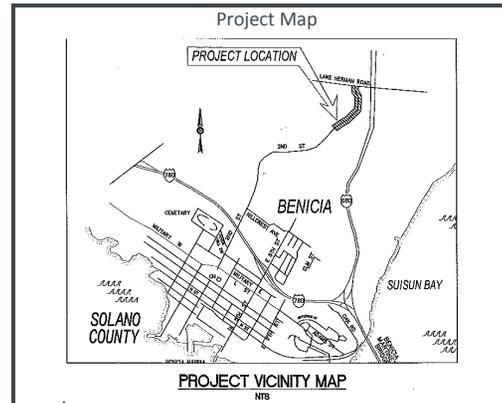
Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) STP-ARRA						\$ 400,000	\$ 400,000
2) STP-ARRA						\$ (109,800)	\$ (109,800)
3) STP-ARRA						\$ (70,800)	
4)							
5)							
Project Phase Total:							\$ 290,200

Notes:

Transferred to State Park Rd
Requesting add'l transfer to State Park Rd

\$197,276.02

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?	N/A	
Receive PE Authorization?	N/A	No funding for PE
Field Review	2/25/2009	
Environmental Type	3/23/2009	CE - Exempt C1
Environmental Circulation		
Environmental Adopted	3/23/2009	
Request PS&E authorization?	7/20/2009	
Receive PS&E authorization?	N/A	No funding for PS&E
Begin Design	1/26/2009	
Final Design	7/20/2009	
Need ROW Acquisition?	N/A	
Need Utilities ROW ?	N/A	
ROW Cert	6/3/2009	
Request CON Authorization?	5/8/2009	
Receive CON Authorization?	7/13/2009	
Advertise Date	7/28/2009	
Contract Award Date	9/15/2009	contract awarded
Project Completion	12/4/2009	
Project Closeout	3/2/2010	



Potential Project Issues

1. Contract award was \$263,776.80, contractor invoiced \$197,276.02, which resulted in \$70,800 in cost savings at project closeout (3/29/10).

BASIC INFORMATION

Sponsor: City of Benicia	Project Title: State Park Road Bridge	Project Description Increase width of State Park Road Overcrossing and complete a Class 1 path between Columbus and the Benicia State Park to accommodate pedestrians and bicyclists
TIP or Project ID: SOL070045	Primary Contact: Gary Ushiro	

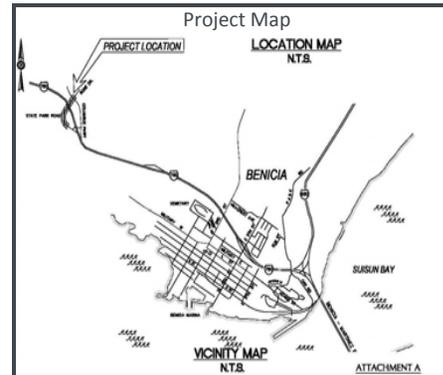
FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1)Local (TDA3)	2009					\$ 491,800	\$ 491,800
2)CMAQ-T3-3-TLC-CO	2009					\$ 40,000	\$ 40,000
3)CMAQ-T3-3-RBP-CO	2009					\$ 1,311,000	\$ 1,311,000
4)STP-ARRA-SOL	2009					\$ 109,800	\$ 109,800
5)TEA-ARRA-REG	2009					\$ 320,000	\$ 320,000
6)STP-ARRA-SOL	2009					\$ 62,000	\$ 62,000
Project Phase Total:						\$ 2,334,600	\$ 2,334,600

Notes:

Waiting for \$70,800 in STP-ARRA-Sol cost savings from E 2nd Street project: STA staff will follow up to confirm If cost savings application approved, new total will be changed from \$2,334,600 to \$2,405,400

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?	N/A	No funding for PE
Receive PE Authorization?	N/A	No funding for PE
Field Review	N/A	Not required by L.A.
Environmental Type	8/20/2008	CE/CE
Environmental Circulation	9/6/2007	
Environmental Adopted	8/20/2008	
Request PS&E authorization?	1/23/2009	
Receive PS&E authorization?	N/A	No funding for PS&E
Begin Design	10/16/2007	
Final Design	6/30/2009	
Need ROW Acquisition?	N/A	
Need Utilities ROW ?	N/A	
ROW Cert	1/20/2009	
Request CON Authorization?	5/13/2009	
Receive CON Authorization?	7/1/2009	
Advertise Date	8/21/2009	
Contract Award Date	10/20/2009	
Project Completion		Est. completion 8/10/10
Project Closeout		TBD



Potential Project Issues

1. Project in process of acquiring \$70,800 in STP-ARRA-SOL cost savings from East 2nd St. Overlay Project (3/29/10).

Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Benicia	Project Title: Military West/Southampton and Military/First Intermodal Facilities (this is named Benicia Intermodal Facilities in TIP)	Project Description 2 Park-and-Ride facilities located at Military West/Southampton (in public right-of-way) and Military West/Southampton (adjacent to City Park); improvements will benefit people arriving by car, bicycling, and walking to carpool and/or get on the bus.
TIP or Project ID: SOL010031	Primary Contact: Gina Eleccion	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) RM2	09-10		92,000				92,000
2) RM2	10-11			224,000			224,000
3) RM2	10-11				170,000		170,000
4) RM2-Shortfall	10-11 14-15+?	When will City request the allocation?				2,514,000	2,514,000
5)							
Project Phase Total:							3,000,000

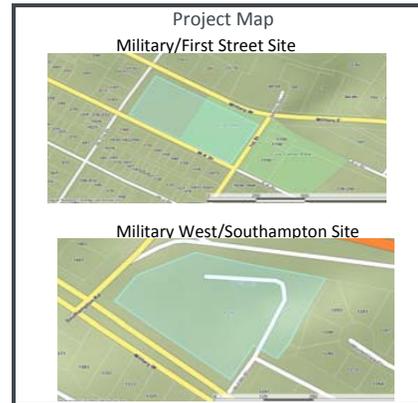
Notes:

ok

Is this money real?

This amount will be removed from TIP unless specified by Benicia staff

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?	DATE?	Has City Requested Allocation?
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design	5/31/2011	
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert	12/31/2011	
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion	4/30/2012	
Project Closeout	7/31/2012	



Potential Project Issues

Public input and approval is a key component to this project. Confirmation of the Military West/Southampton site is pending approval of the Gateway Calvary Church. The City is in negotiations with church to resolve various past issues.

Detail Project Information Table

BASIC INFORMATION

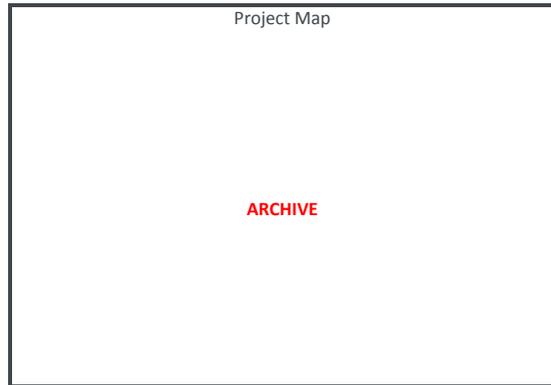
Sponsor: <div style="background-color: yellow; text-align: center; padding: 5px;">Benicia</div>	Project Title: <div style="background-color: yellow; text-align: center; padding: 5px;">Purchase Bus Shelters</div>	Project Description <div style="background-color: yellow; padding: 5px;">Purchase and install 13 bus shelters; Purchase one bus shelter to place in Downtown Benicia at 1st Street @ Military East - Downtown Benicia. This will be purchased off a procurement conducted by the City of Elk Grove. Replace 7 bus shelters located in teh City limits that have exceeded their useful life-purchased in 1986. Purchase 5 new bus shelters for placement at high patronized Benicia Breeze bus stops.</div>
TIP or Project ID: <div style="background-color: yellow; text-align: center; padding: 5px;">SOL070022</div>	Primary Contact: <div style="background-color: yellow; text-align: center; padding: 5px;">Rob Sousa</div>	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) OTHER LOCAL	2007					1000	1000
2) CMAQ-T2-FY99-RE	2007					5454	5454
3) 5307-T3-CAP-VAL	2009					33600	33600
4) 5307-T3-CAP-VAL	2009					24000	24000
5) OTHER LOCAL	2009					8400	8400
6) OTHER LOCAL	2009					6400	6400
Project Phase Total:						78854	

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Autorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Potential Project Issues

Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Benicia	Project Title: Benicia Industrial Park Multi-Modal Transit Area Plan	Project Description Specific Plan for a new transit stop and accompanying multi-modal facilities and supporting development regulations.
TIP or Project ID: None	Primary Contact: Lisa Porras	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	PE	ROW	CON	
1) RM2	2011- 2014		\$	125,000.00			\$ 125,000.00
2) RM2	2015 - 2017	Shortfall	\$	1,125,000.00			\$ 1,125,000.00
3)						?	
4)							
5)							
Project Phase Total:							\$ 1,250,000.00

Notes:

Action / Milestones	Date	Notes/Deadlines
Prepare & Adopt Specific Plan	2011-2014	3-4 years expected to Plan adoption
Request PE Authorization?		
Receive PE Authorization?		
Field Review	2011-2014	
Environmental Type	2011-2014	
Environmental Circulation	2011-2014	
Environmental Adopted	2011-2014	
Request PS&E ?		
Receive PS&E ?		
Begin Preliminary Design	2014-2015	
Final Design	2015	
Request ROW Acquisition?	2015	
Receive ROW Acquisition?	2015	
Request Utilities ROW ?	2015	
Receive Utilities ROW ?	2015	
ROW Cert	2015	
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Potential Project Issues

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DIXON

2011 DRAFT TIP

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Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Dixon	Project Title: Dixon Multimodal Transportation Center	Project Description West B Street Ped Undercrossing , West A Street undercrossing, platform and associated improvements required for future passenger rail station.
TIP or Project ID: SOL030001	Primary Contact: Janet Koster	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
RIP-T3-06-ST-SOL	2007			\$ 543,000			\$ 543,000
RIP-T3-06A-PTA-SOL	2008			\$ 1,330,000			\$ 1,330,000
shortfall station	2015			\$ 1,127,000		\$ 25,025,000	\$ 26,152,000
Project Phase Total:			\$ -	\$ 3,000,000	\$ -	\$ 25,025,000	\$ 28,025,000

Notes:

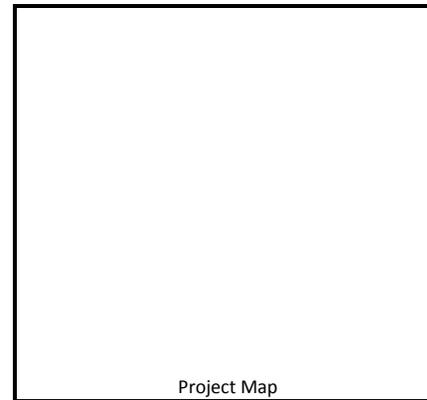
Move to undercrossing project (design)

Waiting for extension

Total shortfall:

\$ 26,152,000

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design	June, 2010	
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Potential Project Issues

Serious funding shortfall: \$26,152,000

Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Dixon	Project Title: I-80/Pedrick Road Interchange Modification	Project Description
TIP or Project ID: SOL050007	Primary Contact: Janet Koster	Dixon: I-80/Pedrick Road Interchange; Modify/realign existing on/off ramp no new travel lanes

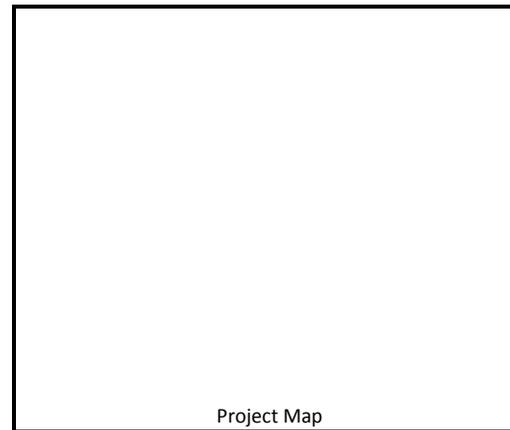
FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
Other Local	2011			\$ 350,000			\$ 350,000
Other Local	2012				\$ 500,000		\$ 500,000
Shortfall	2014					\$ 2,120,000	\$ 2,120,000
Shortfall	2014			\$ 270,000			\$ 270,000
Shortfall	2014					\$ 17,000,000	\$ 17,000,000
Project Phase Total:			\$ -	\$ 350,000	\$ 500,000	\$ 19,120,000	\$ 20,240,000

Notes:

Total Shortfall:
\$ 19,390,000

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Potential Project Issues

~~\$22,500,000~~ shortfall
\$20,240,000 shortfall

Detail Project Information Table

BASIC INFORMATION

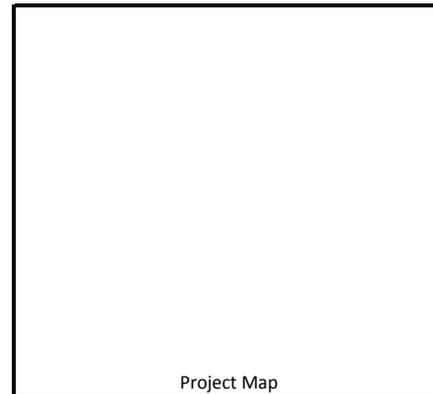
Sponsor: City of Dixon	Project Title: Parkway Blvd/UPRR Grade Separation	Project Description: Parkway Blvd; New roadway Overcrossing of UPRR & Porter Rd (4 lanes); Improve grade crossings ISTE demo project
TIP or Project ID: SOL050009	Primary Contact: Jason Riley	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) EARMARK-T2-DEMO	1997		\$ 480,000				\$ 480,000
2) Local	2010		\$ 200,000				\$ 200,000
3) Local	2010			\$ 120,000			\$ 120,000
4) Local	2010			\$ 170,000			\$ 170,000
5) Local	2011				\$ 296,000		\$ 296,000
6) Shortfall (RTP LRP)	2014					\$ 11,070,000	\$ 11,070,000
7) EARMARK-T2-DEMO	2010		\$ 580,000				\$ 580,000
8) EARMARK-T2-DEMO	2011				\$ 1,243,000		\$ 1,243,000
Project Phase Total:			\$ 1,260,000	\$ 290,000	\$ 1,539,000	\$ 11,070,000	\$ 14,159,000

Notes:
 Has this been spent? YES
 Real (local impact fees)
 total CON cost (see shortfall amt below)
 being spent this year
 will be spent next year

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Potential Project Issues

Short Fall \$10,250,000 Finalize design/NEPA approval. (Note: estimated shortfall may be lower pending current estimates (SW, 5/17/10))

Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Dixon	Project Title: SR113/I-80 Interchange Reconstruction	Project Description
TIP or Project ID: SOL050010	Primary Contact: Janet Koster	Route 113/I-80; Reconstruct/reconfigure interchange.

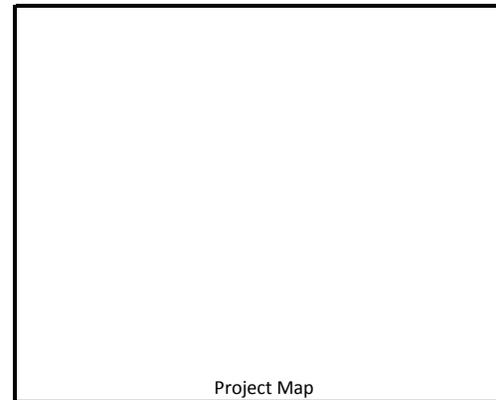
FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
Shortfall	2008			\$ 325,000			\$ 325,000
Shortfall	2009		\$ 50,000				\$ 50,000
Shortfall	2009				\$ 500,000		\$ 500,000
Shortfall	2011			\$ 270,000			\$ 270,000
Shortfall	2012					\$ 21,000,000	\$ 21,000,000
Project Phase Total:			\$ 50,000	\$ 595,000	\$ 500,000	\$ 21,000,000	\$ 22,145,000

Notes:

total shortfall:
\$ 22,145,000
project not funded
DELETE

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Potential Project Issues

\$22,145,000 shortfall

Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Dixon	Project Title: I-80/West A Street Interchange Reconfiguration	Project Description
TIP or Project ID: SOL050011	Primary Contact: Janet Koster	West A Street; Modify and reconfigure interchange (additional travel lanes)

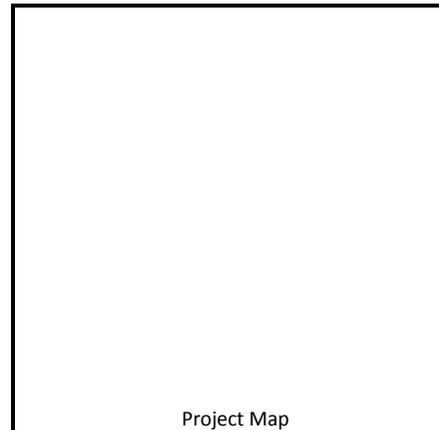
FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) Shortfall							\$25,000,000
2)							
3)							
4)							
5)							
Project Phase Total:							\$ 25,000,000

Notes:

total shortfall: \$25,000,000
 project not funded
 DELETE from FMS

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Potential Project Issues

Serious funding shortfall: \$25,000,000

Detail Project Information Table

BASIC INFORMATION

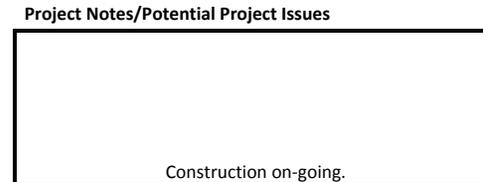
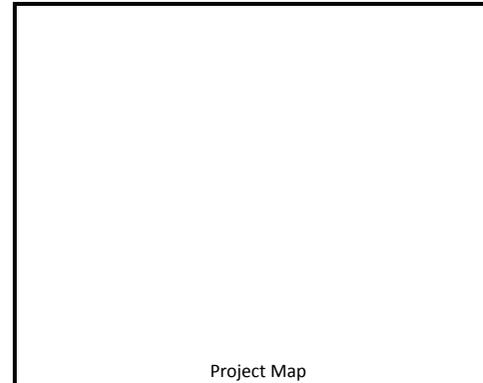
Sponsor: City of Dixon	Project Title: SR-113 Pedestrian Improvements	Project Description
TIP or Project ID: SOL070046	Primary Contact: Jason Riley	Lighted crosswalk SR 113 at C Street.

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
LOCAL	2009					\$ 15,000	\$ 15,000
CMAQ-T3-3-AQ-SOL	2009					\$ 90,000	\$ 90,000
Project Phase Total:						\$ 105,000	\$ 105,000

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		Nov. 09
Project Closeout		



Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Dixon	Project Title: I-80/Pitt School Road Interchange	Project Description
TIP or Project ID: SOL970009	Primary Contact: Janet Koster	Dixon: at I-80/Pitt School Road interchange; Install signal at westbound ramp

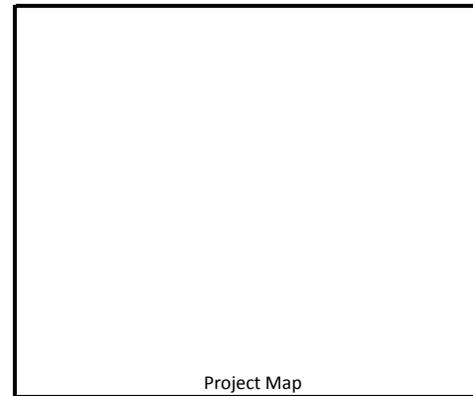
FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) Shortfall							\$25,000,000
2)							
3)							
4)							
5)							
Project Phase Total:							\$ 25,000,000

Notes:

Total shortfall: \$25M
project not funded
DELETE from FMS

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Potential Project Issues

Project Shortfall: \$25,000,000

Detail Project Information Table

BASIC INFORMATION

Sponsor:	Project Title:	Project Description
Dixon	Four Signals on SR 113	Install 4 signals on SR 113: SR 113 @ West "H", Parkway Blvd, Valley Glen Drive, and Chestnut Street; Install traffic signals at intersections.
TIP or Project ID:	Primary Contact:	
SOL970020	Janet Koster	

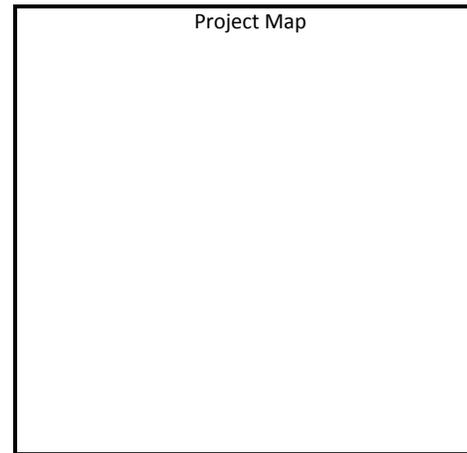
FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) Other Local	2009		\$30,000				\$30,000
2) Other Local	2009		\$30,000				\$30,000
3) Other Local	2010					\$400,000	\$400,000
4) Other Local	2010					\$400,000	\$400,000
5)							
Project Phase Total:							\$860,000

Notes:

Costs taken directly from from TIP listing (SW)

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Potential Project Issues



Detail Project Information Table

BASIC INFORMATION

Sponsor:	Project Title:	Project Description
Dixon	West B Street Bicycle and Pedestrian Undercrossing	
TIP or Project ID:	Primary Contact:	West B Street Bicyclist and Pedestrian Undercrossing
New	Janet Koster	

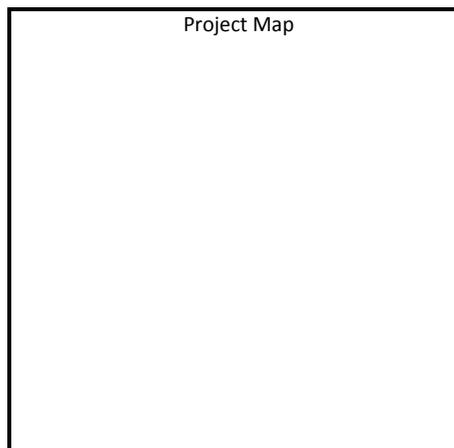
FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) TDA3	2012	CMAQ-T4-1-AQ-SOL (old code)				\$195,000	\$195,000
2) CMAQ-T4-1-CCI-SOL	2012					\$1,220,000	\$1,220,000
3) Shortfall	2012+					\$4,685,000	\$4,685,000
4) RIP-T3-06-ST-SOL	2010			\$543,000			\$543,000
5)							
Project Phase Total:						\$6,100,000	\$6,643,000

Notes:

☐ Total Shortfall: \$4,685,000

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Potential Project Issues

**Construction of project cannot be phased.
\$4,685,000 shortfall.**

Detail Project Information Table

BASIC INFORMATION

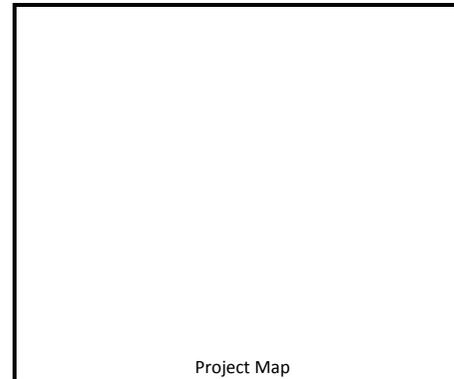
Sponsor: City of Dixon	Project Title: 2009 ARRA Stratford Avenue Rehabilitation	Project Description: Repave Stratford (Pitt School-Weyand)
TIP or Project ID: REG090032; FMS =	Primary Contact: Janet Koster	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1)ST-STP-ARRA	2009					\$ 218,000	\$ 218,000
2)							
3)							
4)							
5)							
Project Phase Total:						\$ 218,000	\$ 218,000

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date	Jan.2010	
Contract Award Date		
Project Completion		
Project Closeout		



Potential Project Issues



Detail Project Information Table

BASIC INFORMATION

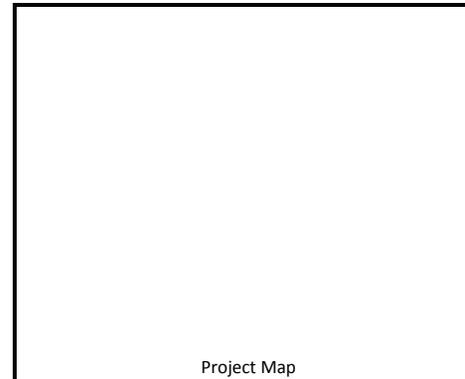
Sponsor: City of Dixon	Project Title: 2009 ARRA Various Streets and Roads Rehabilitation	Project Description
TIP or Project ID: REG090032; FMS = 4833.00 v0	Primary Contact: Janet Koster	Repave N Almond St. (A-H Streets)

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1)STP-ARRA	2009					\$ 300,000	\$ 300,000
2)							
3)							
4)							
5)							
Project Phase Total:						\$ 300,000	\$ 300,000

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted	3/16/2009	
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?	4/6/2009	
Receive CON Authorization?	6/15/2009	
Advertise Date	7/15/2009	
Contract Award Date	8/25/2009	
Project Completion		Construction Completed
Project Closeout		



Potential Project Issues



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2011 DRAFT TIP

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Detail Project Information Table

BASIC INFORMATION

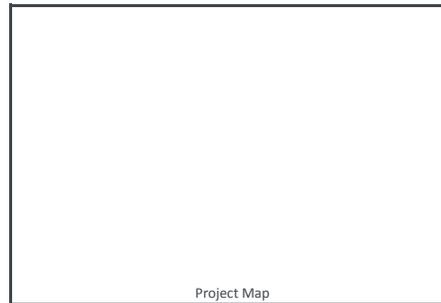
Sponsor: City of Fairfield	Project Title: Fairfield/Vacaville Intermodal Rail Station	Project Description Construction of new train station near the intersection of Peabody/Vanden Road, including a seperated grade overcrossing of the railroad tracks on Peadody Road.
TIP or Project ID: SOL030002	Primary Contact: Kevin Daughton	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase			Fund Sources Total	
			PE	ROW	CON		
TCI	2002			\$760,000		\$760,000	
TCI	2002		\$125,000			\$125,000	
Other Local	2002		\$75,000			\$75,000	
Earmark-T2-STP115	2010				\$753,846	\$753,846	
Other Local	2013				\$295,416	\$295,416	
Other Local	2013				\$1,150,574	\$1,150,574	
5309-T3-BUS	2012		\$495,000			\$495,000	
5309-T3-BUS	2011		\$485,437			\$485,437	
5309-T3-BUS	2012		\$485,888			\$485,888	
BT-RM2-LOC	2012				\$13,250,000	\$13,250,000	
BT-RM2-LOC	2012				\$1,250,000	\$1,250,000	
BT-RM2-CAP	2010		\$615,000			\$615,000	
BT-RM2-LOC	2011		\$1,000,000			\$1,000,000	
BT-RM2-LOC	2012		\$750,000			\$750,000	
BT-RM2-LOC	2011			\$2,000,000		\$2,000,000	
GFSTIP-T2-FY98-GF-F/ST	2006		\$125,000			\$125,000	
GFSTIP-T2-FY98-GF-F/ST	2002		\$125,000			\$125,000	
Other Local	2006		\$145,000			\$145,000	
Other Local	2002			\$30,000		\$30,000	
RIP-T3-06-ST-SOL	2012				\$2,000,000	\$2,000,000	
RIP-T3-06-ST-SOL	2012				\$2,000,000	\$2,000,000	
5309-T3-BUS	2012				\$196,000	\$196,000	
RIP-TE-T4-10-F/ST-SOL	2013				\$400,000	\$400,000	
5309-T3-BUS	2011		\$491,839			\$491,839	
BT-RM2-LOC	2013				\$3,381,000	\$3,381,000	
AB1171-AB144	2013				\$8,221,317	\$8,221,317	
AB1171-AB144	2013				\$778,683	\$778,683	
						\$0	
Project Phase Total:			\$4,918,164	\$0	\$2,790,000	\$33,676,836	\$41,385,000

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?	N/A	
Receive PE authorization?	N/A	
Field Review	N/A	
Environmental Type	Neg. Dec.	Initial study/mitigation
Environmental Circulation		
Environmental Adopted	5/4/2010	Tentative
Request PS&E authorization?	N/A	
Receive PS&E authorization ?	N/A	
Begin Design	11/1/2009	
Final Design	7/1/2010	Tentative
Need ROW Acquisition?	Yes	
Need Utilities ROW?	Yes	
ROW Cert	N/A	
Request CON Authorization?	N/A	
Receive CON Authorization?	N/A	
Advertise Date	3/1/2011	Tentative
Contract Award Date	4/15/2011	Tentative
Project Completion	12/1/2013	Tentative
Project Closeout		



Detail Project Information Table

BASIC INFORMATION

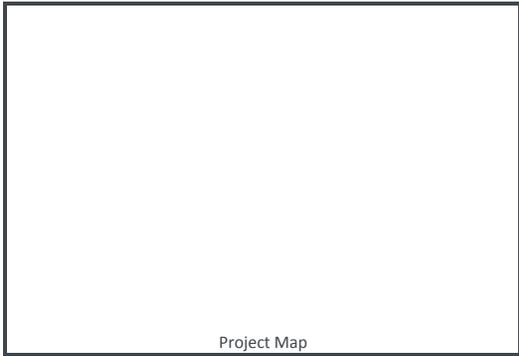
Sponsor: City of Fairfield	Project Title: Fairfield Transportation Center Phase II	Project Description Construction of a multi-story parking structure at the Fairfield Transportation Center (FTC); construct approximately 600 automobile parking psaces and multi-use trail on West Texas Street adjacent to FST.
TIP or Project ID: SOL991068	Primary Contact: Kevin Daughton	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase			Fund Sources Total
			PE	ROW	CON	
CMAQ-T2-FY00-CM	2001				\$22,000	\$22,000
OTHER LOCAL	2002				\$290,000	\$290,000
OTHER LOCAL	2002			\$1,178,000		\$1,178,000
CMAQ-T2-FY00-CM	2001		\$30,000			\$30,000
RIP-T2-FY98-ST-SOL	2000				\$172,000	\$172,000
CMAQ-T2-FY00-CM	2002				\$63,000	\$63,000
CMAQ-T2-FY00-CM	2002				\$1,158,000	\$1,158,000
OTHER LOCAL	2003				\$15,000	\$15,000
STP-T2-FY99-CSCM	2004				\$95,000	\$95,000
BT-RM2-LOC	2009				\$4,500,000	\$4,500,000
OTHER LOCAL	2007				\$2,000,000	\$2,000,000
BT-RM2-CAP	2006		\$1,000,000			\$1,000,000
OTHER LOCAL	2008				\$3,250,000	\$3,250,000
CMAQ-T2-FY00-CM	2001				\$140,000	\$140,000
5309-T3-BUS	2009				\$475,000	\$475,000
OTHER LOCAL	2009				\$377,000	\$377,000
Project Phase Total:			\$1,030,000	\$0	\$1,178,000	\$12,557,000
						\$14,765,000

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		CEQA/NEPA
Environmental Circulation		
Environmental Adopted	9/16/2008	CEQA (Mig. ND)
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?	No	
Need Utilities ROW?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion	12/1/2013	Tentative
Project Closeout		



Potential Project Issues

Project Shortfall \$4,000,000; Air Quality Analysis needed: 600 spaces in lot --> Q: Will it be constructed before 2015?

Detail Project Information Table

BASIC INFORMATION

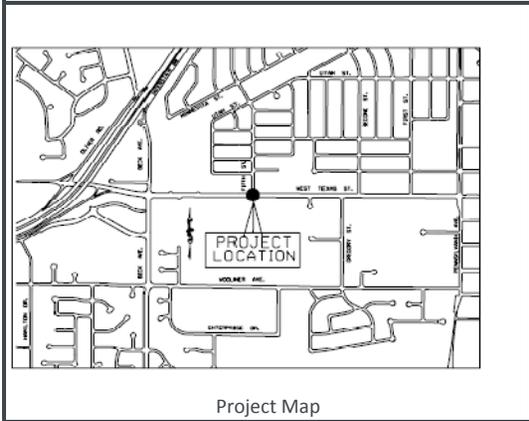
Sponsor: City of Fairfield	Project Title: W. Texas St. Gateway Project	Project Description Pedestrian improvements at the W. Texas/ Fifth Street intersection, installation of sidewalk and curb ramps within the adjacent Allan Witt Park, and park entrance modifications
TIP or Project ID: SOL070027	Primary Contact: Thanh Vuong 707-428-7017	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) STP-T3-3-RBP-CO	2009					\$85,000.00	\$85,000.00
2)							
3)							
4)							
5)							
Project Phase Total:			\$0.00	\$0.00	\$0.00	\$85,000.00	\$85,000.00

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?	N/A	
Receive PE authorization?	N/A	
Field Review	5/28/2009	
Environmental Type	Cat. Excl.	
Environmental Circulation	5/28/2009	
Environmental Adopted	9/3/2009	NEPA
Request PS&E authorization?	N/A	
Receive PS&E authorization ?	N/A	
Begin Design	N/A	
Final Design	12/1/2009	
Need ROW Acquisition?	No	
Need Utilities ROW?	No	
ROW Cert	9/3/2009	
Request CON Authorization?	9/14/2009	
Receive CON Authorization?	10/30/2009	
Advertise Date	1/25/2010	
Contract Award Date	4/7/2010	
Project Completion	8/9/2010	Tentative
Project Closeout	11/21/2010	Tentative



Potential Project Issues

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Detail Project Information Table

BASIC INFORMATION

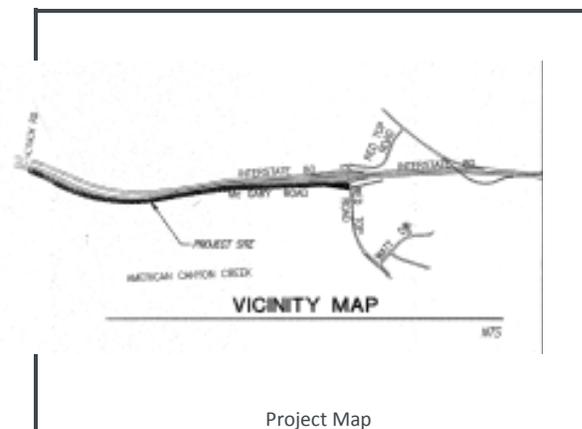
Sponsor: City of Fairfield	Project Title: McGary Road Safety Improvement	Project Description Pavement rehabilitation and repairs, road widening, reinforced earthwork, asphalt concrete overlay, pavement reinforced grid placement, pavement marking and striping.
TIP or Project ID: SOL090004	Primary Contact: Thanh Vuong 707-428-7017	

FUNDING INFORMATION

Funding Sources	Program Year		Upcoming Deadlines	Phase				Fund Sources Total
				Env	Design	ROW	CON	
1) STP ARRA	2008	2009					\$1,000,000.00	\$1,000,000.00
2) STP ARRA savings	2008	2009					\$500,000.00	\$500,000.00
4)								
5)								
Project Phase Total:				\$0.00	\$0.00	\$0.00	\$1,500,000.00	\$1,500,000.00

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?	N/A	
Receive PE authorization?	N/A	
Field Review	8/26/2008	
Environmental Type	Cat. Excl.	
Environmental Circulation		
Environmental Adopted	8/28/2009	NEPA
Request PS&E authorization?	N/A	
Receive PS&E authorization ?	N/A	
Begin Design	5/1/2008	
Final Design	9/1/2009	
Need ROW Acquisition?	No	
Need Utilities ROW?	No	
ROW Cert	8/31/2009	
Request CON Authorization?	8/31/2009	
Receive CON Authorization?	9/30/2009	
Advertise Date	10/8/2009	
Contract Award Date	12/1/2009	
Project Completion	11/1/2010	Tentative
Project Closeout	1/1/2011	Tentative



Potential Project Issues

Red-legged frog encounter

Detail Project Information Table

BASIC INFORMATION

Sponsor:	Project Title:	Project Description
City of Fairfield	Linear Park Alternative Route - Nightingale Drive	
TIP or Pro:	Primary Contact:	
New	Garland Wong	The project will provide an enhanced transition between the Linear Park and Dover Avenue, a lighted crosswalk at Nightingale Drive and Dover Avenue, class III bike sharrows along Nightingale Drive, new directional route guidance signage along Dover Avenue, Nightingale Drive, the Laurel Creek multiuse trail, and enhanced lighting at the Air Base Parkway Bicycle/Pedestrian Bridge.

FUNDING INFORMATION

Funding Source	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) TDA3		2010		\$29,000			\$29,000
2) CMAQ-T4-1-RBP (check code)		2010				\$221,000	\$221,000
3)							
4)							
5)							
Project Phase Total:			\$0	\$29,000	\$0	\$221,000	\$250,000

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
Need Utilities ROW?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Potential Project Issues:

STA project manager will need to follow up with MTC staff to request an exception to the minimum request of \$250,000.

Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Fairfield	Project Title: 2011 Overlay	Project Description Pavement rehabilitation and repairs, and asphalt concrete overlay on various local streets and roads in Fairfield: Pittman Road (Meadows Lane to Link Road); Pittman Road (Link road to Central Way); Cadenasso road (Auto Mall Pkwy to Beck Ave); Green Valley Rd (Business Ctr Drive to West Lake Dr); Mangels Blvd (West America Dr to Vintage Green V. Rd); Gold Hill Road (Lopes Road to Northwood Dr); Travis Blvd (Oliver Rd to I-80); improvements include base repair/overlay and cape seal
TIP or Project ID: [Empty]	Primary Contact: [Empty] Jay B. Swanson	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) Get C1 LS&R code	2011 2012					1,370,000.00	Notes:
2)							
3)							
4)							
5)							
Project Phase Total:			0.00	0.00	0.00	1,370,000.00	1,370,000.00

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
Need Utilities ROW?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Potential Project Issues

Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Fairfield	Project Title: East Tabor Ave Resurfacing	Project Description Pavement rehabilitation and repairs, and asphalt concrete overlay. The project also includes pavement markings, striping and detector loops.
TIP or Project ID: REG090032	Primary Contact: Jay B. Swanson	

FUNDING INFORMATION

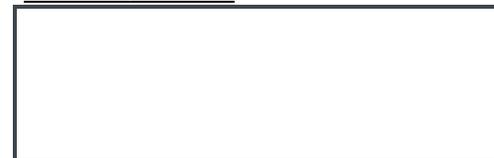
Funding Sources	Program Year		Upcoming Deadlines	Phase				Fund Sources Total
				Env	Design	ROW	CON	
1) ARRA	2008	2009					\$475,000.00	\$475,000.00
2)								
3)								
4)								
5)								
Project Phase Total:				\$0.00	\$0.00	\$0.00	\$475,000.00	\$475,000.00

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?	N/A	
Receive PE authorization?	N/A	
Field Review	2/26/2009	
Environmental Type	Cat. Excl.	
Environmental Circulation	2/26/2009	
Environmental Adopted	4/9/2009	NEPA
Request PS&E authorization?	N/A	
Receive PS&E authorization ?	N/A	
Begin Design	N/A	
Final Design	N/A	
Need ROW Acquisition?	No	
Need Utilities ROW?	No	
ROW Cert	5/5/2009	
Request CON Authorization?	5/7/2009	
Receive CON Authorization?	6/17/2009	
Advertise Date	6/30/2009	
Contract Award Date	8/18/2009	
Project Completion	4/29/2010	Tentative
Project Closeout	8/26/2010	Tentative



Potential Project Issues



Detail Project Information Table

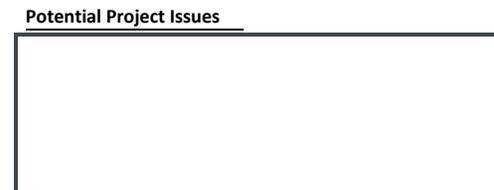
BASIC INFORMATION

Sponsor: City of Fairfield	Project Title: Gateway Boulevard Resurfacing	Project Description Pavement rehabilitation and repairs, and asphalt concrete overlay. Also includes pavement markings, striping, ADA improvements, and detector loops.
TIP or Project ID: REG090032	Primary Contact: Jay B. Swanson	

FUNDING INFORMATION

Funding Sources	Program Year		Upcoming Deadlines	Phase				Fund Sources Total
				Env	Design	ROW	CON	
1) ARRA	2008	2009					\$692,000.00	Notes:
2)								
3)								
4)								
5)								
Project Phase Total:				\$0.00	\$0.00	\$0.00	\$692,000.00	\$692,000.00

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?	N/A	
Receive PE authorization?	N/A	
Field Review	2/26/2009	
Environmental Type	Cat. Excl.	
Environmental Circulation	2/10/2009	
Environmental Adopted	3/11/2009	NEPA
Request PS&E authorization?	N/A	
Receive PS&E authorization ?	N/A	
Begin Design	N/A	
Final Design	N/A	
Need ROW Acquisition?	No	
Need Utilities ROW?	No	
ROW Cert	5/5/2009	
Request CON Authorization?	5/7/2009	
Receive CON Authorization?	6/5/2009	
Advertise Date	6/16/2009	
Contract Award Date	8/18/2009	
Project Completion	4/29/2010	Tentative
Project Closeout	8/26/2010	Tentative



Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Fairfield	Project Title: Suisun Valley Rehabilitation	Project Description: Pavement rehabilitation along Suisun Valley Road between Mangels Blvd. and Oakwood Drive, including grinding and repaving, striping, ADA ramps, and traffic loops.
TIP or Project ID: REG090032	Primary Contact: Thanh Vuong 707-428-7017	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) ST-STP-ARRA	2009 2010					\$538,000.00	\$538,000.00
2)							
3)							
4)							
5)							
Project Phase Total:			\$0.00	\$0.00	\$0.00	\$538,000.00	\$538,000.00

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?	N/A	
Receive PE authorization?	N/A	
Field Review	9/17/2009	
Environmental Type	Cat. Excl.	
Environmental Circulation	9/17/2009	
Environmental Adopted	12/8/2009	NEPA
Request PS&E authorization?	N/A	
Receive PS&E authorization ?	N/A	
Begin Design	N/A	
Final Design	1/10/2010	
Need ROW Acquisition?	No	
Need Utilities ROW?	No	
ROW Cert	12/8/2009	
Request CON Authorization?	12/10/2009	Extension granted
Receive CON Authorization?	1/15/2010	
Advertise Date	2/19/2010	
Contract Award Date	3/30/2010	
Project Completion	9/30/2010	Tentative
Project Closeout	12/1/2010	Tentative



Potential Project Issues

Archaeological Artifact discovery

Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Fairfield	Project Title: Downtown Fairfield Pedestrian Project	Project Description: Decorative street lights, in-pavement flashers, traffic signal at Texas St./Washington Street, striping, and handicap ramps.
TIP or Project ID: SOL050055	Primary Contact: Jay B. Swanson	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) TE	2007 2008					\$350,000.00	\$350,000.00
2)							
3)							
4)							
5)							
Project Phase Total:			\$0.00	\$0.00	\$0.00	\$350,000.00	\$350,000.00

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?	N/A	
Receive PE authorization?	N/A	
Field Review	1/12/2007	
Environmental Type	Cat. Excl.	
Environmental Circulation	1/12/2007	
Environmental Adopted	2/27/2007	
Request PS&E authorization?	N/A	
Receive PS&E authorization ?	N/A	
Begin Design	N/A	
Final Design	N/A	
Need ROW Acquisition?	No	
Need Utilities ROW?	No	
ROW Cert	2/28/2007	
Request CON Authorization?	8/6/2007	
Receive CON Authorization?	8/23/2007	
Advertise Date	11/7/2007	
Contract Award Date	12/18/2007	
Project Completion	8/18/2009	
Project Closeout		



Potential Project Issues

Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Fairfield	Project Title: Hilborn Road Rehabilitation	Project Description: Pavement repairs, asphalt concrete overlay, pavement markings, pavement striping, handicap ramp construction, replacement of traffic detector loops. (prepared by Jay Swanson)
TIP or Project ID: SOL010023	Primary Contact: Jay B. Swanson	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) STP-T3-3-LSR-SF	2006 2007					\$179,593.00	\$179,593.00
2) STP-T3-3-LSR-SF	2006 2007					\$535,000.00	\$535,000.00
3) Other Local	2007		\$20,000				\$20,000
4) Other Local	2007					\$96,000	\$96,000
5) STP-T3-3-LSR-SF	2007					\$203,000	\$203,000
Project Phase Total:			\$20,000.00	\$0.00	\$1,013,593.00		\$1,033,593.00

Notes:

Costs taken directly from 2009 TIP
real \$?
real \$?

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?	N/A	
Receive PE authorization?	N/A	
Field Review	8/21/2006	
Environmental Type	Cat. Excl.	
Environmental Circulation	8/21/2006	
Environmental Adopted	2/2/2007	
Request PS&E authorization?	N/A	
Receive PS&E authorization ?	N/A	
Begin Design	N/A	
Final Design	N/A	
Need ROW Acquisition?	No	
Need Utilities ROW?	No	
ROW Cert	2/6/2007	
Request CON Authorization?	2/2/2007	
Receive CON Authorization?	5/16/2007	E-76 revised 8/31/2007
Advertise Date	6/14/2007	
Contract Award Date	7/17/2007	
Project Completion	12/2/2008	
Project Closeout		



Potential Project Issues



Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Fairfield	Project Title: I-80 North Texas Street I/C Restoration -	Project Description In Fairfield; On North Texas Street; Relocate 800 feet easterly from I-80 Interchange, install new connection btw Manuel Campos Parkway and existing bridge, install new I-80 E/B off & on ramps. Phase 2 is
TIP or Project ID: SOL990023	Primary Contact: Jay Swanson	

FUNDING INFORMATION

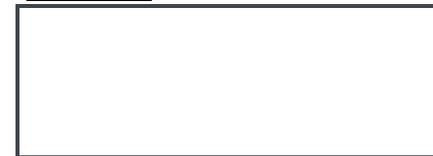
Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) Other Local							0.00
2)							
3)							
4)							
5)							
Project Phase Total:			0.00	0.00	0.00	0.00	0.00

Notes:
Archived

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
Need Utilities ROW?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Potential Project



Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Fairfield	Project Title: Linear Park - N. Texas to Dover	Project Description Construction of a 10-foot wide paved all weather bicycle/pedestrian/maintenance path with drainage improvements. Enhancements will include signage, benches, and lighting.
TIP or Project ID: SOL050033	Primary Contact: Jay B. Swanson	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) CMAQ	2006 2007					330,000.00	330,000.00
2)							
3)							
4)							
5)							
Project Phase Total:			0.00	0.00	0.00	330,000.00	330,000.00

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?	N/A	
Receive PE Authorization?	N/A	
Field Review	9/12/2006	
Environmental Type	Cat. Excl.	
Environmental Circulation	9/12/2006	
Environmental Adopted	2/22/2007	
Request PS&E ?	N/A	
Receive PS&E ?	N/A	
Begin Design	N/A	
Final Design	N/A	
Need ROW Acquisition?	N/A	
Need Utilities ROW?	N/A	
ROW Cert	3/9/2007	
Request CON Authorization?	2/27/2007	
Receive CON Authorization?	5/4/2007	
Advertise Date	7/23/2008	DWR permit required
Contract Award Date	9/16/2008	
Project Completion	5/7/2010	Tentative
Project Closeout		



Project Map

Potential Project Issues



Detail Project Information Table

BASIC INFORMATION

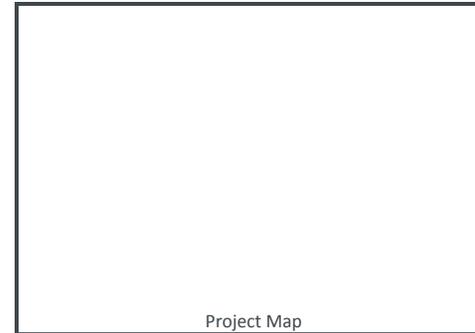
Sponsor: City of Fairfield	Project Title: Rockville Hill Regional Park Trail	Project Description In Fairfield; Near Rockville Hills Regional Park; Construct Trail to allow better access to park by pedestrians and fire prevention resouces. Also install signs.
TIP or Project ID: SOL030009; 2844.00 v4	Primary Contact: Jay Swanson	

FUNDING INFORMATION

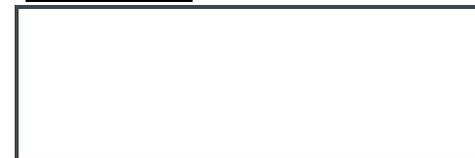
Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) Other Local	2008					\$10,000	\$10,000
2) USC 206 - Rec Trails	2008					\$38,000	\$38,000
3)							
4)							
5)							
Project Phase Total:			\$0	\$0	\$0	\$48,000	\$48,000

Notes:
Costs taken directly from 2009 TIP

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
Need Utilities ROW?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Potential Project Issue



RIO VISTA

2011 DRAFT TIP

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Detail Project Information Table

BASIC INFORMATION

Sponsor: Rio Vista	Project Title: SR 12 Rio Vista Bridge Study	Project Description In Rio Vista: On Rio Vista Bridge; Preliminary Bridge Study to analyze traffic capacity and realignment alternatives for Bridge - PE Only (see SOL070019 for Construction Phase)
TIP or Project ID: SOL050062; FMS = 2922.00 v6	Primary Contact: Morrie Barr	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) AC-Local	2007		\$67,000				\$67,000
2) Earmark-T3-HPP	2007		\$192,000				\$192,000
3) Earmark-T3-HPP	2007		\$103,000				\$103,000
4) Earmark-T3-HPP	2008		\$0				\$0
5) Other Local	2007		\$91,000				\$91,000
Project Phase Total:			\$453,000		\$0	\$0	\$453,000

Notes:

To Be Completed By Sam Shelton

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		

Project Map

Potential Project Issues

Detail Project Information Table

BASIC INFORMATION

Sponsor:	Project Title:	Project Description:
Rio Vista	Rio Vista Signage Improvement Program	
TIP or Project ID:	Primary Contact:	In Rio Vista: Adopt a new Street Sign standard and replace all the existing signs.
SOL070019; FMS = 3642.00 v5	Morrie Barr	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) Earmark-T3-HPP	2010					\$209,000	\$209,000
2) Other Local	2010					\$52,000	\$52,000
3) Other Local	2007		\$11,000				\$11,000
4) Earmark-T3-HPP	2009					\$0	\$0
5) AC-Local	2008					\$0	\$0
Project Phase Total:			\$11,000	\$0	\$261,000		\$272,000

Notes:

To Be Completed By Sam Shelton

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		

Project Map

Potential Project Issues

SUISUN CITY

2011 DRAFT TIP

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Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Suisun City	Project Title: Grizzly Island Trail	Project Description Construct Class I Path along the south side of SR 12 from Grizzly Island Road to Marina Boulevard, then south along Marina Boulevard to Driftwood Drive.
TIP or Project ID:	Primary Contact: Nick Lozano	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total	
			Env	Design	ROW	CON		
1) SR25-Caltrans	2011	Appropriation FY2006	6/30/2012	\$ -	\$ 200,000	\$ -	\$ 650,000	\$ 850,000
2) Other Local (Design Credit)	2010		2011	\$ -	\$ 50,000	\$ -	\$ -	\$ 50,000
3) CMAQ (RBP)	2011						\$ 814,000	\$ 814,000
4) SR25 (CMAQ)	2011						\$ 300,000	\$ 300,000
Project Phase Totals:				\$ -	\$ 250,000	\$ -	\$ 1,764,000	\$ 2,014,000

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		2010 will begin PE &
Receive PE authorization?		Environmental
Field Review		Design of the project
Environmental Type		is dependent on
Environmental Circulation		Funding
Environmental Adopted		
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
Need Utilities ROW?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date	3/1/2011	
Contract Award Date	4/30/2011	
Project Completion	4/30/2012	
Project Closeout	6/30/2012	



Project Map

Potential Project Issues

Multi-Agency Participation is Required; Funding Shortfall; Environmental Concerns

Detail Project Information Table

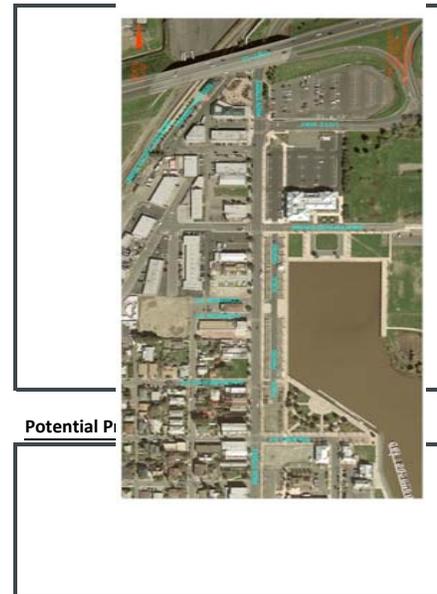
BASIC INFORMATION

Sponsor: City of Suisun City	Project Title: 2009 ARRA Main Street Rehabilitation	Project Description Pavement surfacing includes digging out localized pavement failures, subgrade stabilization, removing pavement markings, AC overlay and new pavement markings. Sections of curb, gutter and sidewalk will be replaced and pedestrain ramps will be replaced to meet the current standard.
TIP or Project ID: REG090032	Primary Contact: Alysa Majer	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) ST-STP-ARRA	2010					\$ 670,000	Notes:
2) ST-STP-ARRA	2010				\$ 537,578	\$ 537,578	
3)							
4)							
5)							
Project Phase Total:						\$ 670,000	

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review	9/14/2009	
Environmental Type		
Environmental Circulation		
Environmental Adopted	10/15/2009	
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design	8/1/2009	
Final Design	4/15/2010	
Need ROW Acquisition?		
Need Utilities ROW?		
ROW Cert	11/4/2009	
Request CON Authorization?	11/4/2009	
Receive CON Authorization?	12/20/2009	
Advertise Date	4/15/2010	
Contract Award Date	6/15/2010	6/30/2010
Project Completion	10/1/2010	
Project Closeout	12/31/2010	



Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Suisun City	Project Title: 2009 ARRA Sunset Avenue Road Rehabilitation	Project Description
TIP or Project ID: REG090032	Primary Contact: Alysa Majer	Surface treatment of Sunset Avenue

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) STP-ARRA	2009					\$ 700,000	\$ 700,000
2)							
3)							
4)							
5)							
Project Phase Total:						\$ 700,000	

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review	3/3/2009	
Environmental Type		
Environmental Circulation		
Environmental Adopted	4/8/2009	
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design	4/1/2009	
Final Design	6/25/2009	
Need ROW Acquisition?		
Need Utilities ROW?		
ROW Cert	4/17/2009	
Request CON Authorization?	4/17/2009	
Receive CON Authorization?	6/15/2009	
Advertise Date	6/28/2009	
Contract Award Date	8/18/2009	
Project Completion	4/1/2010	
Project Closeout	5/31/2010	



Project Map

North -->

Potential Project Issues

None

Detail Project Information Table

BASIC INFORMATION

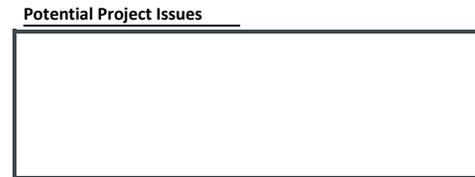
Sponsor: City of Suisun City	Project Title: Pintail Drive Resurfacing Project (LS&R C1)	Project Description Resurface various segments of Pintail Drive from Sunset Avenue to Walters Road
FMS ID = 4851.00	Dan Kasperson	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
Cycle 1	2010-11					\$ 437,000	\$ 437,000
Local	2010-11			\$ 15,000		\$ 41,600	\$ 56,600
							\$ -
							\$ -
Project Phase Totals:			\$ -	\$ 15,000	\$ -	\$ 478,600	\$ 493,600

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
Need Utilities ROW?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Detail Project Information Table

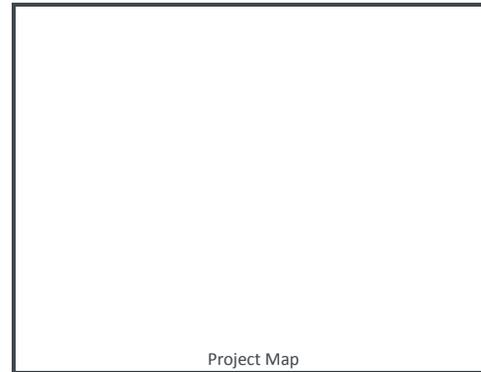
BASIC INFORMATION

Sponsor: City of Suisun City	Project Title: Safe Route to School - Non-Infrastructure	Project Description
TIP or Project ID: In a Lump-sum TIP ID	Primary Contact: Tim Mattos	Safe Route to School Education Grant

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) Safe Routes to School	2007	6/30/2012				\$ 150,000	\$ 150,000
2)							
3)							
4)							
5)							
Project Phase Total:							\$ 150,000

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E authorization?	9/1/2008	
Receive PS&E authorization ?	10/1/2008	
Begin Design		
Final Design		
Need ROW Acquisition?		
Need Utilities ROW?		
ROW Cert		
Request CON Authorization?	9/1/2008	
Receive CON Authorization?	10/1/2008	
Advertise Date		
Contract Award Date	5/1/2009	
Project Completion	6/30/2011	
Project Closeout	9/1/2011	



Potential Project Issues



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Detail Project Information Table

BASIC INFORMATION

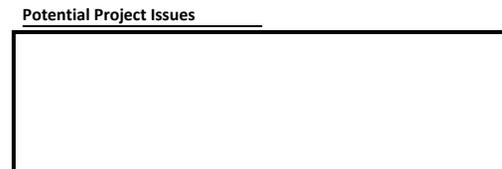
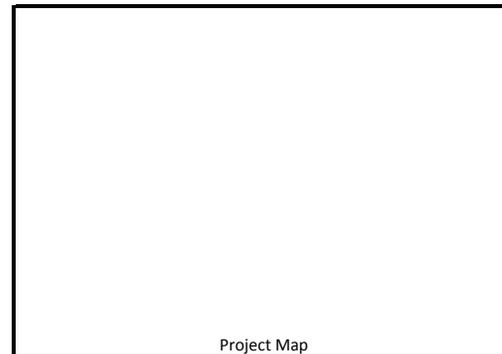
Sponsor: City of Vacaville	Project Title: Vacaville Intermodal Station - Phase 1	Project Description
TIP or Project ID: SOL050013	Primary Contact: Brian Oxley	Vacaville: Vacaville Intermodal Station; Construct Express Bus Intermodal Facilities including parking facilities.

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
BT-RM2-CAP	2006		\$ 415,000				\$ 415,000
OTHER LOCAL	2006		\$ 85,000				\$ 85,000
BT-RM2-LOC	2008			\$ 905,000			\$ 905,000
BT-RM2-CAP	2008		\$ 120,000				\$ 120,000
OTHER LOCAL	2008			\$ 85,000			\$ 85,000
BT-RM2-LOC	2009					\$ 3,735,000	\$ 3,735,000
BT-RM2-LOC	2009				\$ 2,075,000		\$ 2,075,000
OTHER LOCAL	2009					\$ 981,000	\$ 981,000
OTHER LOCAL	2009			\$ 875,750			\$ 875,750
CMAQ-T3-3-TLC-HIP	2009					\$ 2,128,000	\$ 2,128,000
CMAQ-T3-2-AQ-SOL	2009					\$ 900,000	\$ 900,000
5309-T3-BUS	2009					\$ 475,000	\$ 475,000
5307-ARRA-SFO	2010					\$ 528,000	\$ 528,000
Project Phase Total:			\$ 620,000	\$ 990,000	\$ 2,950,750	\$ 8,747,000	\$ 13,307,750

Notes:
Add \$528k to this sheet, from FMS

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
Need Utilities Relocation?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date	11/10/2009	Awarded
Project Completion	Nov-10	
Project Closeout	May-11	



Detail Project Information Table

BASIC INFORMATION

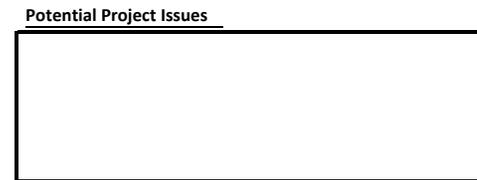
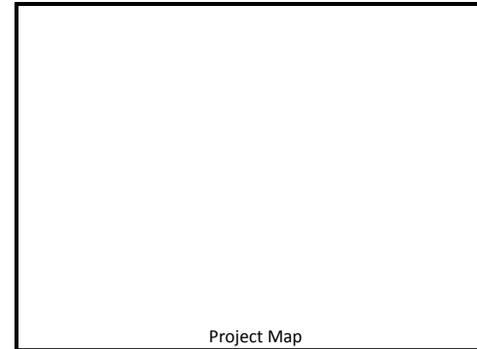
Sponsor: City of Vacaville	Project Title: Vacaville Intermodal Station - Phase 2	Project Description Construction of a 3 to 4-story, approximately 400 space, parking garage including associated lighting, landscaping, and a photovoltaic system to serve the adjacent bus transfer facility and park and ride lot.
TIP or Project ID: SOL050059	Primary Contact: Brian Oxley	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) EARMARK-T3-TI	2011		\$500,000				\$500,000
2) Shortfall	?		?	?	?	?	\$10,000,000
Project Phase Total:							\$10,500,000

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Detail Project Information Table

BASIC INFORMATION

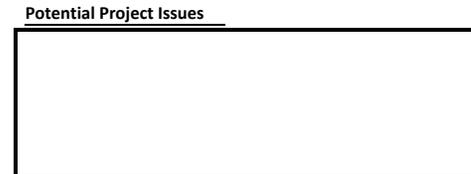
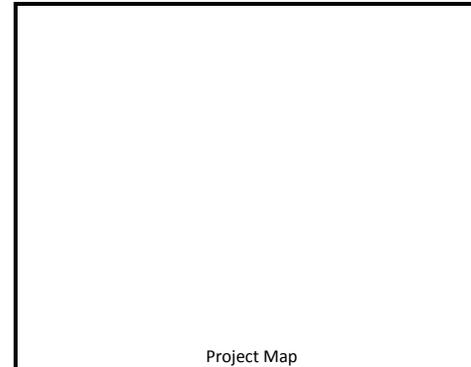
Sponsor: City of Vacaville	Project Title: Vacaville Downtown Creekwalk	Project Description
TIP or Project ID: SOL070028	Primary Contact: James Loomis	Vacaville: Downtown Creekwalk Extension; Extend existing creekwalk along Ulatis Creek, east to McClellan St.

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
CMAQ-T3-3-AQ-SOL	2008		\$ 75,000				\$ 75,000
OTHER LOCAL	2009		\$ 10,000				\$ 10,000
CMAQ-T3-3-AQ-SOL	2009			\$ 53,000			\$ 53,000
OTHER LOCAL	2009			\$ 7,000			\$ 7,000
CMAQ-T3-3-AQ-SOL	2009					\$ 694,000	\$ 694,000
OTHER LOCAL	2009					\$ 90,000	\$ 90,000
Project Phase Total:			\$ 85,000	\$ 60,000	\$ -	\$ 784,000	\$ 929,000

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
Need Utilities Relocation?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date	10/13/2009	Awarded
Project Completion	Aug-10	
Project Closeout	Feb-11	



Detail Project Information Table

BASIC INFORMATION

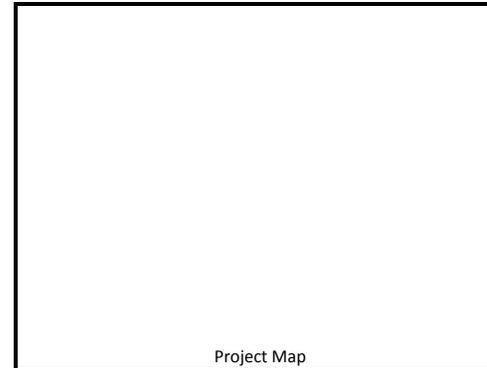
Sponsor: City of Vacaville	Project Title: Ulatis Creek - Allison to I-80	Project Description Vacaville: Ulatis Creek Bike Path from Allison Drive to I-80; Construct Class 1 bike path.
TIP or Project ID: SOL070029	Primary Contact: Brian Oxley	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
CMAQ-T3-3-AQ-SOL	2009		\$ 169,000				\$ 169,000
YSAQMD	2009		\$ 22,000				\$ 22,000
Shortfall	2010				\$ 200,000		\$ 200,000
Shortfall	2011			\$ 170,000			\$ 170,000
Shortfall	2012					\$ 850,000	\$ 850,000
Project Phase Total:			\$ 191,000	\$ 170,000	\$ 200,000	\$ 850,000	\$ 1,411,000

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?	Dec-08	
Receive PE authorization?	Jan-09	
Field Review	May-09	
Environmental Type	MND/CE	
Environmental Circulation	Nov-10	
Environmental Adopted	Jan-11	
Request PS&E authorization?	TBD	Need funding
Receive PS&E authorization ?	TBD	
Begin Design	Mar-10	
Final Design	Jul-11	
Need ROW Acquisition?	Yes	Need funding
Need Utilities Relocation?		
ROW Cert	Jun-11	
Request CON Authorization?	TBD	Need funding
Receive CON Authorization?	TBD	
Advertise Date	TBD	
Contract Award Date	TBD	
Project Completion	TBD	
Project Closeout	TBD	



Potential Project Issues

Need funding for design, ROW acquisition, and construction; project cost could escalate over time. Has spent federal funds in 2009. Must be completed by FY 2014.

Detail Project Information Table

BASIC INFORMATION

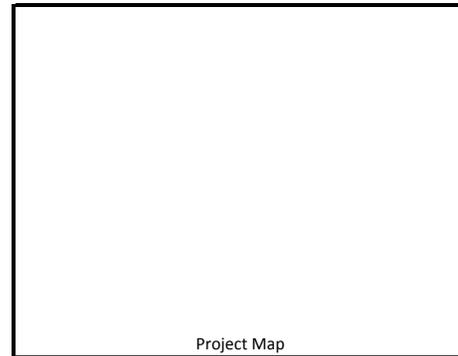
Sponsor: City of Vacaville	Project Title: Ulatis Creek Bike Path - Ulatis Drive to Leisure Town Road	Project Description
TIP or Project ID: SOL070026	Primary Contact: Brian Oxley	Vacaville: Ulatis Creek Bike Path from Ulatis Drive to Leisure Town Road; Construct Class I bike path

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
CMAQ-T3-3-AQ-SOL	2008		\$ 37,000				\$ 37,000
YSAQMD	2008		\$ 29,000				\$ 29,000
TDA3	2008			\$ 90,000			\$ 90,000
Other Local	2010			\$ 105,000			\$ 105,000
CMAQ-T4-1-CCI-SOL	2011					\$ 810,000	\$ 810,000
Project Phase Total:			\$ 66,000	\$ 195,000	\$ -	\$ 810,000	\$ 1,071,000

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?	2/11/2008	
Receive PE authorization?	3/22/2008	
Field Review	3/18/2008	
Environmental Type	MND/CE	
Environmental Circulation	Sep-10	
Environmental Adopted	Nov-10	
Request PS&E authorization?	N/A	
Receive PS&E authorization ?	N/A	
Begin Design	Mar-10	Q: Has Vacaville received their allocation for design?
Final Design	Jan-11	
Need ROW Acquisition?		Easement from SCWA
Need Utilities Relocation?		per prior agreement
ROW Cert	Dec-10	
Request CON Authorization?	Feb-11	
Receive CON Authorization?	Apr-11	
Advertise Date	May-11	
Contract Award Date	Jun-11	
Project Completion	Nov-11	
Project Closeout	May-12	



Potential Project Issues



Detail Project Information Table

BASIC INFORMATION

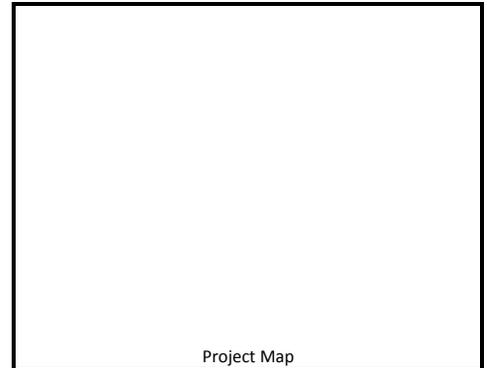
Sponsor: City of Vacaville	Project Title: Peabody & Marshall Road Pedestrian Safety Improvements	Project Description Build pedestrian enhancements to the north-west corner of Peabody and Marshall Roads
TIP or Project ID: SOL070047	Primary Contact: Tracy Rideout	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
OTHER LOCAL	2009					\$ 204,000	\$ 204,000
CMAQ-T3-3-AQ-SOL	2009					\$ 28,000	\$ 28,000
CARB	2009					\$ 40,000	\$ 40,000
CMAQ-T3-2-AQ-SOL	2009					\$ 120,000	\$ 120,000
CMAQ-T3-3-RBP-CO	2009					\$ 4,000	\$ 4,000
Project Phase Total:						\$ 396,000	\$ 396,000

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
Need Utilities Relocation?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		Construction completed
Project Closeout	Jun-10	



Potential Project Issues

Final Report has not been started, no federal funding collected

Detail Project Information Table

BASIC INFORMATION

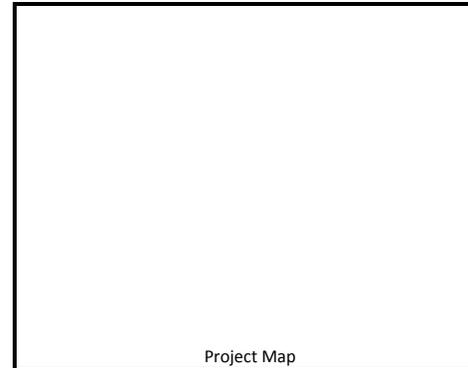
Sponsor: City of Vacaville	Project Title: Monte Vista Avenue at Ulatis Creek, Bridge Widening	Project Description
TIP or Project ID: SOL050054	Primary Contact: Tracy Rideout	

FUNDING INFORMATION

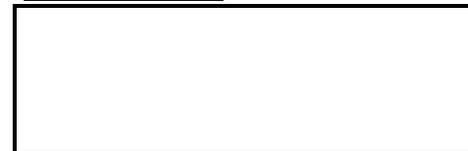
Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1)							
2)							
3)							
4)							
5)							
Project Phase Total:							(Funded Total)

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
Need Utilities Relocation?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		Awarded
Project Completion		Construction Complete
Project Closeout	May-10	Final Rpt in Progress



Potential Project Issues



Detail Project Information Table

BASIC INFORMATION

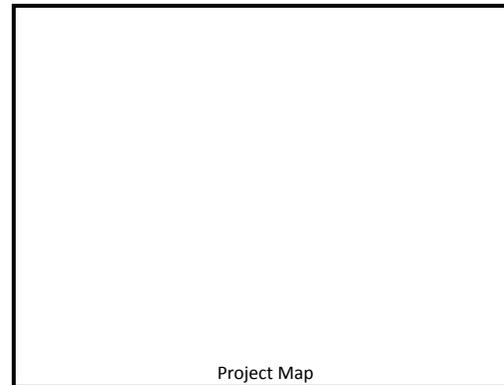
Sponsor: City of Vacaville	Project Title: 2009 ARRA Various Streets Overlay	Project Description Overlay the following streets with asphalt concrete: Allison Drive from Ulatis Drive to Elmira Road, Alamo Drive from Nut Tree Road to Merchant Street, Peabody Road from California Drive to Marshall Road, and Helen Power Drive from Nut Tree Parkway to Burton Drive.
TIP or Project ID: REG090032	Primary Contact: Rick Navarro	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) STP-ARRA	2009					\$ 1,376,000	\$ 1,376,000
2)							
3)							
4)							
5)							
Project Phase Total:						\$ 1,376,000	\$ 1,376,000

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted	4/5/2009	
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
Need Utilities Relocation?		
ROW Cert		
Request CON Authorization?	4/30/2009	
Receive CON Authorization?	6/24/2009	
Advertise Date	7/19/2009	
Contract Award Date	8/25/2009	Awarded
Project Completion	Aug-10	Resume Constr. in Spring
Project Closeout	Feb-10	



Project Map

Potential Project Issues



Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Vacaville	Project Title: GPS EVP System Project	Project Description Install Opticom Pre-emption Devices at 40 signalized intersections.
TIP or Project ID: REG090008	Primary Contact: Rick Navarro	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1)STP-ARRA	2009					\$ 320,000	\$ 320,000
2)							
3)							
4)							
5)							
Project Phase Total:						\$ 320,000	\$ 320,000

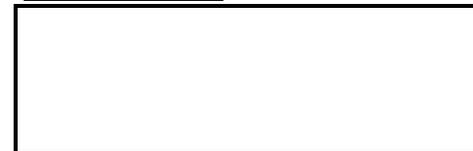
Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted	3/30/2009	
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?		no
Need Utilities Relocation?		
ROW Cert		N/A
Request CON Authorization?	4/30/2009	
Receive CON Authorization?	9/15/2009	
Advertise Date	9/17/2009	
Contract Award Date	10/9/2009	Awarded
Project Completion	4/30/2010	Tentative
Project Closeout	Oct-10	



Project Map

Potential Project Issues



Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Vacaville	Project Title: Jepson Pkwy Gateway Enhancement	Project Description The project will construct art sculptures and enhanced landscaping along Leisure Town Road near the I-80 interchange. The project will serve as an entryway feature for the Jepson Parkway.
TIP or Project ID: SOL050057	Primary Contact: Rick Navarro	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
RIP-TE-T3-04-DIS-CO-F/ST-SOL	FY 2008-09	6/2011 (CTC allocation)		\$ 120,000			\$ 120,000
RIP-TE-T3-06-DIS-CO-F/ST-SOL	FY 2010-11					\$ 230,000	\$ 230,000
Project Phase Total:							\$ 350,000

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		N/A
Receive PE Authorization?		N/A
Field Review	10/21/2008	
Environmental Type	Cat Ex	NEPA
Environmental Circulation		N/A
Environmental Adopted	4/8/2009	NEPA Cat Ex.
Request PS&E ?	Apr-09/Feb-10	CTC Req. by Jun-2009; CTC Allocation Req/Request E-76
Receive PS&E ?	Jun-09/Apr-09	Approvals Misplaced
Begin Design	May-10	Mar 2010
Final Design	Jan-11	May 2011
Request ROW Acquisition?		N/A
Need Utilities Relocation?		N/A
ROW Cert		Jan 2010
Request CON Authorization?	Jan-11/Mar-11	CTC Req. by Jun-2011; Allocation Req/Request E-76
Receive CON Authorization?	Mar-11/May-11	
Advertise Date	Jun-11	
Contract Award Date	Jul-11	
Project Completion	Nov-11	
Project Closeout	May-12	



Detail Project Information Table

BASIC INFORMATION

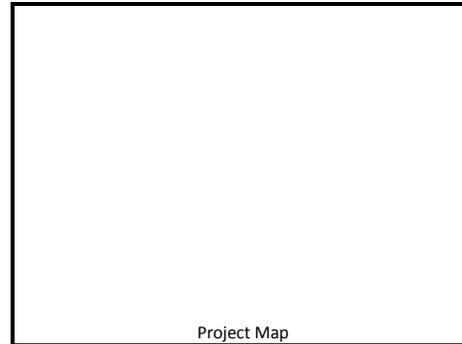
Sponsor: City of Vacaville	Project Title: Nob Hill Bike Path	Project Description Vacaville: From Linwood Street to North Orchard Ave. and over Alamo Creek to link Cheyenne Drive to Shady Glen Court; Construct bike/ped path and bridge.
TIP or Project ID: SOL050059	Primary Contact: Brian Oxley	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
CMAQ-T3-2-AQ-SOL	2006		\$ 80,000				\$ 80,000
OTHER LOCAL	2006		\$ 11,000				\$ 11,000
CMAQ-T3-3-AQ-SOL	2008					\$ 300,000	\$ 300,000
OTHER LOCAL	2008					\$ 50,000	\$ 50,000
Project Phase Total:			\$ 91,000	\$ -	\$ -	\$ 350,000	\$ 441,000

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		Project Completed
Project Closeout		Completed



Project Map

Potential Project Issues

Final Invoice sent for federal funding (payment has not been received), YSAQMD final has not been completed

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Detail Project Information Table

BASIC INFORMATION

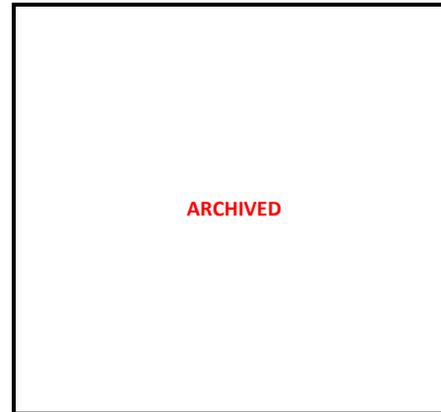
Sponsor: City of Vallejo	Project Title: Lemon Street Rehabilitation	Project Description Lemon Street between Sonoma Blvd. and Curtola Parkway; Rehabilitate pavement
TIP or Project ID: SOL010027	Primary Contact: Gary Leach	

FUNDING INFORMATION

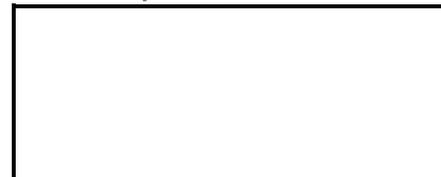
Funding Sources	Program Year	Commitment Year	Phase				Fund Sources Total
			Env	Design	ROW	CON	
LOCAL	2008	2009		\$ 4,000			\$ 4,000
STP-T3-3-LSR-SF	2008	2009		\$ 25,000			\$ 25,000
LOCAL	2009	2010				\$ 87,000	\$ 87,000
STP-T3-3-LSR-SF	2009	2010				\$ 672,000	\$ 672,000
Project Phase Total:			\$ -	\$ 29,000	\$ -	\$ 759,000	\$ 788,000

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?	4/2/2008	
Field Review		CE
Environmental Type		
Environmental Circulation		
Environmental Adopted	1/15/2009	
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
ROW Cert	1/30/2009	
Request CON Authorization?		
Receive CON Authorization?	3/13/2009	
Advertise Date	4/17/2009	
Contract Award Date	5/19/2009	
Project Completion	5/11/2010	Tentative
Project Closeout		



Potential Project Issues



Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Vallejo	Project Title: Downtown Vallejo Pedestrian Enhancement Phase 1A Downtown Streetscapes Project	Project Description Downtown Vallejo Sq.; Ped Enhancements including traffic calming, re-stripping, diagonal on-street parking, decorative lighting, Brick pavers, street furniture, art, improved signs (HIP Project).
TIP or Project ID: SOL050048	Primary Contact:	

FUNDING INFORMATION

Funding Sources	Program Year	Commitment Year	Phase				Fund Sources Total
			Env	Design	ROW	CON	
RIP-TE-T3-04-DIS-CO-F/ST-SOL	2006	2008	\$ 664,000				\$ 664,000
ARRA	2009	2010				\$ 1,600,000	\$ 1,600,000
ARRA	2009	2010				\$ 538,000	\$ 538,000
ARRA	2009	2010				\$ 69,700	\$ 69,700
CMAQ-T3-2-TLC-HIP	2009	2010				\$ 580,000	\$ 580,000
CMAQ-T4	2010	2010				\$ 1,277,000	\$ 1,277,000
Other Local (match for above)	2010	2010				\$ 319,250	\$ 319,250
SHORTFALL	2009					\$ 600,000	\$ 600,000
Project Phase Total:			\$ 664,000	\$ -	\$ -	\$ 2,787,700	\$ 5,047,950

Notes:

need to update in FMS
need to update in FMS
(M J Lanni)

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?	7/10/2006	
Field Review		
Environmental Type		NEPA
Environmental Circulation		
Environmental Adopted	12/16/2008	
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
ROW Cert	1/14/2009	
Request CON Authorization?		
Receive CON Authorization?	7/9/2009	
Advertise Date	8/13/2009	
Contract Award Date	9/29/2009	Phase 1A
Project Completion	1/31/2011	Tentative
Project Closeout		



Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Vallejo	Project Title: Vallejo Station Pkg Structure Phase B	Project Description
TIP or Project ID:	Primary Contact:	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) SHORTFALL				\$ 2,800,000			\$ 2,800,000
2) SHORTFALL						\$ 36,000,000	\$ 36,000,000
3)							
4)							
5)							
Project Phase Total:							\$ 38,800,000

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		

DELETE THIS LISTING

Potential Project Issues

Shortfall: \$38,800,000

Detail Project Information Table

BASIC INFORMATION

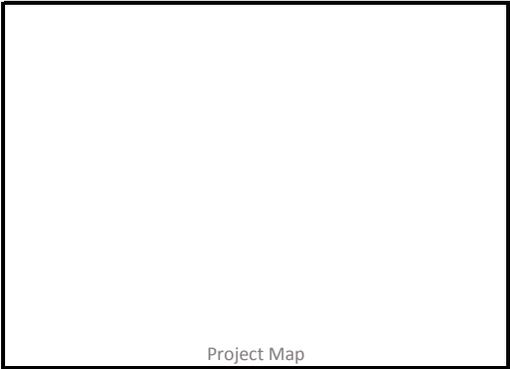
Sponsor: City of Vallejo	Project Title: Sereno Drive Tennessee Street Overlay	Project Description: Sereno Drive Tennessee Street Pavement Rehabilitation Project
TIP or Project ID: REG090032	Primary Contact: Gary Leach	

FUNDING INFORMATION

Funding Sources	Program Year	Commitment Year	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) STP-ARRA	2009	2010				\$ 1,020,000	\$ 1,020,000
2) LOCAL	2009	2010				\$ 554,390	\$ 554,390
3)							
4)							
5)							
Project Phase Total:						\$ 1,574,390	\$ 1,574,390

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted	3/26/2009	
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?		NO
ROW Cert		NO
Request CON Authorization?		
Receive CON Authorization?	7/9/2009	
Advertise Date	7/23/2009	
Contract Award Date	9/15/2009	
Project Completion	?	
Project Closeout	?	



Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Vallejo	Project Title: Vallejo Curtola Transit Center	Project Description: Vallejo Curtola Transit Center; Construct intermodal facilities for express bus service.
TIP or Project ID: SOL050012	Primary Contact: Edwin Gato	

FUNDING INFORMATION

Funding Sources	Program Year	Commitment Year	Phase				Fund Sources Total
			Env	Design	ROW	CON	
BT-RM2-LOC	2007	2007 - On-going					\$ -
BT-RM2-LOC	2007						\$ -
BT-RM2-CAP	2008		\$ 705,275				\$ 705,275
BT-RM2-LOC	2009						\$ -
BT-RM2-LOC	2009		6.1			\$ 5,294,725	\$ 5,294,725
BT-RM2-LOC	2009		17.1			\$ 2,000,000	\$ 2,000,000
BT-RM2-LOC	2009		17.1			\$ 4,000,000	\$ 4,000,000
Project Phase Total:			\$ 705,275	\$ -	\$ -	\$ 11,294,725	\$ 12,000,000

Notes:

Has allocation been received?

Please update the years

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		working with CT
Field Review		on co-op agreement
Environmental Type		and level of
Environmental Circulation		environmental review
Environmental Adopted		
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
ROW Cert		
Request CON Authorization?	?	
Receive CON Authorization?	?	
Advertise Date		
Contract Award Date		
Project Completion	12/31/2010	
Project Closeout		

Project Map

Potential Project Issues
Short Fall \$3,000,000

Detail Project Information Table

BASIC INFORMATION

Sponsor:	Project Title:	Project Description
City of Vallejo	Vallejo Ferry Terminal Station Inter-Modal	Baylink Ferry Terminal; Construct new intermodal facility, including additional parking, upgrade of bus transfer facilities, and improvement to pedestrian access.
TIP or Project ID:	Primary Contact:	
SOL950035	Edwin Gato	

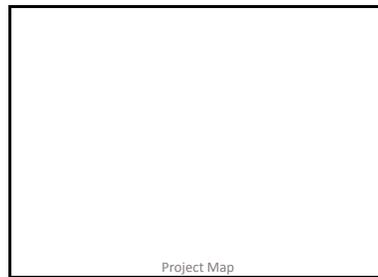
FUNDING INFORMATION

Funding Sources	Program Year	Commitment Year	Phase				Fund Sources Total
			Env	Design	ROW	CON	
OPFUNDS	1995	Archive				\$ 2,000,000	\$ 2,000,000
P116	1995	Archive				\$ 133,333	\$ 133,333
5307-T3-CAP-SFO	1995	Archive				\$ 533,333	\$ 533,333
5309-T3-NRS	1995	Archive				\$ 8,000,000	\$ 8,000,000
BT-664	1997	Archive				\$ 984,375	\$ 984,375
5307-T3-CAP-SFO	1997	Archive				\$ 3,937,500	\$ 3,937,500
RIP-T2-02-F/ST-SOL	2001	Fully drawn - For info	\$ 75,000				\$ 75,000
LOCAL	2002	Archive				\$ 500,000	\$ 500,000
1064-T2-FERRY-D	2002	2010		\$ 2,000,000			\$ 2,000,000
1064-T2-FERRY-D	2003	2010				\$ 993,500	\$ 993,500
RIP-T2-02-F/ST-SOL	2003	Fully drawn - For info	\$ 125,000				\$ 125,000
LOCAL	2003	Archive		\$ 250,000			\$ 250,000
LOCAL	2004	Archive				\$ 6,000,000	\$ 6,000,000
EARMARK-T2-STP115	2004	2010				\$ 1,250,000	\$ 1,250,000
LOCAL	2005	Archive			\$ 5,000,000		\$ 5,000,000
5309-T3-BUS	2005	2010				\$ 1,215,000	\$ 1,215,000
LOCAL	2005	Archive				\$ 304,000	\$ 304,000
RIP-T2-02-F/ST-SOL	2006	Fully drawn - For info	\$ 1,200,000				\$ 1,200,000
5309-T3-BUS	2006	2010				\$ 841,500	\$ 841,500
LOCAL	2006	Archive				\$ 210,375	\$ 210,375
BT-RM2-LOC	2008	2010/2012				\$ 13,000,000	\$ 13,000,000
BT-RM2-CAP	2008	2010			\$ 433,632		\$ 433,632
BT-RM2-CAP	2008	2010	\$ 2,350,268				\$ 2,350,268
BT-RM2-LOC	2009	2010/2012			\$ 3,567,000	\$ 8,649,100	\$ 12,216,100
ST-STP-ARRA-REG	2009	2010				\$ 439,212	\$ 439,212
RIP-T2-02-ST-SOL	2010	2010				\$ 6,528,000	\$ 6,528,000
RIP-T3-06-ST-SOL	2010	2010				\$ 6,600,000	\$ 6,600,000
5307-ARRA-SFO	2010	Add 2010				\$ 2,009,466	\$ 2,009,466
CMAQ-T3-2-TLC-REG	2006	Add 2010				\$ 355,000	\$ 355,000
CMAQ-T3-2-TLC-REG	2007	Add 2010				\$ 1,716,000	\$ 1,716,000
Project Phase Total:			\$ 200,000	\$ 5,800,268	\$ 9,000,632	\$ 66,199,694	\$ 81,200,594

Notes:

from SOL050023 (ValStation Ped Links)
from SOL050023 (ValStation Ped Links)

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date	2/1/2010	
Contract Award Date	4/1/2010	(anticipated)
Project Completion	2/28/2012	Tentative
Project Closeout		



Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Vallejo	Project Title: Vallejo Station Pedestrian Links	Project Description York Street: Provide improvements around new transit center, including landscape enhancements, planting, lighting and site furnishing (TLC Project).
TIP or Project ID: SOL050023	Primary Contact: Gary Leach	

FUNDING INFORMATION

Funding Sources	Program Year	Commitment Yr.	Phase				Fund Sources Total
			Env	Design	ROW	CON	
LOCAL	2006	Archive				\$ 269,000	\$ 269,000
CMAQ-T3-2-TLC-REG	2006	2010				\$ 355,000	\$ 355,000
CMAQ-T3-2-TLC-REG	2007	2010				\$ 1,716,000	\$ 1,716,000
Project Phase Total:						\$ 2,340,000	\$ 2,340,000

Notes:

moved to SOL950035 (VallejoStation)

moved to SOL950035 (VallejoStation)

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		CE
Environmental Circulation		
Environmental Adopted	12/14/2005	
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
ROW Cert		
Request CON Authorization?	?	?
Receive CON Authorization?	?	?
Advertise Date	6/19/2009	
Contract Award Date	10/6/2009	
Project Completion	2/28/2012	
Project Closeout		

DELETE THIS LISTING AND COMBINE WITH VALLEJO STATION INTERMODAL FACILITY SOL950035

Potential Project Issues

Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Vallejo	Project Title: I-80/American Canyon Rd overpass Improvements	Project Description: American Canyon Road overpass at Hwy. 80; capacity and safety improvements
TIP or Project ID: SOL990018	Primary Contact:	

FUNDING INFORMATION

Funding Sources	Program Year	Commitment Year	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) Local	2009	2012				\$ 5,230	\$ 5,230
2) Shortfall (info only)	2015	2015				\$ 5,230,000	\$ 5,230,000
3)							
4)							
5)							
Project Phase Total:							\$ 5,230,000

Notes:

taken from FMS

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		working with CT
Field Review		on conceptual
Environmental Type		approval report
Environmental Circulation		
Environmental Adopted		
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Potential Project Issues

Shortfall \$5,230,000

Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Vallejo	Project Title: SR37/Mare Island North Gate Interchange Imp.	Project Description: Mare Island North Gate/Rt 37 Interchange; Various improvements including off ramp improvements & Channelization for modified on-island St. No new travel lanes
TIP or Project ID: SOL990019	Primary Contact:	

FUNDING INFORMATION

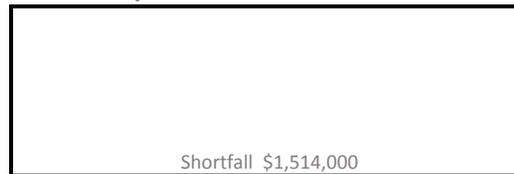
Funding Sources	Program Year	Commitment Year	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) Shortfall	2009					\$ 1,514,000	\$ 1,514,000
2)							
3)							
4)							
5)							
Project Phase Total:						\$ 1,514,000	\$ 1,514,000

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Potential Project Issues



Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Vallejo	Project Title: Mare Island-Azuar Drive Improvements	Project Description: Azuar/Cedar Ave. from G St. to Flagship; Various improvements including sidewalk, curb and gutter, bike lanes, railroad signals, & widen from 2 to 4 lanes
TIP or Project ID: SOL990021	Primary Contact:	

FUNDING INFORMATION

Funding Sources	Program Year	Commitment Year	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) SHORTFALL	2010					\$ 9,000,000	\$ 9,000,000
2)							
3)							
4)							
5)							
Project Phase Total:						\$ 9,000,000	\$ 9,000,000

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		no status
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		

DELETE FROM LISTING

Potential Project Issues

Shortfall \$9,000,000

Detail Project Information Table

BASIC INFORMATION

Sponsor: Vallejo	Project Title: Sacramento Street Bridge	Project Description BRIDGE NO. 23C0152, Sacramento Street over U.S. Navy RR between Illinois and Farragut Streets. LSSRP Seismic Retrofit.
TIP or Project ID: FMS ID: 4845.00 v0	Primary Contact: Gary Leach	

FUNDING INFORMATION

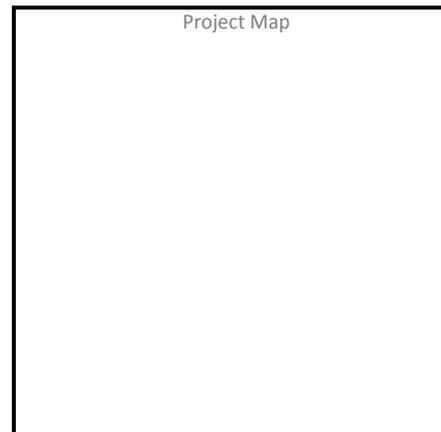
Funding Sources	Program Year	Commitment Year	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) Proposition 1B	2011			\$ 684,265			\$ 684,265
2) Proposition 1B	2013					\$ 8,475,862	\$ 8,475,862
3)							
4)							
5)							
Project Phase Total:				\$ 684,265		\$ 8,475,862	\$ 9,160,127

Notes:

Which Prop1B code to use?

Which Prop1B code to use?

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Potential Project Issues



Detail Project Information Table

BASIC INFORMATION

Sponsor: Vallejo	Project Title: Mare Island Causeway Bridge	Project Description: BRIDGE NO. 23C0258, West End of Mare Island Causeway. Replace existing timber bridge. No added lane capacity.
TIP or Project ID: Part of a Lump Sum Listing	Primary Contact: Gary Leach	

FUNDING INFORMATION

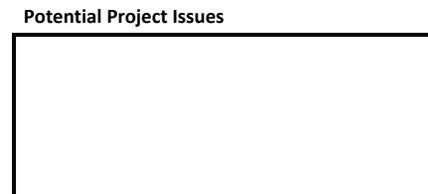
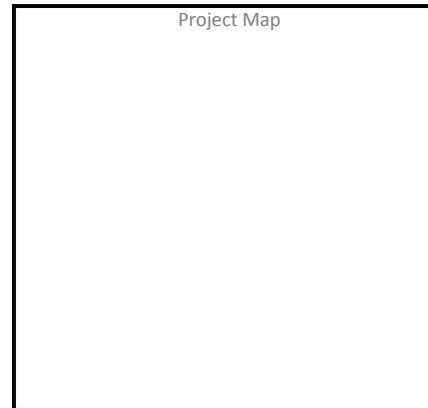
Funding Sources	Program Year	Commitment Year	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) Federal HBRRP	2011					\$ 834,767	\$ 834,767
2) Federal HBRRP	2012					\$ 2,140,478	\$ 2,140,478
3) Federal HBRRP	2013					\$ 8,475,862	\$ 8,475,862
4) LSSRP Bond	2011					\$ 5,735	\$ 5,735
5) LSSRP Bond	2013					\$ 1,098,138	\$ 1,098,138
6) Local	2011					\$ 179,500	\$ 179,500
7) Local	2012					\$ 277,322	\$ 277,322
8) Local	2013						
9)							\$ -
10)							\$ -
Project Phase Total:			\$ -	\$ -	\$ -	\$ 13,011,802	\$ 13,011,802

Notes:

Could not find fund code (SW).

Could not find fund code (SW).

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Detail Project Information Table

BASIC INFORMATION

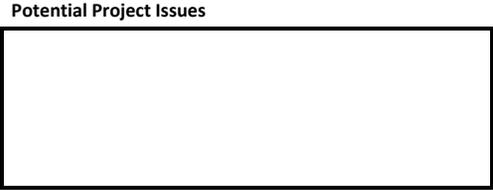
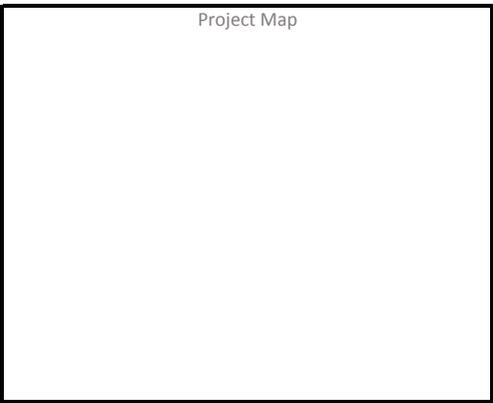
Sponsor: Vallejo	Project Title: SR2S Steffan Manor Elementary	Project Description Steffan Manor Elementary School, Georgia Street; improve safety of pedestrian and bicycle modes of student travel to Steffan Manor Elementary School.
TIP or Project ID: LumpSum	Primary Contact:	

FUNDING INFORMATION

Funding Sources	Program Year	Commitment Year	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) SR2S (State)	2009					\$ 130,460	\$ 130,460
2) Local	2009					\$ 20,900	\$ 20,900
3)							
4)							
5)							
Project Phase Total:						\$ 151,360	\$ 151,360

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Detail Project Information Table

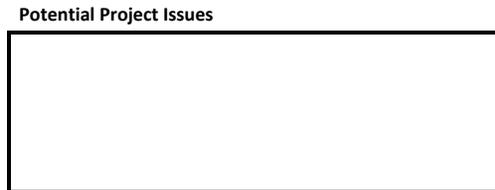
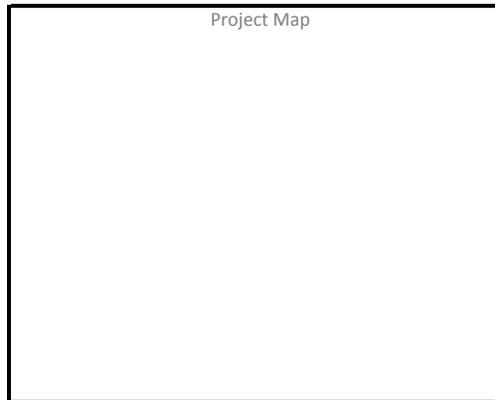
BASIC INFORMATION

Sponsor: Vallejo	Project Title: SR2S Radar Speed Signs	Project Description Radar Speed Signs at arterial roadway locations within the City of Vallejo near schools as recommended by City of Vallejo SR2S Task Force
TIP or Project ID: N/A Local Project	Primary Contact:	

FUNDING INFORMATION

Funding Sources	Program Year	Commitment Year	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) STA BAAQMD/SR2S	2009	2010				\$ 98,200	\$ 98,200
2)							
3)							
4)							
5)							
Project Phase Total:						\$ 98,200	\$ 98,200

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Detail Project Information Table

BASIC INFORMATION

Sponsor:	Project Title:	Project Description:
City of Vallejo	Vallejo Transit: Ferry Fueling Facility	Vallejo: Construct new fueling facility for ferries at current ferry terminal.
TIP or Project ID:	Primary Contact:	
SOL030021	Edwin Gato	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total	
			Env	Design	ROW	CON		
5309-T3-FG-SFO BT-664	2004	2011 Fully drawn - for info				\$ 2,000,000		
	2004					\$ 500,000		
Project Phase Total:						\$ 2,500,000	\$ 2,500,000	

Notes:
This amendment must be created by Vallejo Transit staff

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Potential Project Issues

Detail Project Information Table

BASIC INFORMATION

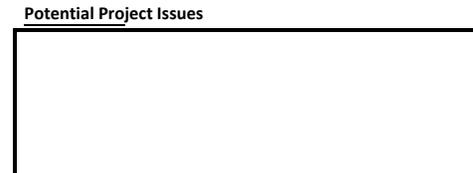
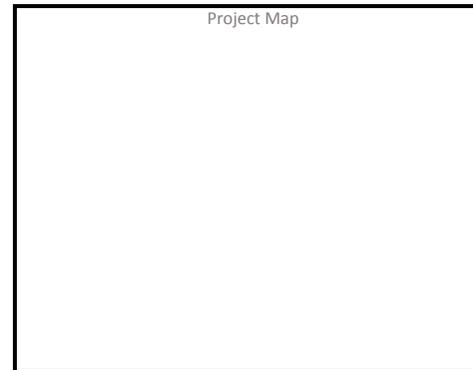
Sponsor: City of Vallejo	Project Title: Vallejo Ferry Maintenance Facility	Project Description: Vallejo: Mare Island Naval Shipyard at Building 165; Construct new maintenance facility for Vallejo Baylink ferry service.
TIP or Project ID: SOL991032	Primary Contact: Edwin Gato	

FUNDING INFORMATION

Funding Sources	Program Year	Commitment Year	Phase				Fund Sources Total
			Env	Design	ROW	CON	
STP-T2-FY99-RE	2000	Archive				\$ 177,000	\$ 177,000
RIP-T3-06A-PTA-SOL	2011	2011				\$ 2,000,000	\$ 2,000,000
P116	2005	2011				\$ 496,332	\$ 496,332
OTHER LOCAL	2001	Archive				\$ 552,000	\$ 552,000
STP-T2-FY99-RE	1999	Archive				\$ 71,200	\$ 71,200
RIP-T2-00-F/ST-SOL	2001	Archive	\$ 75,000				\$ 75,000
5309-T3-FG-SFO	2002	2006 - On-going		\$ 837,873			\$ 837,873
OTHER LOCAL	2002	Archive				\$ 168,000	\$ 168,000
RIP-T2-02-F/ST-SOL	2007	Fully drawn - for info				\$ 425,000	\$ 425,000
RIP-T3-08-SOL-ST	2011	2011				\$ 2,300,000	\$ 2,300,000
1064-T3-FERRY-D	2009	2011				\$ 856,462	\$ 856,462
Project Phase Total:			\$ 75,000	\$ 837,873	\$ -	\$ 7,045,994	\$ 7,958,867

Notes:
This amendment must be created by Vallejo Transit staff

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type	8/21/2001	Mitigated Negative Decs
Environmental Circulation	8/21/2001	Mitigated Negative Decs
Environmental Adopted	8/21/2001	Mitigated Negative Decs
Request PS&E ?	1/25/2010	Take PS&E to 50%
Receive PS&E ?	12/21/2010	Take PS&E to 100%
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date	3/6/2011	
Contract Award Date	3/22/2011	
Project Completion	10/13/2012	
Project Closeout	11/30/2012	



Detail Project Information Table

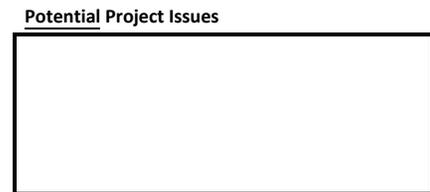
BASIC INFORMATION

Sponsor: City of Vallejo	Project Title: Vallejo Transit: Ferry Fixed Guideway Connectors	Project Description: Vallejo: Replace floats, gangways, and docks at the Vallejo Ferry Terminal and Maintenance Facility.
TIP or Project ID: SOL030023	Primary Contact: Edwin Gato	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
5309-T3-FG-SFO	2004	Fully drawn - for info				\$ 339,094	Notes: This amendment must be created by Vallejo Transit staff
5307-T3-CAP-VAL	2005	2011				\$ 906,170	
OTHER LOCAL	2005	Archive				\$ 260,000	
5307-T3-CAP-SFO	2005	2011				\$ 133,830	
BT-664	2004	Fully drawn - for info				\$ 85,000	
Project Phase Total:						\$ 1,724,094	

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



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SOLANO COUNTY

2011 DRAFT TIP

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Detail Project Information Table

BASIC INFORMATION

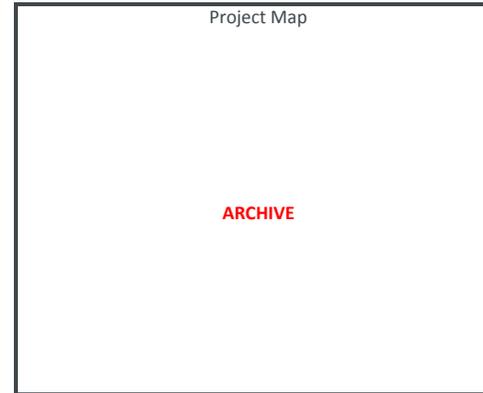
Sponsor:	Project Title:	Project Description:
Solano County	Vacaville-Dixon Bicycle Route (Pitt School Road)	In Vacaville and Dixon; On both sides of Pitt School Road from West A Street to Hawkins Road; Construct Class 2 bicycle lanes.
TIP or Project ID:	Primary Contact:	
SOL050024	Paul Wiese	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
CMAQ-T3-2-AQ-SOL	2005		\$200,000				\$200,000
OTHER LOCAL	2005		\$26,000				\$26,000
CMAQ-T3-2-AQ-SOL	2007					\$500,000	\$500,000
OTHER LOCAL	2007					\$65,000	\$65,000
CMAQ-T3-3-AQ-SOL	2009					\$337,000	\$337,000
CMAQ-T3-3-AQ-SOL	2008					\$127,000	\$127,000
OTHER LOCAL	2008					\$17,000	\$17,000
OTHER LOCAL	2009					\$44,000	\$44,000
Project Phase Total:							\$1,316,000

Notes

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



BASIC INFORMATION

Sponsor: Solano County	Project Title: Old Town Cordelia Enhancements	Project Description Installation of a pedestrian path on the north side of Cordelia Road from Lopes Road to Pittman Road, landscaping, road improvements, historical markers, benches and other amenities along the corridor.
TIP or Project ID: SOL050046	Primary Contact: Paul Wiese	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) TEA-ARRA-REG	2009					\$829,780	\$829,780
2) RIP-TE-T3-04-DIS-CO-F/ST-	2006		\$265,000				\$265,000
3) CMAQ-T2-3-TLC-CO	2009					\$500,000	\$500,000
4) OTHER LOCAL	2009					\$65,000	\$65,000
							\$0
Project Phase Total:							\$1,659,780

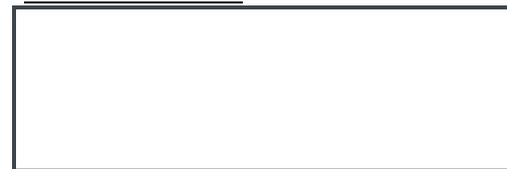
Notes:

TIP lists \$800k from TIP listing by SOL staff
 \$265,000 from TIP listing by SOL staff
 \$500,000 from TIP listing by SOL staff
 \$65,000 from TIP listing by SOL staff

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E authorization?		
Receive PS&E authorization?		
Begin Design		
Final Design		
Need ROW Acquisition?		
Need Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date	2/8/2010	
Contract Award Date	3/19/2010	
Project Completion		
Project Closeout		



Potential Project Issues



Detail Project Information Table

BASIC INFORMATION

Sponsor:	Project Title:	Project Description
Solano County	I-80 HOV Lanes Turner Overcrossing	Near Vallejo; Btw SR 37 and Carquinez Bridge; Conduct study to determine the feasibility of constructing HOV lanes and overcrossing over I- 80. PSE, PE, and Env phase only.
TIP or Project ID:	Primary Contact:	
SOL050061	Janet Adams	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) Earmark	2009			\$1,120,000			
2) Local	2009		\$280,000				
3)							
4)							
5)							
Project Phase Total:							(Funded Total)

Notes:
Follow up needed

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		

Project Map

Potential Project Issues

BASIC INFORMATION

Sponsor: Solano County	Project Title: Cordelia Hills Sky Valley	Project Description Transportation enhancements including upgrade of pedestrian and bicycle corridors including open space acquisition along Cordelia Hill Sky Valley and McGary Road. Project continues to be fully funded.
TIP or Project ID: SOL070012	Primary Contact: Paul Wiese	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) ARRA	2009					1,000,000	1,000,000
2) Earmark -T3-HPP	2010			140,000			140,000
3) Other Local	2010			35,000			35,000
4) Earmark -T3-HPP	2012				1,980,000		1,980,000
5) Other Local	2012				495,000		495,000
6) Earmark - T3- HPP	2013					40,000	40,000
7) Other Local	2013					10,000	10,000
Project Phase Total:				175,000	2,475,000	50,000	2,700,000

Notes:
Total earmark: \$2,160k
Total local: \$540k

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?	2/21/2010	
Receive PE Authorization?	4/23/2010	
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E authorization?		
Receive PS&E authorization?		
Begin Design		
Final Design		
Need ROW Acquisition?		
Need Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Detail Project Information Table

BASIC INFORMATION

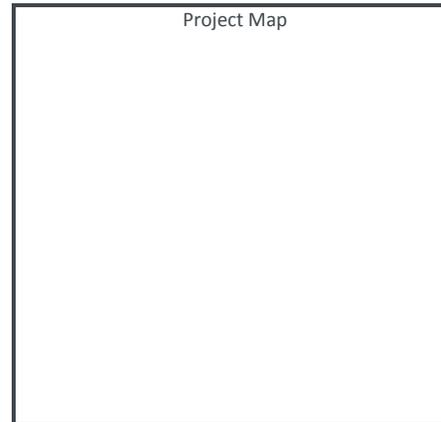
Sponsor:	Project Title:	Project Description
Solano County	Travis AFB: South Gate Improvement Project	In Fairfield; On Petersen Road by Travis Air Force Base; between Walters Road to Travis AFB. Widen roadway to standard lane width, including shoulder and other safety improvements (truck stacking). No new travel lanes (HPP earmark #3220)
TIP or Project ID:	Primary Contact:	
SOL070021	Paul Wiese	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) Earmark-T3-HPP	2009		150000				150000
2) Other Local	2009		37000				37000
3) Earmark-T3-HPP	2013				128000		128000
4) Other Local	2013				32000		32000
4) Earmark-T3-HPP	2014					2964000	2964000
5) Other Local	2014					523000	523000
Project Phase Total:			\$187,000	\$160,000	\$3,487,000		\$3,487,000

Notes:
Earmark total: \$2,372k
Local total: \$592k

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		2/21/2010
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted	FY 12/13	
Request PS&E ?		
Receive PS&E ?	12/17/2009	
Begin Design		
Final Design	FY 12/13	
Request ROW Acquisition?	FY 13/14	
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?	FY 14/15	
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Potential Project Issues

Request for construction funding from earmark source is FY 2014/15 (the 5th year including year of appropriation); potentially at risk of losing funding if legislation changes or if funds not spent by FY 2015/16

BASIC INFORMATION

Sponsor: Solano County	Project Title: Travis AFB: North Gate Improvement Project	Project Description Fairfield: Vanden Road/Canon Road/Northgate Road by Travis Air Force Base; Widen roadway to standard lane width, including shoulder and other safety improvements. No new travel lanes.
TIP or Project ID: SOL070048	Primary Contact: Paul Wiese	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) Earmark-T3-HPP	2009		\$150,000				\$150,000
2) Other Local	2009		\$37,000				\$37,000
3) Earmark-T3-HPP	2012		\$297,000				\$297,000
4) Other Local	2012		\$74,000				\$74,000
5) Shortfall	2014					\$4,050,000	\$4,050,000
Project Phase Total:			\$558,000	\$0	\$0	\$4,050,000	\$4,608,000

Notes:
Earmark total: \$477k
Local total: \$111k
shortfall

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review	4/10/2008	
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E authorization?	5/14/2009	
Receive PS&E authorization?	1/6/2010	
Begin Design		
Final Design		
Need ROW Acquisition?		
Need Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Potential Project Issues

\$4,050,000 shortfall.

Detail Project Information Table

BASIC INFORMATION

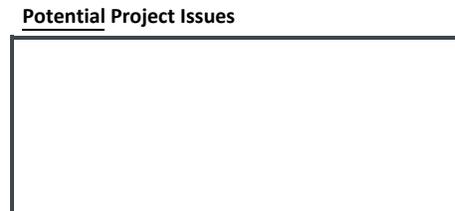
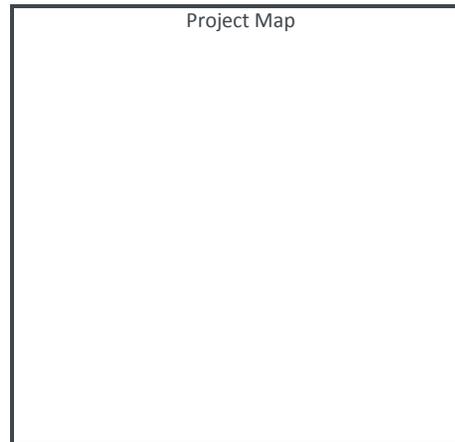
Sponsor: Solano County	Project Title: Redwood-Fairgrounds Drive Interchange	Project Description Near Vallejo; Btw SR 37 and Carquinez Bridge; expand I-80 Redwood Street/Fairgrounds Drive Interchange and parkway improvements. PSE, PE, and Env phase only.
TIP or Project ID: SOL090015	Primary Contact: Paul Wiese	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) Earmark-T3-HPP	2010		\$1,200,000				\$1,200,000
2) Other Local	2010		\$300,000				\$300,000
3) Shortfall	2014		\$467,000				
4) Shortfall	2015		\$117,000				
5)			\$1,000,000				
Project Phase Total:							(Funded Total)

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?	2/23/2010	
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Detail Project Information Table

BASIC INFORMATION

Sponsor:	Project Title:	Project Description
Solano County	Vacaville-Dixon Bicycle Route (Hawkins Road)	Vacaville and Dixon; On both sides of Hawkins Road between Leisure Town Road (western terminus) to Pitt School Road (eastern terminus); construct Class II bicycle lanes.
TIP or Project ID:	Primary Contact:	
FMS ID = 4819.00	Paul Wiese	

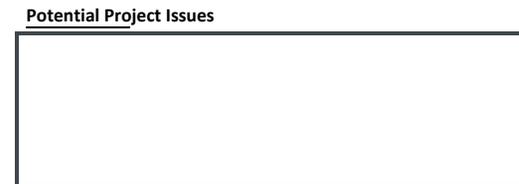
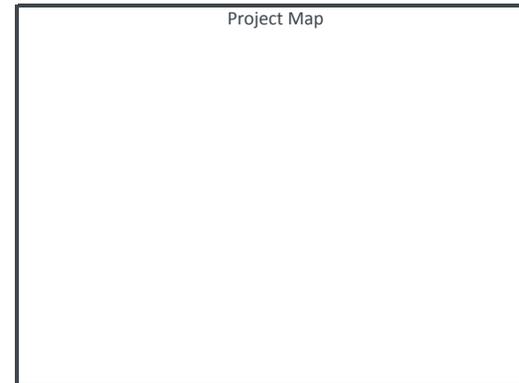
FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) CMAQ-T4-1-AQ-SOL	2010		\$250,000				\$250,000
2) TDA3	2010		\$112,000				\$112,000
3) Shortfall	2012				\$100,000		\$100,000
4) Shortfall	2012					\$5,000,000	\$5,000,000
5)							
Project Phase Total:			\$362,000		\$100,000	\$5,000,000	\$5,462,000

Notes:

PE phase fully funded.

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



BASIC INFORMATION

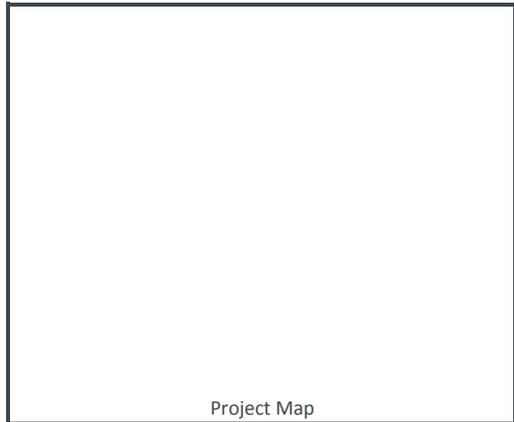
Sponsor: County of Solano	Project Title: 2009 ARRA Various Streets Overlay (Phase 1)	Project Description Asphalt concrete overlay of seven different local roads. Roads to be overlaid include: Cantelow Road, English Hills Road, Halley Road, Lake Herman Road, Pedrick Road, Putah Creek Road and Stevenson Bridge Road.
TIP or Project ID: REG090032	Primary Contact: Paul Wiese	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) STP-ARRA	2009					\$2,000,000	\$2,000,000
2)							
3)							
4)							
5)							
Project Phase Total:						\$2,000,000	\$2,000,000

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E authorization?		
Receive PS&E authorization?		
Begin Design		
Final Design		
Need ROW Acquisition?		no
Need Utilities ROW ?		no
ROW Cert		N/A
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion	8/7/2009	
Project Closeout	10/6/2009	



Potential Project Issues

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BASIC INFORMATION

Sponsor: County of Solano	Project Title: 2009 ARRA Stimulus-Overlay Project Phase 2	Project Description: Overlay Lewis Road from Hawkins Road to Weber Road and Pleasants Valley Road from Putah Creek Road to the Yolo County line with asphalt concrete.
TIP or Project ID: REG090032	Primary Contact: Paul Wiese	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) ST-STP-ARRA	2009					\$360,000	\$360,000
2)							
3)							
4)							
5)							
Project Phase Total:						\$360,000	\$360,000

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted	9/11/2009	
Request PS&E authorization?		
Receive PS&E authorization?		
Begin Design		
Final Design		
Need ROW Acquisition?		NO
Need Utilities ROW ?		NO
ROW Cert		N/A
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date	2/8/2010	
Contract Award Date	4/2/2010	
Project Completion		
Project Closeout		



Potential Project Issues



Detail Project Information Table

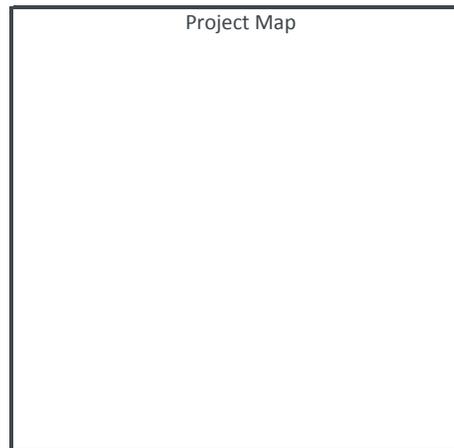
BASIC INFORMATION

Sponsor:	Project Title:	Project Description
Solano County	Various Streets Overlay (Cycle 1 LS&R)	TBD
TIP or Project ID:	Primary Contact:	
NEW	Paul Wiese	

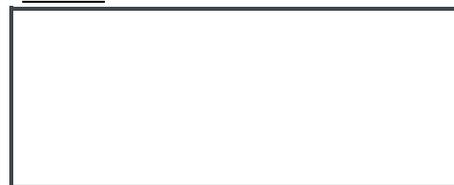
FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) STP T4	2012					\$2,255,000	\$2,255,000
2)							
3)							
4)							
5)							
Project Phase Total:							(Funded Total)

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Potential Project Issues



BASIC INFORMATION

Sponsor: Solano Transportation Authority	Project Title: I-80/I-680/SR 12 Interchange Project	Project Description Improve I-80/I-680/Route 12 interchange including connecting I-680 northbound to Route 12 westbound (Jamieson Canyon), adding connectors and reconstructing local interchanges (Phase 1)
TIP or Project ID: SOL070020	Primary Contact: Janet Adams	

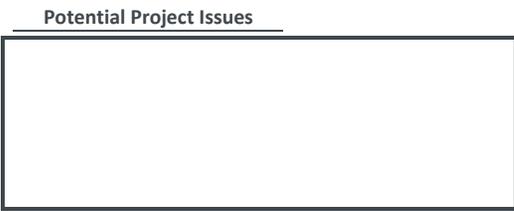
FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
TCRP	2002		\$ 9,000				\$ 9,000
RM2	2008		\$ 13,500				\$ 13,500
RM2	2010		\$ 7,500				\$ 7,500
RM2	2011			\$ 21,036			\$ 21,036
RM2	2010				\$ 2,700		\$ 2,700
RM2	2011				\$ 12,300		\$ 12,300
RM2	2012				\$ 11,525		\$ 11,525
STIP	2012					\$ 11,412	\$ 11,412
CMIA	2012					\$ 24,013	\$ 24,013
RM2	2012					\$ 37,839	\$ 37,839
Shortfall (info only)	Future					\$ 700,000,000	\$ 700,000,000
Project Phase Total:			\$ 30,000	\$ 21,036	\$ 26,525	\$ 700,073,264	\$ 700,150,825

Notes:

(to be constructed in phases)

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		
Environmental Circulation		EIR/EIS
Environmental Adopted	5/10	
Request PS&E authorization?	12/10	
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?	Yes	
Need Utilities Relocation?	yes	
ROW Cert	8/12	
Request CON Allocation?	8/12	
Receive CON Authorization?		
Advertise Date	9/12	
Contract Award Date	12/12	
Project Completion		
Project Closeout		



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BASIC INFORMATION

Sponsor: Solano Transportation Authority	Project Title: EB I-80 Cordelia Truck Scales Relocation Project	Project Description The facility will be designed to handle 2040 truck traffic volumes and will have a useful life of at least 25 years. The Project will increase truck throughput from the current 400 trucks per hour to 1,000 trucks per hour. The Project will increase velocity of
TIP or Project ID: SOL090003	Primary Contact:	

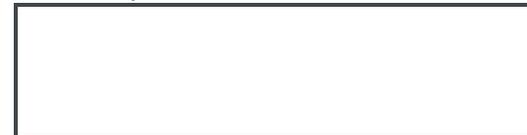
FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1)BT-RM2-CAP	2009		\$ 4,500,000				\$ 4,500,000
2)BT-RM2-CAP	2010			\$ 17,700,000			\$ 17,700,000
3)BT-RM2-CAP	2011				\$ 400,000		\$ 400,000
4)BT-RM2-CAP	2011				\$ 2,600,000		\$ 2,600,000
5)BT-RM2-CAP	2012					\$ 9,700,000	\$ 9,700,000
6)BT-RM2-CAP	2012					\$ 14,900,000	\$ 14,900,000
7) TCRP	2001		\$ 1,300,000				\$ 1,300,000
8) Other State	2012					\$ 49,800,000	\$ 49,800,000
Project Phase Total:			\$ 5,800,000	\$ 17,700,000	\$ 3,000,000	\$ 74,400,000	\$ 100,900,000

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		EIR/EIS
Environmental Circulation	1/09	
Environmental Adopted	10/09	
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design	7/10	
Need ROW Acquisition?	yes	
Need Utilities Relocation?	yes	
ROW Cert	3/11	
Request CON Allocation?	3/11	from CTC
Receive CON Allocation?	3/11	
Advertise Date	4/11	
Contract Award Date	6/11	
Project Completion		
Project Closeout		



Potential Project Issues



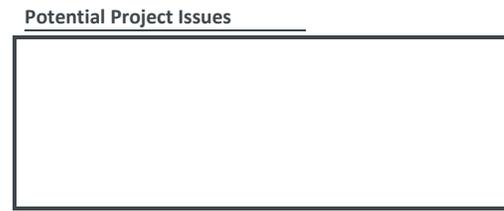
BASIC INFORMATION

Sponsor: Solano Transportation Authority	Project Title: I-80/680/SR12 North Connector	Project Description Fairfield: along the I-80 corridor between SR 12 West and SR 12 East. Construct facility parallel to I-80.
TIP or Project ID: SOL030003	Primary Contact:	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1)Local	2008			\$ 2,000,000			\$ 2,000,000
2)TCRP	2002		\$ 3,000,000				\$ 3,000,000
3)BT-RM2-CAP	2006		\$ 2,500,000				\$ 2,500,000
4)BT-RM2-LOC	2008					\$ 17,552,000	\$ 17,552,000
Project Phase Total:			\$ 5,500,000	\$ 2,000,000	\$ -	\$ 17,552,000	\$25,052,000

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		EIR
Environmental Circulation		
Environmental Adopted	5/08	
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?	Yes	
Need Utilities Relocation?	Yes	
ROW Cert	6/09	Cert. Not Required
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date	5/09	
Contract Award Date	7/09	
Project Completion		
Project Closeout		



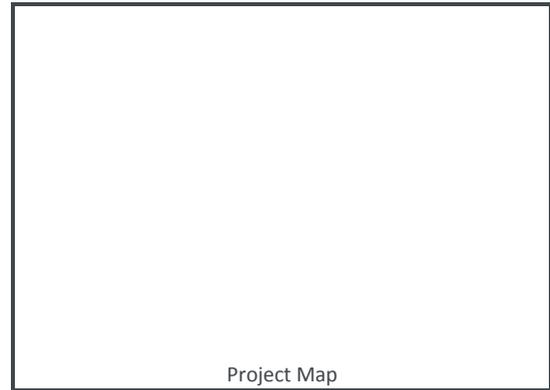
BASIC INFORMATION

Sponsor: Solano Transportation Authority	Project Title: I-80 HOV conversion to Express Lanes (Fairfield)	Project Description
TIP or Project ID: SOL070020	Primary Contact: Janet Adams	I-80 Red Top Road to Airbase Parkway, widen and convert existing HOV lane to HOT lane.

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
Shortfall	Future		\$ 500,000				\$ 500,000
						\$ 39,600,000	\$ 39,600,000
							\$ -
							\$ -
Project Phase Total:			\$ 500,000	\$ -	\$ -	\$ 39,600,000	\$ 40,100,000

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		
Environmental Circulation		EIR/EIS
Environmental Adopted	5/10	
Request PS&E authorization?	12/10	
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?	Yes	
Need Utilities Relocation?	yes	
ROW Cert	8/12	
Request CON Allocation?	8/12	
Receive CON Authorization?		
Advertise Date	9/12	
Contract Award Date	12/12	
Project Completion		
Project Closeout		



Potential Project Issues

BASIC INFORMATION

Sponsor: Solano Transportation Authority	Project Title: I-80 Express Lanes (Vacaville)	Project Description
TIP or Project ID: NEW	Primary Contact: Janet Adams	I-80 in Solano County from I-505 to Air Base Parkway (new lanes); widen to add an express lane in each direction from I-505 to Air Base Parkway.

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
			\$ 600,000				\$ 600,000
Shortfall					\$ 10,000,000		\$ 10,000,000
Shortfall						\$ 180,600,000	\$ 180,600,000
							\$ 191,200,000

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
Need Utilities Relocation?		
ROW Cert		
Request CON Allocation?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



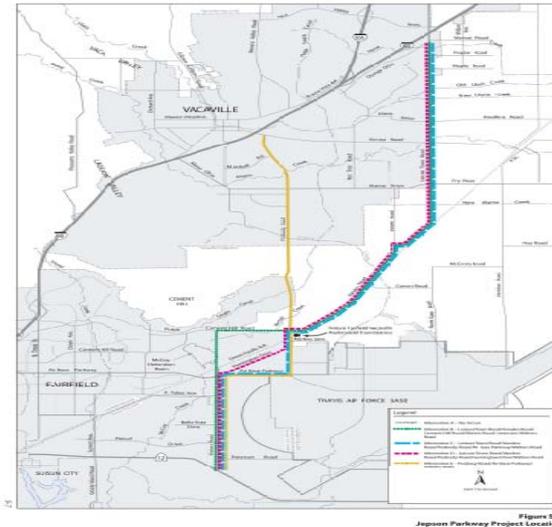
BASIC INFORMATION

Sponsor: Solano Transportation Authority	Project Title: Jepson Parkway: Vanden Rd from Peabody to Leisure Town Rd	Project Description I-80 Reliever Route/Jepson Parkway- In Fairfield and Vacaville between SR12 and I-80. The Jepson Parkway Project involves the development of a continuous four-lane divided arterial facility to serve local central Solano travelers. The purpose of the facility is to provide an integrated and
TIP or Project ID: SOL090007	Primary Contact: Janet Adams	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1)STIP	10-11	5/1/2010		\$2,800			\$2,800
2)STIP	10-11				\$3,800		\$3,800
3) Local	09-10			\$1,000			\$1,000
4) STIP	14-15					\$30,457	\$30,457
5)							\$0
Project Phase Total:				\$3,800	\$3,800	\$30,457	\$38,057

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		EIR/EIS
Environmental Circulation		
Environmental Adopted	5/1/2009	Completed, Pending EIS approval
Request PS&E allocation?	5/1/2009	CTC
Receive PS&E allocation ?		pending
Begin Design	3/1/2010	pending fund swap
Final Design	1/1/2011	Dependent on Funding
Need ROW Acquisition?	7/1/2010	request CTC STIP funds
Need Utilities Relocation?	12/1/2010	Pending fund approval
ROW Cert	6/1/2011	
Request CON Allocation?	6/1/2011	
Receive CON Allocation?	7/1/2011	Pending funding from CTC
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Project to be constructed in phases, STIP fund availability will delay project.

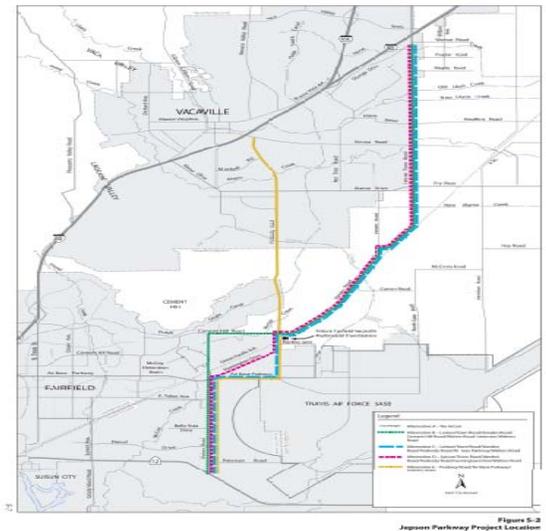
BASIC INFORMATION

Sponsor: Solano Transportation Authority	Project Title: Jepson Parkway: Walters Rd/Cement Hill Widening & Extension	Project Description I-80 Reliever Route/Jepson Parkway- In Fairfield and Vacaville between SR12 and I-80. The Jepson Parkway Project involves the development of a continuous four-lane divided arterial facility to serve local central Solano travelers. The purpose of the facility is to provide an integrated and continuous route for local north-south trips between Vacaville, Fairfield, Suisun City, and unincorporated areas of Solano County along the corridor as an alternative to using I-80.
TIP or Project ID: SOL090007	Primary Contact: Janet Adams	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
Shortfall	Future			\$ 16,120,350			\$16,120,350
Shortfall	Future				\$ 1,755,750		\$1,755,750
Shortfall	Future					\$ 73,292,317	\$73,292,317
							\$0
							\$0
Project Phase Total:				\$16,120,350	\$1,755,750	\$73,292,317	\$91,168,417

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		EIR/EIS
Environmental Circulation		
Environmental Adopted	5/1/2009	Completed, Pending EIS approval
Request PS&E allocation?		
Receive PS&E allocation ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
Need Utilities Relocation?		
ROW Cert		
Request CON Allocation?		
Receive CON Allocation?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Project to be constructed in phases, STIP fund availability will delay project.

BASIC INFORMATION

Sponsor: Solano Transportation Authority	Project Title: SR12 Jameson Canyon	Project Description
TIP or Project ID:	Primary Contact:	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
RIP (Napa) - Dept.	Prior, 09/10						\$ 24,291
RIP (Solano)- Dept.	09/10						\$ 7,000
RIP (Napa) STA	08/09, 09/10						\$ 4,209
HP-Dept.	Prior, 09/10						\$ 12,304
HP-STA	08/09						\$ 1,806
CMIA- Dept.	09/10						\$ 73,990
TCRP- Dept.	Prior						\$ 5,350
RSTP	Prior						\$ 1,960
Demo	Prior						\$ 5,759
Project Phase Total:							\$ 136,669

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		MND/EA
Environmental Circulation		
Environmental Adopted	1/08	
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
Need Utilities Relocation?		
ROW Cert	4/10	
Request CON Allocation?	5/10	
Receive CON Allocation?	5/10	
Advertise Date	6/10	
Contract Award Date	9/10	
Project Completion		
Project Closeout		



Potential Project Issues

Fund availability for construction dependant of State's ability to sell construction bonds.

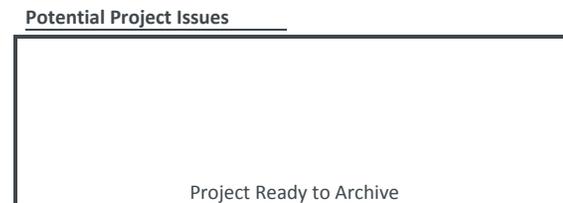
BASIC INFORMATION

Sponsor: Solano Transportation Authority	Project Title: I-80 HOV Lane in Solano County	Project Description Suisun City/Fairfield: From I-80/I-680/SR12 (Redtop) to Putah Creek; Construct HOV lanes and install ramp metering equipment.
TIP or Project ID:	Primary Contact: Janet Adams	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) BT-RM2-LOC	2006		\$ 4,475,000				\$ 4,475,000
2) BT-RM2-LOC	2006			\$ 4,525,000			\$ 4,525,000
3)BT-RM2-CAP	2007						\$ -
4)EARMARK-T3-HPP	2008					\$ 12,721,000	\$ 12,721,000
5)Prop 1B-CMIA	2008					\$ 44,234,000	\$ 44,234,000
6)AC Local	2008					\$ 3,496,000	\$ 3,496,000
7)Earmark-T3-HPP	2009					\$ 3,335,000	\$ 3,335,000
8)ST-TP-ARRA-SHOPP	2009					\$ 3,400,000	\$ 3,400,000
9)Prop 1B-CMIA	2009					\$ 8,626,000	\$ 8,626,000
10) ST-TP-ARRA-SHOPP	2009					\$ 24,321,900	\$ 24,321,900
11)AC-STATE-SHOPP	2009			\$ 3,120,000			\$ 3,120,000
12) AC-STATE-SHOPP	2009		\$ 1,040,000				\$ 1,040,000
13) AC-STATE-SHOPP	2009					\$ 36,000	\$ 36,000
Project Phase Total:			\$ 5,515,000	\$ 7,645,000	\$ 36,000	\$ 100,133,900	\$ 113,329,900

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		MND/CE
Environmental Circulation	12/06	
Environmental Adopted	6/06	
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design	1/08	Completed
Need ROW Acquisition?	No	
Need Utilities Relocation?	No	
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date	6/08	
Project Completion	2/10	
Project Closeout		



Solano County Congestion Management Program

**JUNE
2010**



**SOLANO COUNTY
Congestion Management Program**



2010

Adopted by the Solano Transportation Authority
on October 14, 2009

Amended by the Solano Transportation Authority on June 9 2010

The preparation of this report has been financed through a grant from the U.S. Department of Transportation and the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU). Content of this report does not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Executive Summary

Introduction

The Congestion Management Program (CMP) is a mobility monitoring and planning tool for California counties that contain an urbanized area with a population of 200,000 or more. The 1991 CMP legislation allows the local Congestion Management Agency (CMA) to prepare, monitor, and update the CMP. As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) has revised the Solano County CMP once every two years since 1991.

Subsequent to STA approval and MTC acceptance of the 2009 Solano CMP, several programs have been updated that impact the CMP. These updates impact the content of the CMP, as well as the CMP's Capital Improvements Plan. In addition, the STA has updated its travel demand model, which is used in the current version of the Solano CMP to provide existing traffic condition information. For these reasons, STA has chosen to update the CMP before the regular 2-year cycle requires.

The major goals of the 2010 CMP are:

- ◆ To maintain mobility on Solano County's streets and highways;
- ◆ To ensure that the Solano County transportation system operates effectively as a part of the larger Bay Area and northern California transportation systems;
- ◆ To conform with the Metropolitan Transportation Commission's (MTC's) recently-adopted 25-year Transportation 2035 Plan (T-2035) and the Metropolitan Transportation System (MTS), the Bay Area's multimodal network of highways, major arterials, transit services, rail lines, seaports and transfer hubs critical to the regions movement of people and freight; The MTS is the focus of MTC's planning and investment activities.
- ◆ To share information and organization with the Solano County Comprehensive Transportation Plan. To provide a basis for the STA to review and comment upon land use proposals that may impact roadways and intersections listed in the CMP.



This CMP aims to maintain a high level of transportation system operations by requiring analysis of the effects of land use decisions on the

transportation system and coordinating mitigation of the impacts to the system on an area-wide and multi-jurisdictional basis.

The 2010 Solano CMP is organized as follows:

Defining the CMP System

This section of the CMP determines how and where congestion should be measured on highways, roads, and streets in the county. The CMP System consists of all State highways within Solano County and principal arterials, which provide connections from communities to the State highway system and between the communities within Solano County. No changes to the system are proposed for the 2010 CMP. The following is a table of the roadways included in the CMP System:

Solano 2010 Congestion Management Program System	
Interstates:	State Routes:
80, 505, 680, 780	12, 29, 37, 84, 113, 128, 220
Local Arterials:	
Benicia	Military East Military West
Fairfield	Peabody Rd (Air Base Pkwy to Fairfield City Limits) Walters Rd (Air Base Pkwy to Fairfield City Limits) Air Base Parkway (from Walters Rd to Peabody Rd)
Suisun City	Walters Rd (Suisun City Limits to SR 12)
Vacaville	Peabody Rd (from California Dr south to Vacaville City Limit) Vaca Valley Parkway (from I-80 to I-505)
Vallejo	Tennessee Street (between Mare Island Way and I-80) Curtola Parkway (from Lemon Street to Maine Street) Mare Island Way (from Maine Street to Tennessee Street)
Solano County	Peabody Rd (Fairfield City Limits to Vacaville City Limits) Vanden Rd (from Peabody to Leisure Town Rd)
Local Intersections:	
Fairfield	Peabody Rd at Cement Hill / Vanden Rd
Fairfield	Walters Rd at Air Base Parkway
Vallejo	Tennessee Street at Sonoma Blvd
Vallejo	Curtola Parkway at Sonoma Blvd
Vallejo	Mare Island Way at Tennessee Street
* The CMP system does not include interchange ramps.	

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. Table 1, found in Chapter II, lists the CMP System LOS Inventory from 1999 through 2010.

CMP System Performance

This element sets forth performance measures to evaluate current and future multimodal system performance for the movement of people and goods. These performance measures are designed to support mobility, air quality, land use, and economic objectives, and are used in the development of the CMP Capital Improvement Program (CIP), CMP deficiency plans, and the CMP land use analysis program. The CMP uses the following performance standards and measures. Standards must be met; measures are comparative and provide information, but do not set a standard that must be met. The following are the adopted CMP performance standards and measures:

Standards

- Level of Service
 - See “Level of Service Standards” element beginning on Page 16

Measures

- Travel Times To and From Work
 - Average time per year
- Ridership for Intercity Transit
 - Frequency, Routing, and Coordination Standards
 - Headways, Stops per mile, days and hours of operation, and farebox returns set by TDA regulations
- Bicycle and Pedestrian Movement
 - Bicycle and Pedestrian Plan Implementation in the CMP CIP
- Multimodal Split
 - Percent of trips per mode taken per year

Travel Demand

This element identifies alternatives to single-occupant vehicle trips, and how a greater proportion of trips in these alternative modes can be encouraged. These alternatives include carpools, vanpools, transit, bicycles, and park-and-ride lots, and parking management programs. Additional non-transportation methods such as improvements in the balance between jobs and housing, strategies such as flexible work hours, and telecommuting are identified.

Under the Bicycle and Pedestrian System category, the CMP also includes sections of the “Solano Safe Routes to Schools” program, which diverts school

trips from autos to bicycle and pedestrian routes by improving route awareness and safety. Finally, the CMP addresses “Senior and Disabled Transportation”, in order to provide and/or maintain mobility for senior and disabled populations without increasing traffic congestion.

To encourage coordination between land use and transportation, the CMP identifies both potential “Infill Opportunity Zones” and “Priority Development Areas” and the programs or legislation that enables them. The Travel Demand Element also identifies incentives for higher density land uses associated with these programs. This element is consistent with Federal and State Clean Air Plan Transportation Control Measures (TCMs) as well as Regional MTC TCM measures.

Regional Goods Movement Element

This Element identifies the infrastructure in the county and the region used to move freight, including rail, ports, roads and airports. The Goods Movement Element also identifies the volume and value of goods movement in the region, and provides guidelines for maintaining and improving system capacity.

Support of Regional Transportation Plan Goals

The Regional Transportation Plan has specific goals that county CMPs are required to help advance. This is a new Element for the Solano County CMP. In previous documents, support for RTP goals was scattered throughout the document.

Database and Model

This section explains how the CMP uses a travel demand model to predict LOS exceedances, help prioritize the seven-year Capital Improvement Program projects, and analyze the impacts of land use on the CMP System.

The STA, working with the Napa County Transportation and Planning Authority (NCTPA) and MTC, has created a super-regional model, the “Napa/ Solano Travel Demand Model”, covering the entire Bay Area, and also accounting for trip generation and demand in the Sacramento and San Joaquin County regions. The model is based on data from the Association of Bay Area Governments (ABAG), MTC, the Sacramento Area Council of Governments (SACOG), the San Joaquin County Council of Governments (SJCOG), the U. S. Census data and many local land use databases. This model is consistent with MTC’s model.

Land Use Analysis Program

This section explains how the CMP is used to analyze the impacts of land use decisions made by local jurisdictions on the CMP System and the process of deficiency plans in the event of non-conformance with CMP standards.

To determine conformity with the CMP, the STA makes biennial requests for general plan projections on land use/housing/jobs for the STA's modeler to integrate into the model. The 2007 CMP Update coincided with the completion of Phase 2 of the new Napa/ Solano Travel Demand Model and did not require an additional request for modeling information. There was a significant reduction in land development activity in the 2007-2009 period, reducing the need for a land use data update. However, STA did initiate a review of existing and projected land use data as part of a proposed Regional Transportation Impact Fee (RTIF) analysis. As a result, the baseline land use data has been confirmed and, in a few places, updated.

The STA requires notice (Notices of Intent, Draft Environmental Documents, etc.) of any projects or general plan amendments that will potentially affect the CMP network. The STA reviews the project description and, if appropriate, mitigation measures may be proposed for the project. STA staff then determines if this project is consistent with land uses included in the travel demand model. If not, the project applicant may be required to pay for a special modeling run to determine if the project will exceed the LOS standards.

If part of the CMP System has deteriorated or will deteriorate below the adopted LOS standard (within the seven-year time frame of the Capital Improvement Program), based on LOS data obtained from the biennial update, the Napa/ Solano Travel Demand Model, a general plan amendment or an environmental impact report for trip-generating project, the jurisdiction must prepare a deficiency plan to restore the CMP System within the seven-year time frame of the Capital Improvement Program.

Capital Improvement Program

This section lists the STA's program of projects that will improve the performance of the CMP system for the movement of goods and people over the next seven years. The policy of the STA is to place projects in the CIP in the following order:

- 1) Projects to maintain the LOS on the system above the minimum
- 2) Projects on segments experiencing poor LOS (but because of trip elimination allowances these segments are not in danger of falling below LOS standards, such as Infill Opportunity Zones and interregional traffic)
- 3) All other projects

The CMP CIP is consistent with MTC's T-2035 Plan. The table on the following pages is the 2010 CMP Capital Improvement Program's Project List.

2010 CMP Capital Improvement Program RTP Projects

RTP #	Project/Program	Total Cost	Committed Funds	RTP Funds	Project Notes
21341	Construct new Fairfield/Vacaville multimodal train station for Capitol Corridor intercity rail service (Phases 1, 2 and 3)	\$39.6	\$29.6	\$10.0	Partially funded with Regional Measure 2 Toll Bridge Program funds
22629	Construct new Vallejo Baylink Ferry Terminal (includes additional parking, upgrade of bus transfer facilities and pedestrian access improvements)	\$85.6	\$75.6	\$10.0	Partially funded with Regional Measure 2 Toll Bridge Program funds
22630	Improve Parkway Boulevard overcrossing over Union Pacific Railroad tracks	\$12.4	\$12.4	\$0.0	
22631	Construct Route 12 westbound truck climbing lane at Red Top Road	\$13.2	\$13.2	\$0.0	State Highway Operation and Protection Program (SHOPP) project
22632	Widen American Canyon Road overpass at I-80	\$10.7	\$10.7	\$0.0	
22633	Widen Azuar Drive/Cedar Avenue from 2 to 4 lanes between P Street and Residential Parkway (includes bicycle lanes, railroad signals and rehabilitation improvements)	\$11.7	\$11.7	\$0.0	
22634	Construct an adjacent 200-space, at-grade parking lot at the Vacaville Intermodal Station (Phase 1)	\$12.9	\$12.9	\$0.0	Partially funded with Regional Measure 2 Toll Bridge Program funds; for Phase 2, see project #230635
22700	Construct parallel corridor north of I-80 from Red Top Road to Abernathy Road	\$69.0	\$60.5	\$8.5	Regional Measure 2 Toll Bridge Program and 2000 Traffic Congestion Relief Program (TCRP) project
94151	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road	\$194.0	\$134.0	\$60.0	
230311	Widen and improve Peterson Road with the addition of a truck-stacking lane (includes drainage improvements)	\$2.6	\$2.6	\$0.0	

RTP #	Project/Program	Total Cost	Committed Funds	RTP Funds	Project Notes
230322	Rebuild and relocate eastbound Cordelia Truck Scales Facility (includes a new 4-lane bridge across Suisun Creek and new ramps at eastbound Route 12 and eastbound I-80)	\$100.9	\$100.9	\$0.0	Proposition 1B Trade Corridors Improvement Fund (TCIF) project
230326	Improve I-80/I-680/Route 12 interchange, including connecting I-680 northbound to Route 12 westbound (Jameson Canyon), adding connectors and reconstructing local interchanges (Phase 1)	\$487.9	\$134.4	\$353.5	Partially funded with Regional Measure 2 Toll Bridge Program funds
230468	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Air Base Parkway (includes a new eastbound mixed-flow lane from Route 12 east to Air Base Parkway)	\$50.0	\$0.00	\$50.0	
230635	Construct new 400-space parking garage at the Vacaville Intermodal Station (Phase 2)	\$10.0	\$0.00	\$10.0	For Phase 1, see Solano project #22634
230650	Widen I-80 from Red Top Road to Air Base Parkway to add HOV lanes in both directions (includes pavement rehabilitation and ramp metering)	\$94.9	\$94.9	\$0.0	
230699	Local streets and roads maintenance	\$2,559	\$716.0	\$524	Shortfall remains
230708	Improve local interchanges and auxiliary lanes and make local streets and roads improvements (includes street channelization, overcrossings, bicycle and pedestrian access, and safety improvements)	\$15.0	\$15.0	\$0.0	
21002	Implement Freeway Service Patrol, Call Box and Incident Management Programs (includes incident detection equipment and incident management systems)	\$ 219.9	\$ 0.0	\$ 219.9	
21008	Fund and implement 511 Traveler Information	\$ 453.7	\$ 0.0	\$ 453.7	

RTP #	Project/Program	Total Cost	Committed Funds	RTP Funds	Project Notes
21011	Transportation for Livable Communities (TLC): provide planning and capital funds to improve pedestrian, bicycle and transit access; and support station development areas and FOCUS Priority Development Areas (PDAs)	\$ 2,200	\$ 0.0		\$ 2,200.0
21017	Small transit operators in Alameda, Contra Costa, Marin, Napa, Solano and Sonoma counties – transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$ 5,769	\$ 4,608	\$ 187.7	Shortfall remains
22009	Implement Capitol Corridor intercity rail service (includes increased track capacity, rolling stock and frequency improvements)	\$ 108.0	\$ 108.0	\$ 0.0	Resolution 3434 Regional Transit Expansion Program
22247	Regional Bicycle Program: provide capital funds to fully build out the Regional Bicycle Network as defined in MTC's Regional Bicycle Master Plan for the San Francisco Bay Area, 2009 Update	\$ 1,000	\$ 0.0	\$ 1,000	
22423	Lifeline Transportation Program: fund programs and services that address transportation gaps specific to low-income communities. Fund Senior and Disabled transit projects.	\$ 400.0	\$ 0.0	\$ 400.0	
94152	Widen Route 12 (Jameson Canyon) from 2 lanes to 4 lanes from I-80 in Solano County to Route 29 in Napa County (Phase 1)	\$ 145.7	\$145.7	\$ 0.0	For Phase 2, see Napa project #230599

RTP #	Project/Program	Total Cost	Committed Funds	RTP Funds	Project Notes
94683	Vallejo Transit – transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$ 1,560	\$ 1,207	0.0	Shortfall remains
230221	Implement I-80 Integrated Corridor Mobility (ICM) project operations and management	\$ 187.8	\$ 187.8	\$ 0.0	
230287	Implement the Goods Movement Emission Reductions Program (includes replacement or retrofitting of up to 800 port and general goods movement trucks)	\$ 45.0	\$ 0.0	\$ 45.0	
230419	Freeway Performance Initiative (FPI): maximize performance and reliability using technology and limited expansions at essential locations; includes Traffic Operations System (TOS) infrastructure, TOS maintenance and replacement, arterial coordination and management, and performance monitoring	\$ 1,600	\$ 0	1,600.0	
230550	Transportation Climate Action Campaign: implement a five-year campaign to reduce greenhouse gas emissions; includes funding for a comprehensive outreach and education campaign, Regional and Local Safe Routes to School projects , Safe Routes to Transit, and Transit Priority Measures (TPM)	\$ 400.0	\$ 0.0	\$ 400.0	

RTP #	Project/Program	Total Cost	Committed Funds	RTP Funds	Project Notes
	Regional High-Occupancy Toll (HOT) Network	\$ 3,700	\$ 3,700	\$ 0.0	Total Project Cost is cost to construct regionwide network. Committed Funds represent estimated toll revenues needed to build out the HOV/HOT network. Individual corridors and costs are listed below.
230658	I-80 in Solano County from Route 37 to Carquinez Bridge – widen to add a HOT lane in each direction				
230659	I-80 in Solano County from Yolo County line to Route 37 – widen to add a HOT lane in each direction from Yolo County line to Air Base Parkway and from Red Top Road to Route 37				
230660	I-80 in Solano County from Red Top Road to Air Base Parkway – convert HOV lanes to HOT lanes				
230686	I-680 in Solano County from Benicia-Martinez Bridge to I-80 – widen to add a HOT lane in each direction				
230687	I-680/I-80 direct HOT connector in Solano County – widen to add a HOT lane				
230703	With net HOT revenue, fund corridor improvements including transit operating and capital needs, freeway operations, interchanges, roadway maintenance and local access	\$ 6,100	\$ 0.0	\$ 6,100	An additional \$6.1 billion in net revenues are estimated to be generated by the Regional HOT Network, and these are included in the \$32 billion of Discretionary Funds projected for the plan. Of the \$6.1 billion, \$2.0 billion has been directed to Santa Clara County's Measure A program.

2010 CMP Capital Improvement Program
 State Highway Operation and Preservation Program (SHOPP) Projects

2008 SHOPP July 9, 2009
 Includes Prop 1B Bond Projects
 and Excludes GARVEE Projects
 and Federal ER Funds
 (\$1,000)

<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>FY</u>	<u>RW</u>	<u>Con</u>	<u>Supt</u>
12	22.7/ R23.7	Near Rio Vista, from Azevedo Road to Liberty Island Road. Shoulder widening.	2010/ 11	\$ 1,972	\$ 8,505	\$ 3,063
680	4.7	Near Benicia, at Parrish Road. Replace failed culvert, backfill sinkhole and place rock slope protection.	2008/ 09	\$ 10	\$ 500	\$ 135
80	6.6/ 6.8	In Vallejo, at Hunter Hill Safety Roadside Rest Area. Rehabilitate Safety Roadside Rest Area.	2008/ 09	\$ 10	\$ 6,289	\$ 4,205
80	R24.9/ R25.1	In Vacaville, west of Alamo Creek Bridge to Alamo west-bound on-ramp. Lengthen on-ramp and widen bridge.	2011/ 12	\$ 26	\$ 4,620	\$ 1,635
80	R9.6	Near Fairfield, west of Lynch Road to west of Red Top Road. Required mitigation for EA 25901. (FCO)	2009/ 10	\$ -	\$ 575	\$ 142
80	3.0/ 6.0	Near Rio Vista, from 0.5 miles north of Cache Slough Ferry to 1.3 miles south of Route 220. Repair failed pavement and side slopes.	2009/ 10	\$ 10	\$ 3,300	\$ 1,337
80	14.3	Near Fairfield, at Eastbound Cordelia weigh station. Replace platform.	2008/ 09	\$ 50	\$ 767	\$ 461
80	15.4/ 20.1	In Fairfield, from 0.4 mile west of Route 12 to 0.8 mile east of Airbase Parkway. Rehabilitate roadway.	2008/ 09	\$ 10	\$ 25,600	\$ 8,086

VAR		In Solano County, on Routes 12, 37, 80, 113, 505 and 780; also in Napa County at various locations on Route 29. Rehabilitate bridge decks.	2008/09	\$ 5	\$ 633	\$ 388
2010 SHOPP Amendments						
80	4.6/5.2	In Vallejo, from the Redwood Street onramp to the Route 37 connector. Construct concrete barrier.	2010/11	\$ 5	\$ 1,893	\$ 539
12	22.7/R 23.7	Near Rio Vista, from Azevedo Road to Liberty Island Road. Shoulder widening.	2010/11	\$ 1,972	\$ 9,116	\$ 5,733
Project # Allocation Amount County Dist-Co- Rte Postmile		Location Project Description	EA PPNO Program/Year Prgm'd Amount	Budget Year Item # Fund Type Program Code	Amount by Fund Type	
25 \$16,711,000 Solano 04N-Sol- 80 38.4/44.7		Near Dixon, from 1.0 miles west of Pedrick Road to the Yolo County line. Outcome/Output: Rehabilitate 38.8 lane miles of roadway to improve the ride quality, prevent further deterioration of the road surface, minimize the costly roadway repairs, and extend the pavement service life.	3A3001 04- 5401A SHOPP /09-10 \$16,711,000	2008-09 302- 0042 SHA 302- 0890 FTF 20.20.2 01.121	\$1,409,000 \$15,302,000	
Amend # PPNO	Dist-Co-Rte PM EA	Project Location and Description of Work	R/W Cost Const. Cost (\$1,000 0)	FY	Support Costs (\$1,000)	Program Code Perf. Meas.
10H-006 0263L	4-Sol- 80 Var 4A250	Near Vallejo, on Route 80 at various locations. Install metal beam guardrail.	\$25 (R/W) \$4,189 (C)	11/12	PA & ED \$420 PS & E \$510 RW Sup \$20 Con Sup \$600 Total	201.015 108 Collisions reduced

					\$1,550	

SHOPP GARVEE Projects List
Updated 5-27-2009
(\$1,000)

Route	Post Miles	Location/Description	FY <u>Financ</u> <u>e</u>	SHOPP <u>Funded</u> <u>RW</u>	Capital <u>Const-</u> <u>ru</u> <u>ction</u>	
80	14.3/ 14.4	In Fairfield, at the EB Cordelia Truck Scale. Relocate and expand truck scale (TCIF project).	2011/ 12	-	\$ 49,800	
		SHOPP GARVEE Project List 2010 Amendment (\$1,000)				
80	30.9/ 38.7	In Solano County from Vacaville to Dixon from Meridian Road to East of Route 113. Rehabilitate roadway.	2011/ 12	\$ 0	\$50,000	

I. Defining the CMP System

The purpose of this element of the CMP is to determine how and where congestion should be measured on highways, roads, and streets in the county.

To make this determination, the legislation requiring the preparation and periodic updating of CMPs sets several requirements and parameters: 1) all of the state routes must be included in the system of roadways to be monitored; 2) once a roadway is included in the system, it cannot be deleted; 3) the Level of Service (LOS) benchmark which cannot be exceeded without penalty can be no lower than LOS E unless the roadway is already at LOS F; 4) the method of measuring LOS is restricted to either the most recent version of the Highway Capacity Manual (HCM) or the Transportation Research Board's Circular 212 unless the Metropolitan Transportation Commission finds that another requested method is equivalent. No elements were added to the CMP system during the preparation of the 2010 CMP.

The System

All of the state routes within the county must be included in the system. In addition, the legislation requires the inclusion of "principal arterials". A collaborative method was used to generate the list of principal arterials. Each jurisdiction submitted a proposed list of roads and streets for inclusion. After discussion among the jurisdictions, a consensus was reached on which routes should be included based upon the following criteria:

- 1) A primary system consisting of all State highways within Solano County.
- 2) A secondary system consisting of principal arterials, which provide connections from communities to the State highway system and between the communities within Solano County.

A map of the system appears on the following page.

The above descriptions of Principal Arterials define the roadway as it is currently named and its general routing. If one of the Principal Arterials is rerouted, then the rerouted road - not the old roadway - is considered to be in the system. If the State abandons a route, it would no longer exist as a State Route and would not be contained in the system unless action is taken by the Solano Transportation Authority to include it. The system does not include interchange ramps.

2009 Solano Congestion Management System Map

State Routes

Interstates:	State Routes:
80, 505, 680, 780	12, 29, 37, 84, 113, 128, 220

Local Arterials

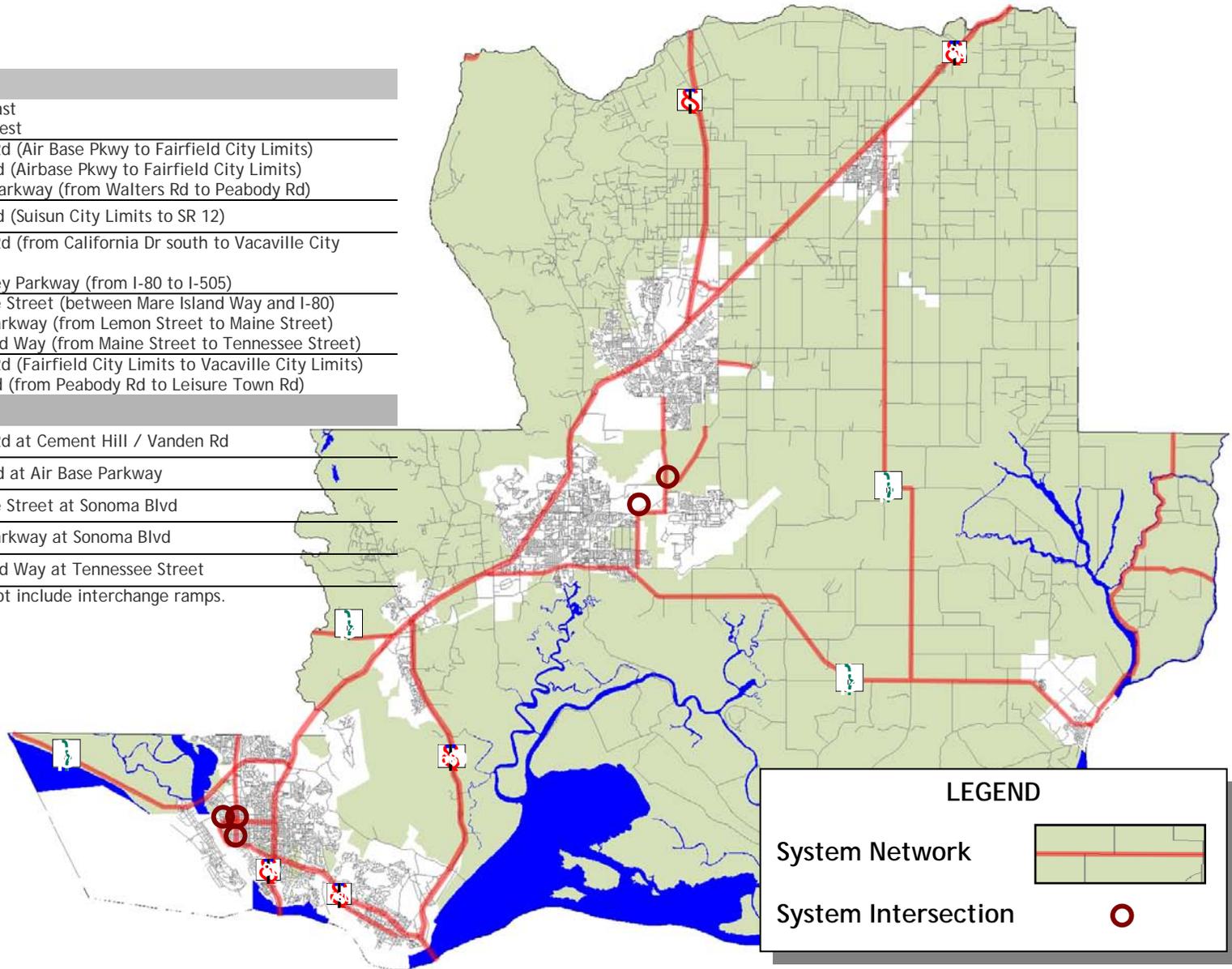
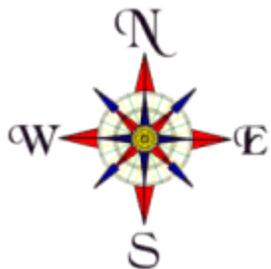
Local Roadways:

Benicia	Military East Military West
Fairfield	Peabody Rd (Air Base Pkwy to Fairfield City Limits) Walters Rd (Airbase Pkwy to Fairfield City Limits) Air Base Parkway (from Walters Rd to Peabody Rd)
Suisun City	Walters Rd (Suisun City Limits to SR 12)
Vacaville	Peabody Rd (from California Dr south to Vacaville City Limit) Vaca Valley Parkway (from I-80 to I-505)
Vallejo	Tennessee Street (between Mare Island Way and I-80) Curtola Parkway (from Lemon Street to Maine Street) Mare Island Way (from Maine Street to Tennessee Street)
Solano County	Peabody Rd (Fairfield City Limits to Vacaville City Limits) Vanden Rd (from Peabody Rd to Leisure Town Rd)

Local Intersections:

Fairfield	Peabody Rd at Cement Hill / Vanden Rd
Fairfield	Walters Rd at Air Base Parkway
Vallejo	Tennessee Street at Sonoma Blvd
Vallejo	Curtola Parkway at Sonoma Blvd
Vallejo	Mare Island Way at Tennessee Street

* The CMP system does not include interchange ramps.



LEGEND

System Network 

System Intersection 

II. Level of Service Standards

Traffic LOS definitions describe conditions in terms of speed and travel time, volume, capacity, ease of maneuverability, traffic interruptions, comfort, convenience, and safety. LOS ranges from LOS A, free flow conditions, to LOS F, stop and go traffic. LOS is calculated by determining the volume of traffic on a roadway to its capacity (volume to capacity or V:C ratio). Traffic moving on a local road at LOS E moves at about 30% of the speeds found at uncongested periods (i.e. traffic moving at 45 mph during uncongested times would move at about 15 mph at LOS E), and freeway traffic has almost no usable gaps to allow for lane changes.

The minimum LOS standard throughout the system shall be E (V:C Ratio between .88 and 1.0) except at those locations where the initial LOS measurement (calculated for the 1991 CMP) was already at F.

The LOS level does not preclude any agency (federal, state or local), from setting higher standards for their own planning purposes. Agencies are encouraged to maintain higher levels of service that those established in this CMP where possible. If actual LOS falls below the minimum standard *and is not within a locally adopted Infill Opportunity Zone*, agencies could face the possible sanction of loss of the gas tax increment provided by Proposition 111. However, the main purpose of monitoring LOS standards is not to be punitive but to avoid severe traffic congestion, such as has occurred in other Bay Area counties.

The LOS Standard and current LOS for the CMP system is shown in Table 1, starting on Page 21. The various jurisdictions have provided measurements or calculations of listed intersections and road segments, along with a standard and method for assessing LOS, as contained in 2007 CMP LOS Inventory.

For the 2010 Solano County CMP, the traffic counts on the CMP network roadways were not updated. Although the economy was strong in 2007, it began a significant retraction in 2008 that carried over through 2009 and into 2010. In addition, public works staff and budgets have been reduced. Finally, the STA, the seven Solano cities and Solano County have recently completed a detailed update of the Napa-Solano Travel Demand Model, including creating a 2010 scenario that closely reflects 2009 conditions, and which shows few differences from the 2007 CMP traffic counts. For all of these reasons, the STA did not require submittal of new traffic counts on the CMP network for 2010.

Different types of locations require different techniques for LOS measurement as follows:

- 1) LOS should be assessed at intersections where system principal arterials meet. Such intersections should be measured using the Circular 212 method.
- 2) For the mainline freeways and highways, the LOS level should be determined by the adjoining member jurisdiction using the HCM on various segments. The segments correspond to those shown in the Caltrans Route Segment Report (RSR). If no other source of data is readily attainable from Caltrans, the most recent RSR may be used as the source of traffic data to determine LOS along any segment in the state system. The STA will continue to work closely with Caltrans to determine the nature, criteria and schedule of their data to be collected and used for assessing LOS, and the facilities for which this data will be utilized.
- 3) Several arterials in the system do not intersect other system segments for considerable distances. In these cases, the STA will determine where segment level LOS must be determined. The method of determination shall be the HCM.

The current list of arterials that fall into this category and the location of segment LOS measurements are shown in the table below.

Segment Level LOS determinations using HCM method	
Arterial	Segment Measurement Limits
Military West in Benicia	Between West 3rd and West 5th
Walters Road in Suisun City	Between Petersen and Bella Vista
Walters Road in Solano County	Between Fairfield and Suisun
Peabody Road in Solano County	Between Fairfield and Vacaville
Peabody Road in Vacaville	South of California Drive
Elmira Road in Vacaville	East of Leisure Town Road

Each jurisdiction is responsible for the measurement of LOS on segments or intersections within its jurisdiction. In cases where Caltrans Route Segment Report (RSR) segments cross the boundaries of two or more jurisdictions, the jurisdiction with the greatest number of road miles within the RSR segment is responsible for monitoring and reporting to the STA. If there is a dispute, the STA will determine which agency must monitor and report.

The jurisdiction with monitoring and reporting responsibility may use either operations or planning procedures for the LOS determination. Once a procedure is chosen (either operations or planning) and a report is made to the STA, that procedure must be used in all future reports. If a jurisdiction desires to change the service assessment procedure it must first include in its biennial report (for no less than two reporting periods) the results of both planning and

operations measurements. At the end of that period the STA may allow the requested switch in procedure. As a condition of the change in procedure the STA may require that an adjustment factor be included in the calculations.

LOS measurements are typically reported to the STA on a biennial basis at a time and in a form to be determined by the STA. As noted above, for 2010 the STA did not require jurisdictions to submit new traffic counts on CMP roadways. For years when measurements are required, the measurements shall be for peak hour postmeridian traffic for local arterials and for whatever peak period (hour, day, or month) is readily available from Caltrans for state routes. The measurements should be from a weekday during the months of March through June.

The biennial LOS measurements submitted to the STA may exclude trips generated by any of the following:

- 1) Interregional travel.¹
- 2) Impacts caused by construction, rehabilitation or maintenance of the CMP system.
- 3) Freeway ramp metering.
- 4) Traffic signal coordination if such coordination is done by the state or multi-jurisdictional agencies.
- 5) Traffic generated by low or very low income housing as designated by standards established by state and federal agencies and by the Association of Bay Area Governments.
- 6) Traffic generated by high density² residential development located within 1/4 mile of a fixed rail passenger station or traffic generated by any mixed use development located within 1/4 mile of a fixed rail passenger station, if more than half of the land area, or floor area of the mixed use development is used for high density residential housing. The methodology for determining these exclusions shall be consistent with the MTC regional model. Reasoning and supporting measurements of such traffic exclusion is the responsibility of the submitting jurisdiction and should be submitted in writing to the STA for review and approval. The STA shall make a final determination

¹ CGC 65088.1 (h)

"Interregional Travel" means any trips that originate outside the boundary of the agency. A "trip" means a one-direction vehicle movement. The origin of the trip is the starting point of that trip.

² CGC 65089.4 (g)(1)

"High density" means residential density development which contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre shall automatically be considered high density.

concerning the acceptability of the method used for such exclusions.

- 7) Compact or mixed-use development within a locally adopted Infill Opportunity Zone as defined in SB1636 (Figueroa). For more information regarding Infill Opportunity Zones see the 2010 CMP 'Land Use Element' section.

The STA, working in conjunction with the member agencies and MTC, will determine if future LOS measurements may exclude traffic from Priority Development Areas (PDAs) identified under the MTC/ABAG "Bay Area FOCUS" program. Such PDAs may not meet the technical requirements for Infill Opportunity Zones, but act as such in spirit.

For any new segment added to the system in future years, the initial LOS measurement shall be for a peak post meridian period on a weekday in May or June of the year of inclusion. This initial measurement will determine the LOS standard for that segment.

III. CMP System Performance Element

This element sets forth performance standards and measures to evaluate current and future multimodal system performance for the movement of people and goods, and how well the current system meets those criteria. STANDARDS and quantifiable measures that must be met, and a CMP road or intersection either does or does not meet the established standard. MEASURES are also quantifiable, but do not have thresholds that must be met, and are measured and reported so that trends can be identified.

The Performance Element is designed to show progress towards meeting the MTC's Transportation 2035 policy goals, as spelled out in the Guidance for Consistency of Congestion Management Programs with the Regional Transportation Plan issued by MTC in May of 2009. The principles set out in the RTP and the Guidance for Consistency document are designed to address the "Three Es: Economy (Maintenance and safety; Reliability; Efficient Freight Travel; Security and Emergency Management), Environment (Clean Air; Climate Protection), and Equity (Equitable Access; Livable Communities).

Roadway Standards

Below is a table showing how the roadway and intersection network described in Element I meets the LOS standard described in Element II.

TABLE 1 2010 CMP System LOS Inventory									
Roadway	From (PM)	To (PM)	Jurisdiction	Standard	LOS Measurements (PM Peak, Peak Flow)				
					2001	2003	2005	2007	2010 Model
STATE ROADWAY									
I-80	0	0.933	Solano County	F	D	D	E	F	D
I-80	0.933	1.114	Vallejo	F	F	E*	E*	E	D
I-80	1.114	4.432	Vallejo	F	F	D*	D*	D	E
I-80	4.432	6.814	Vallejo	F	F	D*	D*	D	E
I-80	8.004	10.015	Solano County	E	D	D	D	C	B
I-80	10.015	11.976	Fairfield	E	C	D*	C	C	B
I-80	11.976	12.408	Fairfield	E	D	D*	E	E	D
I-80	12.408	13.76	Fairfield	F	F	D*	F	F	C
I-80	13.76	15.57	Fairfield	F	F	D*	F	E	D
I-80	15.57	17.217	Fairfield	F	F	E*	E	E	E
I-80	17.217	21.043	Fairfield	F	F	E*	F	E	E
I-80	21.043	23.034	Fairfield	F	D	D*	E	D	C
I-80	23.034	24.08	Vacaville	E	E	E	D	D	D
I-80	24.08	28.359	Vacaville	F	D	D	D	C	D
I-80	28.359	32.691	Vacaville	F	D	D	C	C	B
I-80	32.691	35.547	Vacaville	F	E	E	D	C	C
I-80	35.547	38.21	Solano County	F	D	D	E	D	C
I-80	38.21	42.53	Dixon	E	C	C*	C*	D	C
I-80	42.53	44.72	Solano County	E	D	C	D	D	D
I-505	0	3.075	Vacaville	E	B	D	B	B	B
I-505	3.075	10.626	Solano County	E	A	A	B	A	A
I-680 ****	0	0.679	Solano County	F	F	F	F	F	D
I-680	0.679	2.819	Benicia	E	C	B*	B*	***	D
I-680	2.819	8.315	Solano County	E	C	C	D	D	D
I-680	8.315	13.126	Fairfield	E	C	***	D		C
I-780	0.682	7.186	Benicia	E	C	C*	C*	***	E
SR 12	0	2.794	Solano County	F	C	F	F	F	F
SR 12	1.801	3.213	Fairfield	E	B	B*	B	B	C
SR 12	3.213	5.15	Suisun City	F	B	B**	B	C	E
SR 12	5.15	7.7	Suisun City	F	B	B**	B**	A	D
SR 12	7.7	13.625	Solano County	E	B	B	B	B	B
SR 12	13.625	20.68	Solano County	F	B	B	B	B	B
SR 12	20.68	26.41	Rio Vista	E	E	E**	E**	E**	E**
SR 29	0	2.066	Vallejo	E	A	A*	A*	A	E
SR 29	2.066	4.725	Vallejo	E	B	B*	B*	B	E
SR 29	4.725	5.955	Vallejo	E	C	C*	C*	C	F
SR 37	0	6.067	Vallejo	F	C	C*	C*	A	F
SR 37	6.067	8.312	Vallejo	E	B	B*	B*	A	C
SR 37	8.312	10.96	Vallejo	F	F	F*	F*	A	C
SR 37	10.96	12.01	Vallejo	F	F	F*	F*	A	C
SR 84	0.134	13.772	Solano County	E	C	C	C	C	C
SR 113	0	8.04	Solano County	E	B	B	B	A	A
SR 113	8.04	18.56	Solano County	E	B	B	B	A	A

* LOS taken from STA's I-80/ I-680/ I-780 Corridor Study
 ** SR 12 MIS 2001
 *** TBD
 **** Previous LOS of F caused by Benicia Bridge Toll Plaza congestion. Relocation of Toll Plaza has eliminated congestion.

RED: Roadway at LOS F.
 GREEN: LOS is two levels higher than LOS standard.
 Highlighted segments are currently operating at their LOS standard that is not grandfathered at LOS F.

2010 CMP System LOS Inventory (continued)

Roadway	From (PM)	To (PM)	Jurisdiction	Standard	LOS Measurements (PM Peak, Peak Flow)				
					2001	2003	2005	2007	2010 Model
SR 113	18.56	19.637	Dixon	F	F	F	***	C ⁺	A
SR 113	19.637	21.24	Dixon	F	F	F	***	D ⁺	C
SR 113	21.24	22.45	Solano County	E	C	C	C	B	B
SR 128	0	0.754	Solano County	E	C	C	C	C	C
SR 220	0	3.2	Solano County	E	C	C	C	C	C
LOCAL ROADWAY									
Military East			Benicia	E	***	***	C	***	C
Military West	W. 3rd	W. 5 th	Benicia	E	B	***	A	***	B
Air Base Parkway	Walters Rd	Peabody Rd	Fairfield	E	***	***	***	C	B
Peabody Road	FF C/L	VV C/L	Solano County	E	D	E	D	D	E
Peabody Road	VV C/L	California	Vacaville	E	A	A	D	C	A
Walters Road	Petersen	Bella Vista	Suisun City	E	B	***	***	***	A
Vaca Valley Parkway	I-80	I-505	Vacaville	E	C	C	C	D	A
Elmira Road	Leisure Town	C/L	Vacaville	E	B	B	C	C	B
Vanden Road	Peabody	Leisure Town	Solano County	D	B	B	B	C	B
Tennessee St	Mare Island Way	I-80	Vallejo	E	***	***	***	C	D
Curtola Parkway	Lemon St	Maine St	Vallejo	E	***	***	***	B	E
Mare Island Way	Main St	Tennessee St	Vallejo	F	***	***	***	B	B
INTERSECTION									
Peabody Rd at Cement Hill / Vanden Rd			Fairfield	E	***	E	***	B	B
Walters Rd at Air Base Parkway			Fairfield	E	B	B	***	A	D
Tennessee Street at Sonoma Blvd			Vallejo	E	D	C	B	B	B
Curtola Parkway at Sonoma Blvd			Vallejo	E	C	C	C	C	C
Mare Island Way at Tennessee Street			Vallejo	F	D	D	B	B	B
* LOS taken from STA's I-80/ I-680/ I-780 Corridor Study ** SR 12 MIS 2001 *** TBD ⁺ SR 113 MIS - Baseline Conditions (July 2007 Draft)				RED: Roadway at LOS F GREEN: LOS is two levels higher than LOS standard. Highlighted segments are currently operating at an LOS standard that is not grandfathered at LOS F.					

IV. Travel Demand Element

This section identifies alternative transportation methods such as carpools, vanpools, transit, bicycles, and park-and-ride lots (which support both formal and informal carpooling); improvements in the balance between jobs and housing; and other strategies, including flexible work hours, telecommuting, and parking management programs.

Transit Programs and Services

Standards of Performance

Transit standards are less clearly defined than the roadway congestion measure of LOS. Typically, transit is measured by the frequency of service, also known as headway. Transit services can also be measured by accessibility (how close transit stops are to the population in general, or to transit-dependent segments of the population) and affordability, both of which directly impact ridership and farebox recovery. Measuring accessibility and affordability is difficult because it requires gathering demographical data that includes non-transit riders. Therefore, ridership and farebox recovery are the measures used to quantify transit performance, supplemented by periodic ridership surveys to obtain qualitative information.

Existing Public Transit Services

The following is a brief description of existing public transit currently available in Solano County. This information was developed as part of STA's "State of the System - Transit," which is a part of the update of the Solano Comprehensive Transportation Plan. Following the description of each form of transit is a description of how well that form delivers service to its users. Where available and appropriate, schedule, passenger count and farebox recovery information is included. The transit system consists of:

- The intercity bus routes operated by Vallejo Transit and Fairfield and Suisun Transit (FAST), serving destinations outside of Solano County or providing connections between Solano county cities, and operating on a headway of one hour or less; plus, services provided by Benicia Breeze and Rio Vista Delta Breeze.
- The formal carpool and vanpool facilities and services.
- The passenger rail service provided by the Capitol Corridor.

- The ferry service provided by Vallejo Transit and being absorbed into the new Water Emergency Transport Agency (WETA); and, the small auto ferry operated by Caltrans to provide access to Ryer Island.
- The paratransit taxi script program.
- Local bus service provided by the Benicia Breeze, Dixon Redi-Ride, FAST, Rio Vista Delta Breeze, Vacaville City Coach and Vallejo Transit.

There are additional tertiary aspects of the system that are examined briefly: commercial long-haul bus services provide by Greyhound, and taxi services.

Intercity Express Bus Service

Vallejo Transit and FAST: Intercity bus service to Sacramento, Davis, San Francisco and East-Bay BART stations is provided by Vallejo Transit and FAST. These transit operators also provide bus service between Solano County cities. All of these routes provide a headway (time between buses) of thirty minutes or less during the peak commute times.

Vallejo Transit has 28 over-the-road coaches that serve intercity routes. FAST has 19 over-the-road coaches that serve intercity routes; ten of these buses are leased from Vallejo Transit since 2006. Of these 10 Vallejo Transit buses, one was purchased in 2001, and 9 were purchased in 2003. The remaining 9 buses are owned by FAST, and were acquired in 2003.

All of the buses have lifts and seating areas to make them compliant with the requirements of the Americans with Disabilities Act (ADA). Most have the capacity to accommodate two or more bicycles, with in luggage storage compartments or front-of-bus racks.

Route	Origin	Destination	Provider
20 - Fairfield-Vacaville	Fairfield Transportation Center	Ulatis Community Center	FAST
30 - Fairfield-Vacaville-Dixon-Davis-Sacramento	Fairfield Transportation Center	Capitol Mall	FAST
40 - Vacaville-Fairfield-Benicia-BART	Vacaville Davis Street Park and Ride	Walnut Creek/Pleasant Hill BART	FAST
78 - Vallejo-Benicia-BART	Vallejo Ferry Terminal	Walnut Creek/Pleasant Hill BART	Vallejo Transit
80 - Vallejo-BART	Vallejo Ferry Terminal	El Cerrito Del Norte BART	Vallejo Transit

Route	Origin	Destination	Provider
85 - Vallejo-Fairfield-Solano College	Vallejo Ferry Terminal	Westfield Solano Mall	Vallejo Transit
90 - Suisun City-Fairfield-BART	Fairfield Transportation Center	El Cerrito Del Norte BART	FAST

Benicia Breeze and Rio Vista Delta Breeze: The Benicia Breeze service of Route 76 began in October 2008 and connects Benicia to Contra Costa’s Sun Valley Mall and Diablo Valley College with several roundtrips per day. Rio Vista Delta Breeze operates Routes 50, 52, and 53 that provide service from Rio Vista to Fairfield, Suisun City, Isleton, Lodi, Antioch, Pittsburgh/Bay Point BART. Route 51 offers service with headway of greater than 1 hour to Fairfield and Suisun City. Routes 52 and 53 are weekly services to Lodi, Antioch and Pittsburgh/Bay Point BART. While all of these are intercity services, they operate at less than one hour headway, and are not part of the county’s core intercity transit system.

The following facilities are used to load and unload passengers for the Vallejo Transit and FAST routes described above:

- Fairfield Transportation Center, owned by the City of Fairfield, is an off-street facility with dedicated bus bays and covered passenger waiting and boarding/alighting areas. Bus, pedestrian and auto traffic are separated. Bus drivers have access to break area. The center includes 640 parking spaces (combination of a parking structure and surface parking).
- Curtola Park and Ride, owned by the City of Vallejo, is an off-street facility. There is an off-street carpool/vanpool pick-up/drop-off area as well as bus shelters along the street front used by casual carpooling. Bus and auto traffic are not separated.
- Sereno and York/Marin Transfer Stations in Vallejo are owned by the City of Vallejo. The Sereno station is has off-street bus-only facilities, with no auto parking. The York/Marin facility is currently on-street, but future improvements will create a bus-only plaza. Both facilities weather protection for passenger waiting and boarding/alighting areas.
- Vallejo Ferry Terminal bus passengers have a bus shelter along the street. Bus traffic is not separate from auto traffic. The passenger waiting area is across the street from a 900-space Park and Ride lot.
- Suisun City Amtrak station has bus parking bays within the station and a bus shelter across Main Street, next to the 250 surface space Park and Ride lot. Passengers can wait under a shelter or in the Amtrak ticket station.
- Park and Ride Lots have mixed auto and bus traffic. Passengers have sheltered waiting areas.

The number, routes and service schedules of intercity bus routes have been fluid over the past 5 years. This is one of the strengths of the system: the large number of vehicles and the widely-distributed road and station system

allow for far greater flexibility for buses than for train and ferry services. However, it does make tracking system performance more difficult. The table below shows the ridership for each of the routes that have been operating for one or more years. The data compares FY 06-07 with FY 07-08. For the overall intercity transit system, ridership broke the one million mark for the first time ever, and ridership increased 10.5% over that time period. Although consistent and validated data does not exist previous years, it appears that there has been steady growth for these routes.

Route	FY 06-07 Ridership	FY 07-08 Ridership	Change
20 - Fairfield-Vacaville	41,262	42,550	3%
30 - Fairfield-Vacaville-Dixon-Davis-Sacramento	34,384	37,118	8%
40 - Vacaville-Fairfield-Benicia-BART	41,699	48,236	16%
76 - Benicia-Concord	<i>New</i>	<i>Service</i>	--
78 - Vallejo-Benicia-BART	<i>New</i>	<i>Service</i>	--
80 - Vallejo-BART	387,135	408,831	6%
85 - Vallejo-Fairfield-Solano College	126,105	153,552	22%
90 - Suisun City-Fairfield-BART	175,608	213,033	21%

The STA conducted a county-wide transit ridership survey in late 2006 and early 2007. This survey covered all routes, both local and intercity. Some of the conclusions regarding intercity transit riders were:

- The majority of trips are part of a regular travel pattern, such as commuting to work or school. For most services, two-thirds or more of the riders use the intercity bus system 2 or more times per week.
- Most passengers are long-term users (1 year or more) of the system.
- Home-work-home trips account for three-quarters of trips.
- The majority of bus trips are part of a round trip, rather than being one-way trips.
- Options to riding the bus vary by community. As compared to local bus riders, intercity riders are primarily “choice riders”. In many cases, intercity bus riders have an option to make the same trip in a single occupant vehicle rather than on the bus. If the bus becomes less convenient due to fare, schedule or stop location, commuters can return to their cars.
 - Vallejo Transit intercity bus riders have fewer options, and almost one-fourth of the riders reported having no other option than the intercity bus to make their journey.

STA provides significant coordination and management activities for the intercity bus system. STA hosts and staffs the *Solano Express InterCity Transit Consortium*, which meets on a monthly basis. The *Solano Express InterCity Transit Consortium* consists of representatives from each of the seven cities and the county, and provides oversight for intercity transit services and

marketing. STA's marketing budget for intercity transit was just over \$275,000 in FY 2007-08. An additional \$5,000 was spent on carpool/vanpool advertising.

Park and Ride Lots

There are 17 Park and Ride lots in Solano County; and, one in Napa County that is on the Solano County border at Hiddenbrooke Parkway and I-80. Most of these lots are owned and operated by the jurisdiction in which they are located, but several are owned and operated by Caltrans.

These Park and Ride lots provide a total of 3,292 parking spaces for transit users, vanpools and car pools. Some of these lots are co-located with other transit facilities described above. The Park and Ride lots and their capacity are shown in the table below.

City	Location	Capacity	City	Location	Capacity
Vallejo	Vallejo Ferry Terminal	900	Benicia	Lake Herman Road *	48
	Curtola Street	419		E Street	15
	Lemon Street	64	Vacaville	Davis Street	250
Benicia Road	13	Bella Vista Road		200	
Magazine Street	19	Cliffside Drive		125	
Fairfield	Green Valley Road	59		Leisure Town Road	45
	Fairfield Transportation Center	640	Suisun City	AMTRAK Station	250
Dixon	Downtown Train Depot	86			
	Market Lane/Pitt School Road	89	Napa County	Hiddenbrooke Parkway and I-80 *	22
Rio Vista	Front and Main Streets	20			

* Not officially designated by Caltrans or any City as a Park and Ride lot, but continuously functions as such.

There are also many informal carpools that use private commercial parking lots or residential areas to meet. The location and use of those informal gatherings is not monitored by STA.

Park and Ride lots are not actively managed or operated, so there is no accepted metric for their effectiveness. Reports from transportation staff in

cities with Park and Ride lots generally indicate that most of the lots are filled all day during the work week.

Two facilities are monitored for use: The Curtola Park and Ride Lot in Vallejo and the Fairfield Transportation Center parking structure.

- Curtola Park and Ride Use: A survey conducted by the City of Vallejo determined that the Curtola Park and Ride lot is completely occupied each day, and that approximately 130 cars park on neighboring streets each day and join formal or casual carpools, vanpools, or board buses at this facility. The City of Vallejo projects a demand for 1,100 parking spaces at the Curtola site by 2025. The survey concluded that more than 90% of the facility's patrons are from Solano County communities.
- Fairfield Transportation Center Use: The City of Fairfield reports that the Fairfield Transportation Center (FTC) parking structure and surface parking lot are completely filled by 7:30 a.m. on a typical work day. The City of Fairfield projects 95% or greater usage of an expanded, 1,000 space parking facility.

Park and Ride lots are a primary meeting location for vanpool and carpool users, as discussed below.

Vanpools are privately-operated enterprises. They receive both financial and administrative assistance from STA through the Solano-Napa Commuter Information (SNCI) program, and from MTC's 511 program.

The vanpool vehicle is owned or leased by the primary driver, who then arranges to pick up and drop off a group of 7 to 15 passengers on a regular schedule. (The driver needs to be a regular commuter to qualify as a vanpool. Otherwise, the vehicle is classified as a shuttle.) The passengers typically pay a monthly fee to the driver. SNCI helps vanpool passengers and operators connect, but the final arrangements are the responsibility of the driver and passengers.

Vanpools organized through SNCI are eligible for a subsidy to cover the cost of unfilled seats during the first 4 months of operation. The funds for this subsidy come from Federal transportation legislation, primarily the Congestion Management Air Quality (CMAQ) program. Vanpool drivers also receive a subsidy of \$900 over nine months from 511/MTC. SNCI will also reimburse drivers for a portion of the cost of their required biannual medical exam. Finally, vanpools are able to use High Occupant Vehicle (HOV) lanes, carpool lanes that bypass bridge toll collection, and in some places receive preferential parking spaces or avoid parking fees.

Carpools are casual arrangements for a group to use a private car for commuting. There is no federal or state subsidy for creation or operation of a carpool. STA does help match carpool drivers and passengers. As with vanpools, carpools can (depending on the number of occupants of the car) make use of HOV lanes, bypass toll collection on bridges, and receive preferential parking treatment.

As of October 2008, there are more than 200 vanpools supported by SNCI. While the majority of these transport Solano residents to jobs in other counties, several support commutes for workers into Solano County.

Capitol Corridor

The Capitol Corridor operates on tracks owned by the Union Pacific Railroad (UPRR), a private company. The tracks run for 41.5 miles, from the Solano/Yolo county border near Dixon to the Benicia-Martinez Bridge across the Carqinez Straits. The railroad is primarily double track, but in some areas has additional tracks to provide access into industrial parks. Improvements to the tracks are typically funded by a combination of Union Pacific, state and local funds. The railroad is crossed in numerous locations by public roads. Other rail lines in the county, including those in Jameson Canyon and the City of Vallejo, do not carry passenger traffic.

The Capitol Corridor operates eight train sets. The train sets are owned by the State of California. A train set consists of 1 locomotive and 4 to 5 passenger cars (one of which also serves as a food service car). A train set has the capacity to carry from 320 to 350 passengers. The California Department of Transportation has received \$125 million in Proposition 1B funding to acquire 27 new passenger cars; five of these new passenger cars will be provided to the Capitol Corridor Joint Powers Authority (CCJPA). New locomotives are on order by the State; some of these will be assigned to the Capitol Corridor. If the Capitol Corridor wishes to add passenger cars to existing train sets or to expand the number of train sets operated, the equipment must be purchased by the State. Each passenger car meets the accessibility requirements of the Americans with Disabilities Act. Each car also has room for between 3 and 15 bicycles to be stored inside. Both the ADA accessible seats and the bicycle storage areas are on the downstairs deck of the car.

The Suisun City train station is located on Main Street at Lotz Way, next to SR 12. The station consists of a single building with two automated ticket machines, a concessioner's space and seating areas; covered out-of-doors passenger waiting areas; an uncovered passenger loading/unloading platform; a bus loading/unloading area with 2 bus shelters and room for three buses to park; and, eight striped parking spaces, with room for approximately 10 additional cars next to the passenger platform, all limited to one-hour parking. Directly across Main Street is an 250 space Park and Ride lot, used by Capitol Corridor patrons, riders of Route 90 and car poolers. There are currently no plans to expand the train station or parking lot.

Funding to acquire and replace rolling stock comes from the State of California. As part of Proposition 1B, passed in 2006, the Capitol Corridor is receiving approximately \$25 million to have 5 new passenger cars built. This will allow the Capitol Corridor to add 1 passenger car to each train set. Track

improvements are funded by a combination of UPRR investments and state and regional funds. For example, the Bahia Crossover project between Suisun City and Benicia is funded by Proposition 1B and Bay Area Regional Measure 2 bridge toll money. Train stations are funded by local jurisdictions, usually through a combination of funding sources. For example, the proposed Fairfield/Vacaville train station is funded primarily by the City of Fairfield, but also has RM 2 funds and a contribution from the City of Vacaville.

The Capitol Corridor trains make 16 weekday round trips, with 11 weekend round trips. All of these trips cover the Sacramento-Oakland Jack London Square corridor. Service to Auburn to the east and San Jose to the southwest is provided on a less frequent schedule. Thirty-two trips per week day stop at the Suisun City station (16 westbound and 16 eastbound). Subject to a future agreement between the Capital Corridor and UPRR, and consistent with the CCJPA Boards 2005 Vision Plan, the maximum number of passenger train round trips would be 18. As new stations are added to the system, either in Solano County or in other counties, they will also have full service by each train.

Day-to-day management of the Capitol Corridor was assumed by the Bay Area Rapid Transit (BART) district in 1998, and exercised by the Capitol Corridor Joint Powers Authority (CCJPA). The Capitol Corridor reports ridership, revenue and on-time performance on a monthly basis, and provides previous-year comparisons. In addition, the CCJPA publishes an annual report for the year just concluded and a business plan for the year ahead. The information below is taken from these CCJPA documents. Operational data for 2009 shows a downturn in passenger numbers and revenue, in the order of approximately 10%. This downturn comes at a time when on-time performance is actually improving, and is attributed to the significant national and regional economic downturn. Capitol Corridor expects that ridership and revenue will resume their past levels when the economy improves.

- System-wide Ridership - The July 2008 system-wide ridership was 161,731. This was the highest monthly ridership in the system's history, and is part of a steady trend in increased ridership. System-wide ridership for July 2007 was 121,991. In July 2008, week-day train ridership was approximately 6,000 passengers; weekend ridership was approximately 2,300 riders. For Fiscal Year (FY) 2006-07, the Capitol Corridor system carried 1,450,069 riders, an increase of 213% above the 1998 ridership of 463,000 passengers.
- Solano County Ridership - The Suisun City station is the eighth busiest of the 16 Capitol Corridor train stations. In July 2008, there were 7,481 trips to or from the Suisun City station. The majority (59%) of those trips were on west-bound trains towards the Bay Area. However, the single station with the most trip destinations from Suisun City was the Sacramento station.
- Revenue - The July 2008 system revenue was \$2.2 million. This was \$0.33 million higher than projected in the Capitol Corridor business plan.

Total calendar year-to-date revenues were \$19.3 million, \$3.4 million greater than anticipated in the business plan. The system operating ratio (also known as the farebox recovery), a comparison of revenue to operating costs, was 64.9% in July 2008. Transit systems are generally considered financially successful if their system operating ratio exceeds 50%. Total revenues have increased 210%, from \$6.25 million in 1998 to \$19.45 million in FY 06-07.

- On-time Performance - The Capitol Corridor business plan has set an on-time performance goal of 90%. On-time performance means that each train arrives at and departs each station at the time published in the train schedule. Over the 13 month period of August 2007 through August 2008, the Capitol Corridor on-time performance has improved from 76.6% to 91.8%. This was the result of steady month-after-month improvements in on-time performance, with the exception of June 2008, when performance dropped to 72.9% while track repair and maintenance work was performed between Suisun City and Martinez. Previous year's on-time performance had also hovered in the 70% range. The Capitol Corridor staff attributes the improved on time performance to improved performance by Union Pacific Rail Road freight trains; improved reliability of Capitol Corridor rolling stock; and, construction of additional tracks, sidings and cross-overs.

The system operating ratio and total revenues have steadily increased over the past nine years, from 30% in 1998 to 48% over the FY 06-07 time period, and 64.9% for July 2008. At the same time, the operating subsidy supplied by the State of California has remained steady. Similarly, passenger numbers and on-time performance has increased while state funding has held steady. During the first 6 months of 2009, ridership and revenue have both declined, even as on-time performance has averaged 90% or above. The declines in rail passenger traffic are attributed to the same cause as declines in bus, ferry and auto traffic - the substantial regional and national economic downturn.

Vallejo Ferry

The Vallejo ferry services operate between the Vallejo ferry terminal on Mare Island Way (next to downtown Vallejo) and the San Francisco Ferry Building (two trips per day dock at Pier 41 in San Francisco). The 30 mile trip takes 55 minutes each way. Six other ferry services also provide commuter transportation to the Bay Area, but none make stops in Solano County.

The Vallejo ferry operates four ferry boats: the *Vallejo*, *Intintoli*, *Mare Island* and *Solano*. All four ferry boats are classified as high-speed catamarans. Each of the boats has ADA-accessible seating areas, and capacity to carry a number of bicycles.

Ship	Capacity	Year Built	Comments
<i>Solano</i>	300	2004	Newest boat in system, based on design for Intintoli and Mare Island. The Solano uses a catalytic exhaust treatment system that makes her the cleanest ferry of her type operating anywhere in the world.
<i>Intintoli</i>	300	1997	This boat was designed and built specifically for the Vallejo ferry service. The <i>Intintoli</i> operates at 34 knots and has a crew of 5.
<i>Mare Island</i>	300	1997	Sister ship to <i>Intintoli</i>
<i>Vallejo</i>		1994	Back-up boat to the three main fleet boats. <i>Vallejo</i> was lengthened and repowered in 2001.

Typically, three ferry boats provide daily service, with a fourth ship (the *Vallejo*) available when scheduled or unscheduled maintenance is needed on one of the primary ships. The ferry maintenance and fueling facilities are located in the former Mare Island Naval Shipyard; however, these facilities are not adequate or efficient for long-term use. Each ship is refueled daily.

Passengers load onto ferries from a covered dock. Access to the dock is regulated by a gate, kept locked until the ferry arrives. Passengers waiting to embark do not have a weather-protected area unless they wish to wait in the ferry ticket building. The waiting areas and boarding ramps meet ADA accessibility requirements.

The ferry building is a 5,000 sq. ft. structure located approximately 150 feet away from the dock entry. The building and land are owned by the City of Vallejo. The building provides ticket sales and a small café. Across Mare Island Way from the ferry terminal and dock is a 900-space surface parking facility.

This parking area is used by ferry riders, bus passengers and carpoolers. The City of Vallejo has an extensive downtown/waterfront redevelopment plan, which includes expansion of this facility through the development of a parking garage.

Acquisition of new or replacement ferry boats is not currently anticipated. When eventually needed, funding for new or replacement ferry boats is provided by the State of California. When the MV Solano was acquired in 2004, the cost was approximately \$11.3 million (\$9.5 for the boat, plus spare parts and equipment). The Vallejo ferry dock and maintenance facility will ultimately be owned by the San Francisco Bay Water Emergency Transportation Authority (WETA). The funding for these facilities comes from a number of sources, including local STIP share, RM 2 funds, and a congressional earmark. The remainder of the ferry-related waterfront buildings will be funded and owned by the City of Vallejo.

In July 2009, the newly formed, state-created Water Emergency Transportation Authority (WETA) will begin assuming financial and management control of the system. WETA will also operate the Alameda/Oakland and Harbor Bay ferry systems.

The ferry schedule provides 12 round trips to San Francisco each week day, and 9 trips on weekend days. (For select Giants games, the ferry will deliver passengers directly to the stadium used by the San Francisco Giants baseball team.) There is a slight reduction in service in the winter months. The ferryboat service is supplemented by an express non-stop bus service directly connecting the Vallejo Ferry Terminal and the San Francisco Ferry Building. There are 13 daily roundtrips on weekdays and three roundtrips on Saturday and Sunday. As with the Capitol Corridor, the recent economic downturn has directly resulted in a decrease in ferry ridership.

- System-wide Ridership - The average number of passengers per weekday in FY 06-07 was 2,600, compared to a weekend average of 2,000 during the summer and 1,000 during the winter. For FY 2007-08, the Baylink Vallejo Ferry carried 847,493 riders, a decrease of 6% from the FY 06-07 ridership of 897,000 passengers. This reversed a trend from FY 05-06 to FY 06-07, which saw a 5% increase.
- Solano County Ridership - The majority of ferry riders are from Solano County (66%); Vallejo has the most riders (41%), with Benicia and Fairfield the other Solano County cities with high ridership. However, 17% of riders are from Napa County, and an additional 17% come from other communities outside Solano and Napa counties.

- Fare Revenue - The system operating ratio (also known as the farebox recovery), a comparison of revenue to operating costs, was 66% in FY 07-08. Transit systems are generally considered financially successful if their system operating ration exceeds 50%. Previous farebox recovery rates were:

FY 06-07	57%
FY 05-06	56%
FY 04-05	58%
FY 03-04	59%

 Total fare revenue has increased 84% in the four years from \$4.4 million in FY 03-04 to \$8 million in FY 07-08.
- Ferry Reliability - Unlike the Capitol Corridor train system and the intercity bus lines, the Vallejo Ferry route is not impacted by service delays due to system repair, accidents or congestion. The ferry is reliably on-time when it runs. The ferry on occasion does not operate due to weather/sea conditions, or due to mechanical failures of the ferry boats. The ferry system has a 99% reliability rate over the FY 00-01 to FY 06-07 time periods. The lowest reliability year was FY 03-04, when the ferry operated at a 97.6% reliability rate.
- Ridership Characteristics - The STA conducted a survey of ferry riders in November 2006. The survey found that more than 60% of the riders take the ferry multiple times per week. However, almost 30% ride the ferry once per month or less. Ferry riders are typically not as long-term as bus riders, with more than half of surveyed passengers having used the ferry service for less than 2 years. Almost 40% of ferry riders had the option to take a single-occupant vehicle if they did not use the ferry; 12% had no private transportation option.

Operating revenues other than passenger fares include revenue from bridge tolls (RM1 and RM2).

Ryer Island Ferry

Caltrans operates a ferry that can carry cars (up to eight at a time), light trucks and RVs. The ferry is located two miles north of Rio Vista at the north end of River Road/SR 84, and connects to Ryer Island. The ferry boat, named the "Real McCoy," is a diesel-powered craft that has been operating the 200-yard route since 1945. Caltrans has plans to replace the boat with a new, more easily maintained vessel. The ferry primarily serves recreational and agricultural vehicles; there is no significant housing or industry on Ryer Island.

Operational information is not currently available for the Ryer Island Ferry.

Local Transit

Each of the seven cities provides a local bus transit service. The local jurisdictions have the best understanding of the origins and destinations of local patrons, as well as the mix of choice vs. transit dependent ridership. A connection to intercity transit, including coordination with the intercity transit service schedule, is also provided by the local service provider. A summary of each jurisdiction's local transit system is provided below.

The Benicia Breeze operates 8 local busses - two Gilig buses, and six cutaways. Benicia has two flex routes during peak commute hours, one fixed route that only runs five times a day, general dial-a-ride during the afternoon and late evening, and paratransit service. Benicia operates one dedicated Paratransit vehicle, operated locally from 8:00 am to 4:00 pm, then from 6:30 pm to 9:00 pm.

For the 07-08 fiscal year (FY), Benicia Breeze carried a total of 155,890 passengers on its fixed route system. Paratransit ridership was 5,968 passengers. Benicia Breeze had a total operating cost (including Paratransit) of \$1,958,763 and a total farebox recovery of \$302,322. Broken down, operating cost of the fixed routes was \$1,531,411 and the paratransit was \$427,352. Farebox recover for fixed routes was \$293,632 and paratransit was \$8,689, or at 20% overall.

The City of Dixon's Read-Ride system operates a general Public Dial A Ride service. The system has a fleet of seven 18 passenger buses with 3-5 busses in service between the hours of 7:00 a.m.-6:00 p.m. Monday-Friday. The City also operates one bus on Saturdays between 9-5 p.m. During FY 2007-08 the service provided 71,217 passenger trips. This represented an 8.0% growth in ridership over the previous FY. The City had a 13% farebox recovery ration during FY 2007/08. The total operating cost for FY 2007/08 was \$652,000.

Fairfield and Suisun City Transit (FAST) is operated by the City of Fairfield through services provided by a third-party contractor. The City of Fairfield also operates DART to provide ADA paratransit services. FAST has a fleet of 64 buses, including the operating buses and back-up vehicles available to replace those undergoing maintenance. Forty-six (46) vehicles are used for local fixed route operations. In 2008, FAST recorded over 968,065 passengers with an average daily ridership of 4,451 passengers. Other annual performance data include over 1,837,889 of miles in service and 94,913 of in service hours. Total expenses for 2008 were \$10,290,000 with a farebox recovery rate for 2008 at 28%.

Rio Vista Delta Breeze operates four cutaway buses. It operates four deviated fixed routes including local destinations, services to Fairfield, Pittsburg/Bay Point BART Station (Thursday), and Lodi. Rio Vista Delta Breeze uses its deviated fixed routes as ADA paratransit service - a peak fleet of two, overall fleet of four. Rio Vista Delta Breeze carried 5,401 passengers system wide in FY 07-08. Rio Vista had 371 passenger trips from Rio Vista in FY 07-08.

Year end actual costs in FY 07-08 was \$295,636 and the farebox recovery ratio was 8.44%

The Vacaville City Coach fixed-route fleet consists of seven 30-foot diesel powered Gilig buses, and five 30-foot Bluebird Compressed Natural Gas (CNG) buses. Vacaville has contracted for the purchase of ten CNG buses to replace and augment its fixed-route fleet vehicles. Vacaville City Coach operates four routes. The City of Vacaville also provides a Dial-a-Ride program with six 14-passenger vehicles, and Subsidized Taxi Script program.

In FY 07-08, Vacaville City Coach transported a total of 265,814 passengers. The FY 07-08 farebox recovery rate was 17.35% with a total operating cost of \$1,410,041. Special Services ridership was of 14,874 passengers. The Dial-a-Ride program (Special Services & Taxi) farebox recovery ratio for fiscal year 2008 was 14.32% with an operating cost of \$530,382.

Vallejo Transit runs a fleet of 32 busses, including 5 40' RTS buses, eight 40' Orion buses and 19 40' Gilig busses. These buses provide service on seven local fixed routes. Vallejo Transit also provides paratransit services with 12 cutaway buses.

In FY 07-08, Vallejo Transit had 1,018,419 riders on its local routes. This was a 28% reduction in local route ridership from the previous fiscal year. The farebox recovery rate for that fiscal year was 27%, with total operating costs of \$11,049,206.53.

Senior and Disabled Transit programs are a new outgrowth of the two Senior and Disabled Transit summits sponsored by STA in 2009. The Senior and Disabled Transit Committee, which met for the first time in May 2010, will help STA and service providers identify and deliver specific projects to provide transit for senior and disabled residents.

Coordination of Services

The various intercity services - Solano Express intercity bus, Capitol Corridor trains and WETA ferry services - are not operated by a single agency. Both train and ferry schedules are affected by other operators, such as Union Pacific freight trains and San Francisco ferry terminal dock availability. Local bus services, such as FAST, Vallejo Transit and Vacaville City Coach, generally time their routes to drop off (morning commute) or pick up (evening commute) passengers using the intercity transit system. In addition, the intercity services and the local services have transfer agreements in place.

Monthly passes are offered by ferry system, Capitol Corridor, Vallejo Transit, Benicia Breeze, Rio Vista Delta Breeze and Fairfield-Suisun Transit. The ferry system pass allows use of the ferry or Vallejo Transit buses (including BARTLink), Benicia Breeze and Fairfield/Suisun Transit vehicles for travel in either direction.

Fairfield and Suisun City have a coordinated transit provider in FAST. The cities of Benicia and Vallejo are in discussion to form a unified transit provider. At this time, no other transit providers are actively considering service consolidation.

STA and the county transit providers have completed a comprehensive ridership survey. The results of that survey were provided to the STA Board in May 2007. Based upon the ridership information and on-going negotiations, the participants are exploring options for transit consolidation and



an intercity funding agreement. If a consolidation plan is implemented, there may be some changes to routes and schedules.

The STA and the various Solano County transit operators will continue to identify and request additional funding to fully implement the Transit Element of STA's Comprehensive Transportation Plan including federal, state and regional funds that may become available and local sources such as a portion of a transportation sales tax should one pass in Solano County. In particular, the STA and its member agencies will continue to pursue future Federal funds (including increased CMAQ funds), federal earmarks, State Transportation Improvement Program (STIP) funds, Regional Measure 1 & 2 funds, annual clean air grants, regional and local transportation tax measures and other special funds that would help maintain and expand intercity transit services. The STA will incorporate transit strategies and prioritize or recommend transit projects in the various countywide and regional transportation plans.

Solano County is one of the nine Bay Area counties under the jurisdiction of the MTC. Senate Bill 602 (Kopp, 1989) requires a certain level of coordination between all transit operators in the region. As a result, this CMP specifically recognizes and adopts the SB 602 coordination standards (see Appendix B) as its own. To limit duplication of effort, the STA will determine compliance with the coordination standards based on MTC's annual determination of compliance with SB 602 standards. In 1996, the Bay Area Transit Coordination Bill SB 1474 (Kopp) passed which requires MTC to, among other tasks, determine if there are duplicative transit services in the region, and to withhold State Transit Assistance Funds (STAF) until those duplications are corrected.

In 1997 the STA completed the Solano Intercity Transit Coordination Study and in 2002 the STA completed the Transit Element of the Comprehensive Transportation Plan. These plans are proactive and made recommendations to address applicable items included in SB 1474. The proposals included the formation of an intercity transit consortium, improvements to intercity transit services, improved transit information and marketing, and the long range capital and operating needs of intercity ADA paratransit services. Implementation of its recommendations commenced during 1997-98 with the formation of the Solano Intercity Transit Consortium whose members include staff from the various transit operators in Solano County.

Bicycle and Pedestrian System

Bikeway Network: The Solano bicycle network consists of a mix of Class I bike paths (separated from the roadway), Class II bike Lanes (designated lanes on the roadway) and Class II Bike Routes (designated only by signage next to the roadway).

SOLANO COUNTY REGIONAL BIKEWAY NETWORK

Agency	Existing Bikeways (miles)	Planned Bikeways (miles)	Cost for Planned Projects (millions; in 2009 \$'s)	Percentage of Network Completed*
Benicia	11.7	5.2	\$6.1	69%
Dixon	6.4	2.3	\$1.5	74%
Fairfield	27.3	19.8	\$11.9	58%
Rio Vista		9.8	\$9.5	
Suisun City	13.1	3.8	\$3.6	78%
Vacaville	30	15.5	\$17.3	57%
Vallejo	24.2	23	\$8.7	51%
County	33	92.7	\$47.4	26%
Total:	129.1	181.2	\$106.0	43%

Pedestrian Network: Pedestrian focused improvements are generally smaller in area than bicycle improvements, but are often more intense (additional landscaping and aesthetic elements that may be absent from the more utilitarian bicycle facilities). They may share space with bicycle improvements, but frequently only at a destination, where bicycle travel speeds slow down. Pedestrian facilities are also more sensitive to design and land use decisions, including scale and color.

The existing and planned pedestrian/TLC projects are based on the priorities identified in the 2004 Countywide Pedestrian Plan. The percentage of the pedestrian access connections network completed is measured by the *number of improvements* completed projects versus planned and secondarily by *cost* of completed versus planned projects. The percentage of the pedestrian network completed is calculated by dividing the cost of existing projects by the cost of

existing and planned projects combined. Because it is difficult to gain a sense for the progress of the pedestrian oriented areas through an analysis of the projects only, a second method was utilized to assess the total amount of money required to complete the projects. This information is shown in the following table.

SOLANO COUNTY PEDESTRIAN NETWORK

Agency	# of Pedestrian Oriented Areas*	# of Planned Pedestrian/ TLC Projects	# of Pedestrian/ TLC Projects Completed	% Done	Cost of Existing Projects (millions; 2004 \$'s)	Cost for Planned Projects (millions; 2009 \$'s)
Benicia	10	5	2	29%	\$4.8	\$6.4
Dixon	4	3	1	25%	\$3.0	\$3.0
Fairfield	5	5	1	17%	\$4.5	\$9.0
Rio Vista	2	3	1	25%	\$1.2	\$9.1
Suisun City	5	3	1	25%	\$0.679	\$2.7
Vacaville	4	4	2	33%	\$2.5	\$1.7
Vallejo	3	6	2	25%	\$11.0	\$13.2
County***	1	8	1	12.5%	\$0.5	\$32.1
Total:	34	36	10	22%	\$27.6	\$76.7

*Pedestrian Oriented Areas are zones of interest which include civic centers, schools, and other such destinations

**Rounded to the nearest tenth

***Includes multi-agency projects

2009 costs have been escalated at 5% compounded annually (per Caltrans standard for escalating costs) based on costs identified in 2004 Solano Countywide Pedestrian Plan

Safe Routes to School: The STA's Safe Routes to School (SR2S) Program's goal is to improve student travel safety and increase the popularity of students walking and bicycling to school. The STA accomplishes this goal by working with a variety of stakeholders across the county to plan and implement Education, Encouragement, Enforcement, and Engineering projects. Specific projects, including improvements to roadways and bicycle and pedestrian facilities, are identified by local jurisdictions. STA works with the local jurisdictions to help provide funding and coordination to ensure delivery of SR2S projects.

Multimodal System Performance Measures

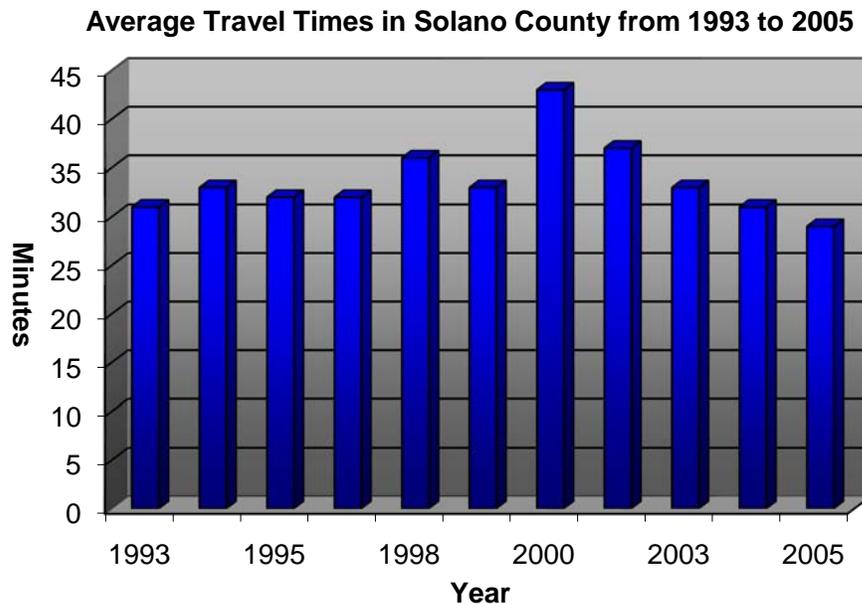
One of the key emphases of the CMP is "multimodal system performance." While this measurement is not as precisely defined such as with LOS measurements, the purpose of these measures are to identify either individually or as a group, how the countywide transportation system (including all modes), is performing. The LOS measurements, which provide the STA with information regarding the performance of the highways and principal arterials, and this element will help determine how the transportation system as a whole is performing. In Solano County it was decided that the criteria for the selection of performance measures should include:

- 1) Ease of measurability and accessibility of data
- 2) Forecastability
- 3) Variety of locally accepted modes

Performance Measures For Solano County CMP

The following performance measures were selected for the Solano County CMP:

- 1) Level of Service: This measurement provides an overview of congestion in Solano County. It has already been included in the CMP since 1999 and provides an on-going way to compare changes to the system on an annual basis. It is a widely accepted way to identify existing traffic conditions and to plan the most effective improvements to the highways and roadway system. This measurement is discussed in "Defining the CMP System" and the standards and existing LOS for each of the CMP road segments is contained in the 2007 CMP LOS Inventory.
- 2) Travel Times To and From Work: Long commute times show both congestion and long trips; conversely, reduced commute times may show less congestion or shorter commute distances. These travel times are documented by RIDES for Bay Area Commuter's "Commute Profiles"¹ and the U. S. Census Bureau. Commute time peaked in 2000 with the robust 'dot-com' economy, and dropped off when that market segment rapidly shrank.



¹ In July 2005, RIDES ceased to exist as a result of the loss of MTC's Regional Rideshare Program funding.

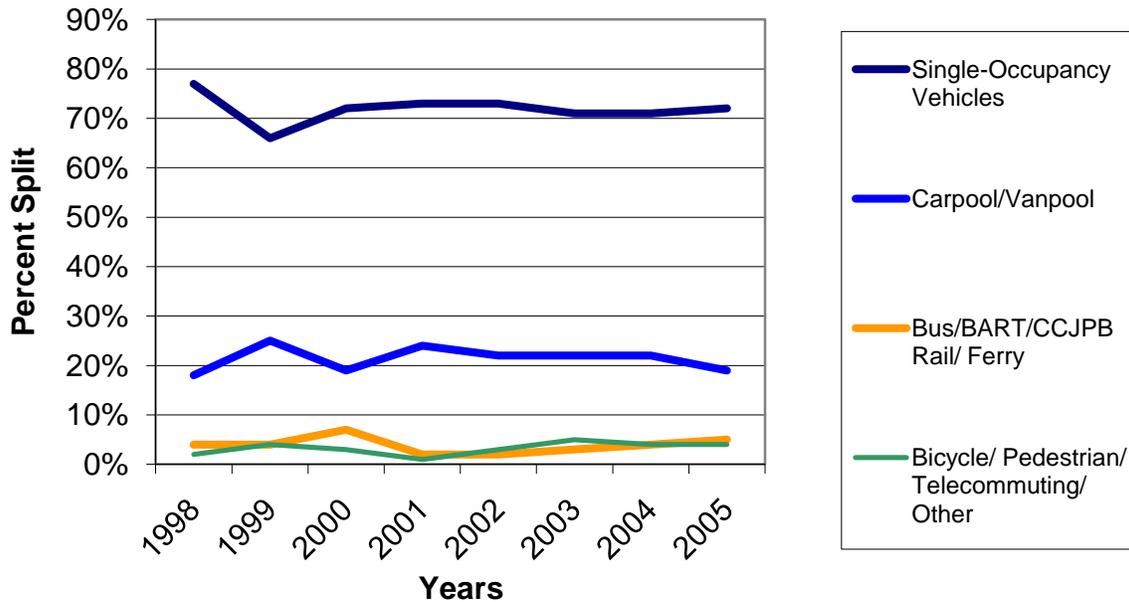
- 3) Ridership and Farebox Recovery for Intercity Transit: This measure will calculate the number of riders that use intercity transit system, and the percent of operating cost covered by rider-paid fares. The

data has been compiled from system operators. Ridership and farebox figures are provided above in the Travel Demand element.

- 4) Bicycle and Pedestrian Movement: The purpose is to ensure that bicycle and pedestrian improvements are included, where appropriate, in the CMP's Capital Improvement Program and as recommended in the Solano Countywide Bicycle Plan. This plan proposes a major countywide bicycle system with a primary route following along various county and city roads from Davis-Dixon-Vacaville-Fairfield; then through Fairfield's Linear Park to I-80; then adjacent to I-80 along the Solano Bikeway (the former State Route 40 right-of-way) to Vallejo. A secondary system is proposed along other state and county roads and intercity arterials.

- 5) Multimodal Split: This compares the above measures 2, 3 and 4 for each CMP update. It assumes that with further efforts to enhance and promote modes such as intercity transit, ferry, rail, ridesharing and telecommuting, single occupant vehicles (as a percentage of all modes) will drop. The current estimated mode split and past mode split percentages are as follows:

Multimodal Split in Solano County



	<u>Single-Occupancy Vehicles</u>	<u>Bus/BART/CCJPB Rail/ Ferry</u>	<u>Carpool/Vanpool</u>	<u>Bicycle/ Pedestrian/ Telecommuting/ Other</u>
2005	72%	5%	19%	4%
2004	71%	4%	22%	4%
2003	71%	3%	22%	5%
2002	73%	2%	22%	3%
2001	73%	2%	24%	1%
2000	72%	7%	19%	3%
1999	66%	4%	25%	4%
1998	77%	4%	18%	2%

Trip Reduction Programs

Trip reduction programs are designed to reduce the total number of vehicle trips on the roadways that make up the CMP system. This improves the Level of Service for CMP roadways by addressing the volume side of the volume to capacity ratio. There are a variety of voluntary trip reduction efforts in Solano County.

- 1) From a regional perspective, the primary trip reduction measure is the very successful carpool, vanpool and employer outreach efforts programs of Solano Napa Commuter Information.

- a. Solano County has the highest percentage of carpool/vanpool participants in the Bay Area. This impressive percentage has been achieved without the benefit of High Occupancy Vehicle (HOV) lanes, which allow carpool and vanpool vehicles to travel and notably higher speeds.
 - b. STA and Caltrans have programmed the construction of an eight-mile HOV lane from Red Top Road to Airbase Parkway.
- 2) The Solano Express Transit Consortium works to create a higher level of transit coordination and ridership for all of its transit operators.
 - 3) BAAQMD and YSAQMD clean air funds are programmed to create more effective transit, bicycle and other trip reduction projects.
 - 4) Voluntary and non-employer based trip reduction programs contribute to the trip reduction efforts of STA and its member agencies. As higher-density office and manufacturing facilities locate in Solano County, more employer-based trip reduction programs are being seen.

The STA and its member agencies will continue to develop and implement effective trip reduction strategies, including the expansion of the HOV lane system; and, will work with private employers to facilitate voluntary work-based trip reduction programs.

Land Use

Ideally, land use development occurs where there either is or will be an adequate transportation system to serve the development. When development occurs where adequate infrastructure is not present or funded, significant congestion and air quality impacts typically occur. An inadequate transportation system results in congestion, delays, and lower land values. A transportation system with too much capacity can be a poor expenditure of public funds or an inducement to future growth.

The type of land use also affects the transportation system. Low density land uses, or those without pedestrian and bicycle friendly streetscapes, do not provide sufficiently concentrated ridership to allow public transit to be financially feasible. Higher density land uses can financially support public transit, but may result in higher congestion rates if residents/employees/customers choose to use private vehicles anyway.

It is a very difficult challenge to foresee future land use, plan an adequate transportation system, set aside right-of-way for roads and interchanges, and fund construction of the improvements in a timely manner. State law requires that fees charged to new development only pay for the capacity needed to serve that new development, and not for a previously-existing deficiency in the transportation system.

In Solano County, the overwhelming majority of urban development occurs within the boundaries of the seven cities. STA has worked with those cities and, where appropriate, with the County, to coordinate land use and transportation decisions, and to encourage land uses that support ride sharing and use of public transportation where appropriate. Regionally, MTC has taken the lead in encouraging more coordinated planning between land use and transportation matters. For instance, MTC's Transportation for Livable Communities Program (TLC) provides planning and capital assistance for projects that strengthen the link between transportation, community goals, and land use. Examples of recent TLC projects include:

- ◆ Jepson Parkway Concept Plan
- ◆ North Connector TLC Corridor Concept Plan
- ◆ TLC Planning Grants to Fairfield, Rio Vista and Vacaville
- ◆ TLC Facilities Grants to Rio Vista, Suisun City and Vacaville,

STA has worked with the cities to identify and submit applications for Priority Development Areas (PDAs) under the Bay Area FOCUS program. Those areas designated as PDAs may be eligible for additional planning and facilities funding, and will serve to further strengthen the local and regional public transportation system. There are PDAs designated in Benicia, Fairfield, Suisun City, Vacaville and Vallejo. STA will continue to work with these jurisdictions and with the cities of Dixon and Rio Vista if they make PDA applications, to bring these projects to fruition.

The STA has also identified infill opportunity locations throughout Solano County that are potential sites to be designated as new compact residential or mixed use development within 1/3 of a mile from planned or existing transit hubs, rail or bus services. No City has taken advantage of the infill opportunity designation in the last two years.

STA has continued to work with local jurisdictions to make use of the Transportation and Land Use Toolkit developed in 2003. STA staff has also made presentations to all of the planning commissions in 2005 regarding TLC and land use decisions.

Congestion on the CMP system roads can also be reduced by creating a better balance of jobs and housing in each community, and in Solano County. This includes the creation of housing conveniently near local employment centers, with housing products affordable to workers in those centers. Local jobs produce more local trips and therefore fewer regional trips, and create tax revenue that can then be used to support local transportation programs as well as other community services.

STA and the CMA legislation require local land use proposals, including environmental notices, be provided to the STA for review and comment. STA checks these proposals for consistency with the CMP. Where projects propose land uses different from the CMP or result in a deficiency finding, STA will work

with the local agency and/or the developer to identify project changes and/or mitigation measures to reduce congestion and impacts to the transportation infrastructure. See Section VI below for further discussion of land use review and comment by STA.

HOV and Express Lanes

High Occupancy Vehicle (HOV) lanes provide shorter trip times for busses, and passenger vehicles with multiple occupants. This encourages more bus ridership and carpooling, which in turn reduces congestion and delays for other vehicles.

Since the adoption of the 2007 CMP, the Bay Area has begun to talk in earnest about implementation of a High Occupancy Toll (HOT) lane network, also known as an Express Lane network. Express lanes allow high occupancy vehicles to travel for free in dedicated lanes operating at an acceptable LOS, typically LOS C or D. Single occupant vehicles can also use these lanes, but are charged a toll for such use. The occupancy requirements of the HOV vehicles (2+, 3+ or 4+) and the toll charged for single-occupancy vehicles can be adjusted for peak hours and to ensure that an adequate LOS is maintained. Express lanes can provide the revenue needed to expand the HOV network to the entire region, and net revenues can also support trip reduction measures such as express bus service.

Planning for the installation of HOV lanes for any freeway or major expressway that will be six or more lanes is encouraged. An HOV count was performed in the spring of 2001 which confirmed high levels of carpooling and vanpooling.



Photo: MTC

The counts indicated that HOV levels exceed the Caltrans HOV volume thresholds necessary for establishing a carpool lane on several segments of I-80. Currently, I-680 does not meet this threshold, but traffic projections indicated it may after 2010.

In 1996, an HOV lane was constructed on I-80 from City of Richmond to Hwy 4, and has recently completed a westbound HOV lane on I-80 to the Carqinez Bridge. The eastbound segment is currently under construction. Contra Costa also has a long term plan to construct HOV lanes on I-680 up to the Benicia-Martinez Bridge. Both bridges will have new toll plaza facilities that will have booths designated specifically for HOV.

Construction began in 2008 on the HOV lanes on I-80, from Red Top Road to Airbase Parkway. **The lanes were completed and opened for traffic at the end**

of 2009. Preliminary work is underway to extend the HOV lanes from Airbase Parkway to I-505, and to develop HOV lanes in Vallejo.

The eventual goal is to create an HOV lane on I-80 extends from the Solano/Contra Costa county line to the Solano/Yolo county line.

The STA will continue to seek and program funds for additional HOV lane segments in Solano County. STA will also work in partnership with Caltrans and local jurisdictions to identify and acquire right-of-way as needed, implement freeway performance improvements such as ramp metering, obtain approval of all plans and documents needed, and proceed to construction of the identified HOV lane segments.

There are two Express Lane pilot projects in the Bay Area - in Alameda County, the I-580/I-680 corridor (under final design) and the I-680 corridor on the Sunol Grade (under construction at this time); and, in Santa Clara County, including the I-880/SR-237 area. In addition, MTC has identified the creation of an Express Lane (also known as High Occupancy Toll or HOT network) as an important element of the T2035 improvements. STA has supported the Express Lane network in concept, and will work with MTC and Caltrans to potentially convert the I-80 HOV lanes into Express Lanes, and to extend the system.

Signal Timing

Signal timing serves two primary purposes on CMP roadways. First, it coordinates the flow of traffic on roadways, thereby reducing stop-and-go driving and reducing time spent stopped in traffic. Second, placement of signals on freeway onramps (ramp metering) measures the flow of traffic onto the freeways, reducing the congestion that occurs when a large number of vehicles seek to enter the freeway at one time.

The STA encourages all jurisdictions to take actions directed towards meeting the clean air standards contained in both state and federal legislation. In particular, jurisdictions with one or more series of traffic signals that would benefit from either an air quality or vehicular congestion standpoint should consider participation in Caltrans' Fuel Efficient Traffic Signal Management Program. Signal timing programs could eliminate the need for other more costly improvements to maintain mobility on the transportation system.

The STA will work with local agencies and support their efforts to develop and implement programs for signal timing. These include the Citywide signal interconnect program in Vallejo and the long term signal interconnect proposed along the Jepson Parkway through Suisun City, Fairfield, Solano County and Vacaville.

In June 2009, the City of Fairfield completed the installation and activation of a transit signal preemption system along Beck Avenue, leading to the Fairfield

Transit Center. This project was funded with Bay Area Air Quality Management District Transportation Fund for Clean Air funds.

Jobs-Housing Balance

More than forty percent of Solano County's employees commute to jobs outside the county. These commutes are generally longer and therefore contribute more to highway congestion and air pollution than in-county, or in-city commutes. One way to reduce this out-commute is to provide a better balance between housing provided and jobs available within each of the cities in the county. To be truly balanced, the jobs must pay enough that the jobholder can afford to live in the jurisdiction where he or she works.

Limiting growth in housing units, whether caused by a lack of suitable land or infrastructure, financial market restrictions or by governmental policy, may also reduce the out-commute. But limited housing growth can also contribute to the undesired effects of increasing housing costs, reducing the availability of lower and moderate income housing and limiting the turnover of housing stock.

While there is no guarantee that a jobs-housing balance will reduce the out-commute, a well-planned policy continued over an extended period provides an opportunity for local residents to also work locally, thereby reducing traffic on CMP roadways.

Flexible Work Hours and Telecommuting

A primary cause of traffic congestion is the work commute. Typically, traffic volumes are at their highest during the weekday morning and evening commute hours. Any rearrangement of the workday that avoids starting work between 7 a.m. and 9 a.m. or stopping work between 4 p.m. and 6 p.m. will reduce this commute congestion.

Another effective technique involves altering the typical workweek. Changing from a workweek of five eight-hour days to four ten-hour days will reduce the work commute by twenty percent. Changing to a two-week period consisting of eight 9-hour days and one 8-hour day will reduce the work commute by ten percent.

Telecommuting also effectively reduces work-hour traffic congestion. Many jobs do not have to be performed at the work site each day. Employees can perform these jobs at their home, entirely eliminating the commute trip, or at a telecommuting center which would be located closer to home than the normal work site. These employees would only be required to come to the work site when necessary.

Employers, including government agencies, are encouraged to implement any of the flexible work hour arrangements and/or telecommuting whenever feasible.

Parking Management, TSM Programs and Other Incentives

Parking Management:

In many high-density land use areas, adequate parking is at a premium. Examples of these types of areas are downtown Oakland, San Francisco and Sacramento, as well as dense portions of cities such as the UC Davis campus. Often employers in these areas provide free or subsidized parking as an employee benefit. There are various ways in which the availability of parking can be used to encourage work commutes by means other than the single occupant vehicle. One option is for employers to simply stop providing free or subsidized parking for single occupant vehicle commuters. However, with Solano County's relatively low land use densities and plentiful free parking, this is generally not a viable option.

Another option is for employers to provide cash incentives to employees who commute by means other than the single occupant vehicle. There are two excellent examples of cash incentive programs that have previously been available in Solano County. Upon completion of the program, SNCI received positive results. According to RIDES for Bay Area Commuters, Solano County has the highest vanpool rate and the second highest carpool rate in the Bay Area. Presently, Solano Napa Commuter Information has several incentives for encouraging more vanpool, transit, and bicycle trips. These incentives include free gas coupons, transit vouchers, and up to \$100 off of a bicycle purchase.

Incentives can be in the form of free and/or preferential parking for vanpools and carpools. Transit incentives (i.e. some free introductory trips or employer subsidized transit passes) to encourage use of transit have been successful during rideshare week and are often used in other transit systems such as the transit incentive program in Contra Costa County and the Ecopass in Santa Clara County.

AB 2109 requires that certain employers offer a "parking cash-out" program. The law applies to employers that: 1) have 50 or more employees, 2) lease parking for their employees, 3) subsidize that parking for employees, and 4) can reduce the number of parking spaces available to employees without penalty (such as breaking a lease or violating planning regulations). Employers who meet the above criteria and who lease parking after January 1, 1993, or renew leases after that date must offer employees cash equal to the subsidy for an employee's parking space.

Local agencies typically require the provision of ample parking as a condition of approval of any new development. These parking requirements should be reconsidered with a view toward discouraging the use of single occupant vehicle trips to work sites, and commercial, shopping, and recreational activities.

In June of 2007, MTC released the "Reforming Parking Policies to Support Smart Growth Toolbox/Handbook." STA will work with the member jurisdictions to implement the ideas in the toolkit where appropriate. The Joint Policy Committee, consisting of MTC, ABAG, BAAQMD and BCDC, is pursuing a Regional Parking Reforms policy that may also direct Bay Area-wide approaches to parking.

Traffic Operations System

Caltrans' Traffic Operations System (TOS) assumes emission reductions. TOS systems are planned to be provided along the major corridors such as I-80 and I-680 to improve traffic flow by providing information on traffic incidents and emergency bypasses during those incidents. During the past two years, changeable message signs have been installed on I-80 and SR 12.

Transportation Systems Management

The STA supports Transportation Systems Management (TSM) programs that will improve transportation corridors by reducing traffic congestion, improve safety and promote alternative transportation modes. Projects such as the Jepson Parkway and the STA Travel Safety Study are two examples of recent efforts to provide TSM programs in Solano.

Spare the Air

Each year, the Bay Area Air Quality Management District and Solano Napa Commuter Information conduct the Spare the Air Program. The STA supports the efforts of BAAQMD to reduce air emissions during high ozone days. The FasTrak Bridge fare program, the Weigh in Motion truck program, telecommuting and other Integrated Technology Systems (ITS) programs are also supported by the STA.

Bridge Tolls

Bridge tolls are currently \$4 on the seven State owned toll bridges in the San Francisco Bay Area. \$1 is dedicated to bridge corridor based projects, the second \$1 is used to fund seismic retrofit for each bridge, and the third \$1 (Regional Measure 2) is used for a variety of transit projects with an annual revenue stream of approximately \$125 million. Since Bay Area voters passed

Regional Measure 2 in the March 2004, various Solano County projects were funded including:

- Express bus facilities and park and ride lot construction
 - Fairfield Transportation Center
 - Vacaville Transportation Center
- Construction of the Vallejo intermodal ferry and bus station
- I-80/I-680/SR 12 interchange improvements
 - Interchange improvements
 - North Connector
 - HOV lanes
- Capitol Corridor rail tracks and station improvements at the Fairfield/Vacaville Intermodal Transit Station
- Regional express bus operation

As of July 1, 2010, a new bridge toll schedule will take effect, charging \$5 for standard cars and light trucks on most bridges. For the San Francisco Oakland Bay Bridge, a Time of Day pricing schedule will be implemented, with \$6 tolls during peak use times, and \$4 for non-peak times. Also, for the first time a \$2.50 charge for carpools will be instituted.

Transportation Control Measures

MTC Resolution 3000 Revised requires all CMP's to be consistent with the region's adopted Transportation Control Measures (TCMs) for the Federal and State Clean Air Plans by addressing the timely implementation of TCMs that require local implementation. Particular attention has been given to Table 1 of that Resolution, and efforts have been made to meet its intent. The following table lists the correlation of the Federal/State TCMs with the Solano County CMP. These measures, in whole or in part, are being implemented by various programs and projects in the sections referenced in the CMP. Additional regional TCM measures have been incorporated into the following list since the 1997 CMP in accordance with MTC's CMP guidelines. The BAAQMD is currently updating the 2009 Bay Area Clean Air Plan. STA will take appropriate actions to adopt and implement 2009 CAP measures once the 2009 CAP is adopted, and will fully address the new measures in the 2011 Solano County CMP update.

Transportation Control Measures

Correlation of Federal/State TCMs with Solano County CMP

TCM	Description	Section, Page
F1,2,3	Increase transit ridership	Performance Standards Element, 28
F4	Expand HOV lanes	Travel Demand Element, 30
F5	Support Rides and SNCI efforts	Travel Demand Element, 33
F7	Reaffirm preferential parking	Travel Demand Element, 33
F8	Encourage Park-and-Ride lots	Travel Demand Element, 28
F9	Expand commute alternatives	Travel Demand Element, 33
F10	Develop Info. Program for Local Gov.	Travel Demand Element, 33
F13	Increase bridge tolls	Travel Demand Element, 35
F14	Support Bay Bridge surcharge	Travel Demand Element, 35
F15	Support increased state gas tax	Travel Demand Element, 34
F17	Continue post-earthquake transit	Travel Demand Element, 35
F18	Expand Amtrak Capitols	Travel Demand Element, 31
F20	Support regional HOV System Plan	Travel Demand Element, 30
F21	Support Regional Transit Coordination	Performance Standards Element, 23
F22	Expand Regional Transit tickets	Performance Standards Element, 24
F24	Expand signal timing to new cities	Travel Demand Element, 32
F25	Maintain existing signal timing	Capital Improvement Program, 7
F26	Support Incident Management Systems	Travel Demand Element, 34
F27,28	Support TSM Programs	Travel Demand Element, 34
S1	Expand employer assistance	Travel Demand Element, 33
S2	Support voluntary trip reduction	Travel Demand Element, 27
S3	Improve areawide transit service	Performance Standards Element, 14
S4	Expand regional rail	Travel Demand Element, 31
S5	Improve access to rail and ferry	Performance Standards Element, 31, 35
S6	Improve intercity rail service	Performance Standards Element, 31
S7	Improve ferry service	Performance Standards Element, 35
S8	Construct carpool/express lanes	Travel Demand Element, 30
S9	Improve bicycle access	Capital Improvement Program, 7
S10	Youth transportation	Performance Standards Element, 28
S11	Install freeway TOS systems	Travel Demand Element, 34
S12	Improve arterial traffic	Capital Improvement Program, 7
S13	Provide transit use incentives	Performance Standards Element, 33
S14	Provide carpool incentives	Travel Demand Element, 33
S15	Air quality plans/programs	Travel Demand Element, 29
S16	Support Spare the Air Program	Travel Demand Element, 34
S17	Support demonstration projects	Travel Demand Element, 34
S18	Support revenue measures	Performance Standards Element, 35
S19	Support market pricing programs	Travel Demand Element, 33

F= Federal TCM

S= State TCM

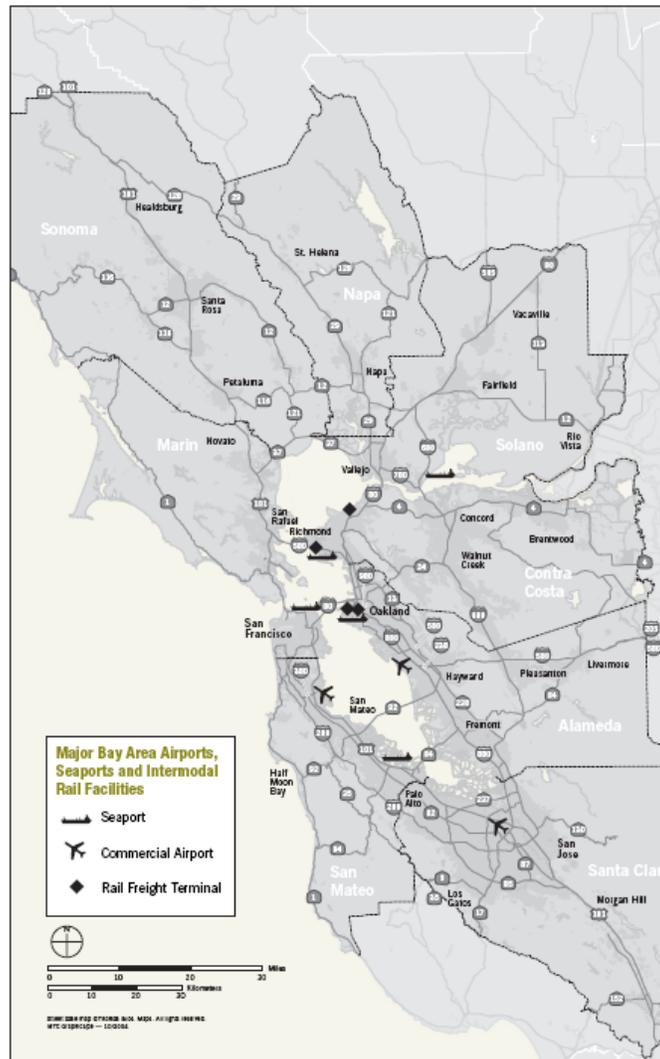
V. Regional Goods Movement

As noted in MTC’s 2004 “Regional Goods Movement Study,” there is a substantial movement of raw and finished products throughout the regional transportation infrastructure. More than \$400 billion in goods moves into or out of the 9-county Bay Area. In Solano County, almost 5% of all jobs are in goods-movement related industries. Successful management of congestion on local and regional roadways will strengthen this segment of the economy. STA and its member agencies will actively seek opportunities to improve the movement of goods as well as people in Solano County.

Goods Movement Infrastructure

The Port of Oakland is the third busiest port in the US for container movement, behind Long Beach/Los Angeles and New York/New Jersey. In terms of overall tons of cargo shipped, in 2004 the Port of Richmond ranked 33rd in the US, with Oakland ranked 45th, Stockton ranked 106th, San Francisco ranked 112th and Redwood City ranked 136th. No ranking was provided for port facilities in Benicia, Martinez or Sacramento. Since that time, the Port of Oakland has substantially increased its containerized cargo handling capacity. Regional airports providing substantial goods movement are San Francisco, Oakland and San Jose. In addition, Travis Air Force Base, located in Fairfield, is one of the primary hubs for military air cargo in the continental United States.

Source: MTC Regional Goods Movement Study



Goods coming into or out of the Bay Area are moved primarily by truck or rail. Truck routes include I-80 through Solano County, I-580 in Alameda County, and

According to the 2004 Regional Goods Movement Study, 25% (\$106.5 billion) of the \$408 billion in goods movement through the Bay Area was for local consumption. Much of this goods movement is concentrated in the population centers around the bay itself. Almost \$39 billion in goods is moved to and from the San Joaquin valley, \$39 billion to and from the Los Angeles area, and \$85 billion to the rest of California.

Maintaining and Improving Capacity

The majority of goods movement in the Bay Area is for Bay Area consumption and moves by truck. As a result, the system improvements and travel demand strategies identified in this document as means to improve the movement of people will also serve to improve the movement of goods. Examples of projects that will improve both people and goods movement includes the reconstruction of the I-80/I-680/SR-12 interchange, the Cordelia Truck Scale project and the construction of HOV lanes on I-80.

Rail improvement projects are primarily designed to allow for greater movement of freight. However, the installation of additional tracks by the Union Pacific and Burlington Northern Santa Fe Railroads may also serve to allow more service by the Capitol Corridor. STA will work with its member agencies to identify opportunities and funding to eliminate at-grade crossings in Solano County. This will serve to decrease congestion on local streets, allow for faster and more reliable rail movement of both people and goods, and reduce the chances of pedestrians or autos coming into conflict with moving trains.

During the last two years, the Capitol Corridor and UPRR completed the first phase of the Bahia Crossover, allowing trains to move from one mainline track to the other in the area just east of Benicia; the second phase will begin construction in November 2009. The crossover will improve train deconfliction, and can reduce wait times for passenger trains by as much as 10 minutes.

The Cordelia truck scale relocation project will improve regional goods movement and reduce congestion on eastbound I-80 just east of the I-80/I-680 interchange. The improvements will allow the truck scales to increase capacity from 300 trucks per hour to almost 900 trucks per hour. The project is fully funded, including use of Prop 1B and MTC bridge toll funds. The project is expected to begin construction in the summer of 2011.

Policies related to goods movement by air or water is not within the jurisdiction of STA. However, STA will continue to work with its partner agencies to support regional air and water freight facilities.

VI. SUPPORT OF RTP PERFORMANCE OBJECTIVES

The new RTP - T-2035 - was adopted in mid-2009. The RTP contains the following Performance Objectives, designed to show progress towards the goals of enhancing the Economy, protecting and improving the Environment, and advancing social and economic Equity:

- Maintain local road Pavement Condition Index (PCI) of 75 or greater for local streets and roads.
- State highway distressed pavement condition lane-miles not to exceed 10% of the total system.
- Achieve an average age for all transit asset types that is no more than 50% of their useful life.
- Increase the average number of miles between service calls for transit service in the region to 8,000 miles.
- Reduce fatalities from motor vehicle collisions by 15% from today by 2035.
- Reduce bicycle and pedestrian fatalities attributed to motor vehicle collisions by 25% each from 2000 by 2035.
- Reduce bicycle and pedestrian injuries attributed to motor vehicle collisions by 25% each from 2000 by 2035.
- Reduce per-capita delay by 20% from today by 2035.
- Reduce daily per-capita vehicle miles traveled (VMT) by 10% from today by 2035.
- Reduce emissions of finer particulate (PM 2.5) by 10% from today by 2035.
- Reduce emissions of coarse particulates (PM 10) by 45% from today by 2035.
- Reduce carbon dioxide (CO2) emissions to 40% below 1990 levels by 2035.
- Decrease by 10% the combined share of low-income and lower-middle income residents' household income consumed by transportation and housing.

At this time, STA can only accurately report on one of the performance criteria - the PCI for local streets and roads. The table below was produced by MTC and released on July 1, 2009, as part of the 25-year local streets and roads need assessment. Only one jurisdiction - the City of Vacaville - is shown as meeting the RTP standard for PCI.

Jurisdiction	2009 PCI	2007 PCI
County of Solano	63	61
Benicia	63	61
Dixon	72	72
Fairfield	70	73
Rio Vista	42	41
Suisun City	59	50
Vacaville	76	78
Vallejo	51	50

While STA can only provide accurate quantitative information on one of the RTP goals, the STA believes that our project and program choices already focus on the achievement of many of these goals. For example, the SNCI rideshare and vanpool programs reduce VMT and congestion, result in reduced air emissions of PM 2.5, PM 10 and CO2, and provide affordable transit options for lower income households. STA's county-wide Safe Routes to Schools program addresses VMT, air emissions, bicycle and pedestrian safety, and also the non-RTP issue of childhood obesity.

Over the next two years, the STA is committed to developing a program that comprehensively tracks each of the RTP goals listed above. The 2011 Solano County CMP will provide that tracking information. STA will provide an interim report to MTC in 2010 to ensure that the STA tracking program is consistent with MTCs needs, and to show how progress is being made on achievement of the RTP goals.

An additional T-2035 goal is to advance MTC Resolution 3434 projects. The only Resolution 3434 project in Solano County is the Fairfield-Vacaville Intermodal Train Station. During the past two years, STA and MTC have committed substantial funds to this project, and it is now fully funded. The City of Fairfield anticipates the train station will be open and serving passengers by the end of 2013.

VII. Database and Model

The STA, working with the Napa County Transportation and Planning Authority (NCTPA) and MTC has created a traffic forecasting model in accordance with ABAG population and employment projections (using Projections 2003 and the Projections 2005 growth increment) and consistent with the MTC "CMP Model Consistency Guidelines." This super regional countywide traffic model, the "Solano/Napa Travel Demand Model", extends over the entire Bay Area, and includes detailed zones in such areas as Sacramento, Yolo and San Joaquin counties to the east, Lake and Mendocino counties to the north, and counties in the Association of Monterey Bay Area Governments to the south of the Bay Area. The model is based on data from ABAG, MTC, SACOG, SJCOG, Census data and many local land use databases. This was necessary due to Solano County's location in the center and along major transportation arteries of the emerging Northern California mega-region. There was also a need to create a multi-jurisdictional model that would provide the most reliable traffic projections available for project developments and environmental documents. Finally, the Napa-Solano Travel Demand Model served as the basis for land use alternative comparisons in MTC's "I-80 Smarter Growth Study" project. The model contents and output were approved by the STA and NCTPA Boards, and by Caltrans District 4 and MTC modeling staff in the summer of 2008.

STA conducted a data validation process in the first six months of 2009. Each of the seven cities in Solano County, and the County itself, reviewed the land use data files to ensure that existing uses were properly listed. The overall number of jobs and housing units for growth and future years was held steady by jurisdiction in order to maintain consistency with ABAG's projections. In several instances, adjustments were made in individual TAZs to existing employment or housing numbers.

In 2008, STA acquired CityLab's CUBE traffic modeling software. This will allow STA to conduct limited in-house traffic modeling exercises, and to produce maps and screenline reports on an as-need basis.

STA is preparing to create a new projected year land use and network for the model. This will extend the model's projections to 2035, allowing a 25-year analysis of projects and assumptions.

VIII. Land Use Analysis Program

One of the key features of the 1990 CMP legislation was an attempt to link land use decisions to the ability to provide satisfactory transportation facilities and services. To avoid increased traffic congestion caused by new development, mitigation of traffic impacts is required. Since its inception this program has consisted of the following:

"A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. In no case shall the program include costs of mitigating the impacts of interregional travel. The program shall provide credit for local public and private contributions to improvements to regional transportation systems."

The two air districts with regulatory authority in Solano County are required by the California Clean Air Act to develop Indirect Source Rules (ISRs) and require air districts to develop Indirect Source Control (ISC) Programs. The Act allows air districts to develop the specific types of requirements for these programs. It is the intent of the STA to continue to integrate the requirements of this CMP with those of the air district ISRs as much as possible so that one response will fill both needs.

The 2010 Solano County CMP also complies with SB1636 (Figueroa). Key points from SB1636 (Figueroa) include:

- "Infill Opportunity Zone" would be exempt from the level-of-service standards established in a CMP. Instead of the CMP LOS standards, jurisdictions would apply alternative standards or a flexible set of options for mitigating the impacts of development within the zone. With this exemption, jurisdictions can now allow an increased density or mix of uses in these areas without being limited by the need to maintain the CMP LOS standards.
- Legislation includes two sunset clauses: (1) no infill opportunity zones may be created after December 31, 2009, and (2) jurisdictions must ensure that a development project shall be completed within the infill opportunity zone not more than four years after the date on which the city or county adopted its resolution
- Infill opportunity zone must be within 300 feet of a bus rapid transit corridor or within one-third mile of a specified transportation site, include an existing or future rail station, ferry terminal served by bus or rail transit service, or an intersection of at least two major bus routes. Eligible transit service is that with maximum scheduled headways of 15 minutes for at least 5 hours a day.

The STA identified the following land use areas as potential candidates for infill opportunity zones or Priority Development Areas as defined by the Bay Area FOCUS program discussed above:

- Fairfield Transportation Center
- Vallejo Ferry Terminal
- Vallejo Intermodal Facility
- Suisun City Capital Corridor Train Station
- Fairfield/Vacaville Capitol Corridor Train Station
- Dixon Multi Modal Transfer Center

Land Use Impact Analysis

When this CMP was first established, it required submittal of quarterly reports on all small land use developments and all large developments having 2,000 or more ADT. The STA no longer requires the submittal of these quarterly reports since it has been comprehensively updating the land use, population and jobs for the model on a more periodic basis.

However, to help determine biennial conformity with this CMP, each jurisdiction is requested to submit general plan projections on land use/housing/jobs to the modeler on a traffic analysis zone and land use category basis. The STA continues to remain a “responsible agency” and requests each jurisdiction to submit copies of all additional proposed general plan amendments (not included in the basic model data) and environmental impact reports for review and comment by the STA. For any additional general plan amendments not included in the comprehensively updated model, the applicant will be required to have a special model run, conducted by the STA modeler and paid by the project sponsor. Should any of the LOS standards of this CMP be exceeded as a result of new unanticipated projects (excluding LOS segments within an Infill Opportunity Zone), the STA will require a deficiency plan as discussed later in this document.

Mitigation Measures

The mitigations for all land use decisions are determined at the local level. Local and regional levels of government provide the best place for the inter-relationship between land use and transportation decisions to be seen, and for steps to be taken to reduce reliance on the automobile. Depending on the type and size of the project, possible mitigations may include site design standards to minimize demand for the automobile; minimizing parking (if appropriate) near transportation corridors; development patterns friendly to bicycles, pedestrians, and transit; and clustering and mixing different uses that benefit commute patterns. Additionally, projects can mitigate their share of impacts to local and regional transportation systems by constructing system improvements or paying impact or mitigation fees that cover their fair share of

the project's total cost. The CEQA process will also be used to monitor required mitigations. This will require that mitigations for transportation system impacts must be presented with cost figures included.

The following policies have been established by STA to deal with impact mitigation:

- 1) If impacts of a project are totally contained within the jurisdiction, the mitigations for the project are up to that jurisdiction.
- 2) If a project in one jurisdiction creates impacts in another jurisdiction, then the jurisdiction containing the project must provide mitigations.
- 3) If a jurisdiction is able to show with a license plate survey or some other method acceptable to the STA that impacts on a portion of its system are caused by traffic from another jurisdiction, the jurisdiction causing the impact is responsible for mitigations.
- 4) The STA will act as a mediator in disputes.
- 5) Compliance with any required extra-jurisdictional mitigations will be part of the conformance findings of the STA and/or part of the required mitigation program approved as part of a Deficiency Plan.

Deficiency Plans

If, based on LOS data obtained from the biennial update, the countywide travel demand model, a general plan amendment or an environmental impact report, a segment or intersection of the CMP system has deteriorated or will deteriorate below the adopted LOS standard (within the seven year time frame of the capital improvement program), the jurisdiction whose development causes the problem will be notified. Unless the segment is within an Infill Opportunity Zone, the jurisdiction must then prepare and submit a deficiency plan in time for the mitigation to be placed in the next biennial update to the CMP Capital Improvement Program (CIP) which is usually prepared during May-September of each odd numbered year. The action portion of the deficiency plan must be completed prior to the date of the projected system failure. The goal is to plan for congestion and provide mitigation before it happens.

If there is a delay in carrying out the deficiency plan through no fault of the jurisdiction, as determined by the STA, the jurisdiction is protected from loss of gas tax revenue as described under item 4) of the determination findings contained in Section 9 of this CMP.

A deficiency plan must be adopted by the responsible jurisdiction at a noticed public hearing. The plan is to include: 1) an analysis of the cause of the deficiency, 2) improvements to the affected facility so that it will meet the LOS standard, 3) cost estimates for the improvements, 4) actions that contribute to significant improvements to air quality and improve the level of service of the system, and 5) an action plan with specific implementation

timetable that implements either improvements to the facility itself or improvements to the LOS of the system. A deficiency plan may be prepared for either a specific development or for a jurisdiction as a whole. The STA must either accept or reject the deficiency plan without modification at a public hearing.

Multi-Jurisdictional Deficiency Plans

If the STA identifies two or more jurisdictions that are contributing to the deficiency of any segment of the CMP system, and one or more of the jurisdictions exceed the adopted level of service standard by a threshold of 10% or more of the maximum service flow rate, a multi-jurisdictional deficiency plan shall be prepared by the STA and paid for equally by each of the member jurisdictions that are causing the impact. To determine what jurisdictions shall participate in a multi-jurisdictional deficiency plan, the STA (based on documented traffic volumes and/or LOS data from the countywide traffic model or other available data) will determine that the proposed development(s) from a member jurisdiction is contributing at least 10% of the projected additional peak hour traffic impact to the subject road segment or intersection. A multi-jurisdictional deficiency plan improvement program shall be formally agreed to by all participating member jurisdictions and approved by the STA and amended into the CMP Capital Improvement Program, before any of the proposed projects may be implemented.

The land use analysis of the CMP shall consist of the following elements:

- 1) STA contract modeler will maintain a set of all current general plans and land use/population/jobs projections received from each of the member jurisdictions.
- 2) STA will periodically work with ABAG when they update the Solano County population, land use, and job projections to help ensure accuracy in their projections.
- 3) STA members will provide all EIR's and general plan amendments for any land use changes in each of their jurisdictions.

2007-2010 Deficiency Plans

During the 2007-2010 period covered by this Solano County CMP, the STA did not identify any projects needing to prepare deficiency plans.

IX. Capital Improvement Program

Solano County has one of the smaller Bay Area populations. The state Department of Finance estimate of Solano County's population as of January 1, 2009 was 426,729, an increase of 0.5% from the previous year. Most residents live in the three largest cities (Vallejo, Fairfield and Vacaville account for 76% of the county population, while only 5% live in the unincorporated County).

The freeways and principal arterials were designed and built in the 1950's and 60's to accommodate substantially smaller traffic volumes based upon smaller suburban communities than exist in 2009. As the county grew, particularly during the 1980's and 90's, and as more suburban-commute patterns developed and LOS standards dropped, a greater emphasis on the Capital Improvement Program (CIP) has developed. The cities in the STA jurisdictional area also have their own CIPs, and have been constructing facilities to accommodate locally-generated traffic. In order to reduce congestion along the CMP roadways, the STA believes that it must continue to give its highest priority to projects that have been proven to maintain or improve LOS standards.

The major out-commute of Solano County workers is into Contra Costa County, and beyond to the remainder of the Bay Area, across the Carqinez and Benicia-Martinez bridges. Until recently, both of these structures faced the same limitations as much of the freeway system; they were old, in need of repair, and built for lower traffic volumes. Recently, the westbound span of the Carqinez Bridge was replaced by the new Al Zampa Bridge, and the Benicia-Martinez Bridge saw a new north-bound span open.

The CIP is the element that sets out the STA's program of projects that will, along with the performance measures, trip reduction and travel demand and land use analysis elements, improve the performance of the multi-modal CMP system for the movement of goods and people over the next seven years. Typical CIP projects include increasing capacity on the roadway network and maintenance of the existing system. Capacity can be increased both by adding lane miles and by allowing for more efficient use of the existing system capacity. The CIP is the primary way for proposing new projects for the Regional Transportation Improvement Plan (RTIP). According to the state statute, MTC may include certain projects or programs in the RTIP which are not in a CIP, but are in the Regional Transportation Plan (RTP). Projects must be consistent with the RTP to be incorporated into the RTIP.

The CIP lists the major capital projects funded over the next seven years. These projects include State Transportation Improvement Program (STIP), TEA-21 Reauthorization projects, Regional Measure 1 & 2 Bridge Toll projects, Congestion Management Air Quality (CMAQ) projects, State Highway Operation and Protection Program (SHOPP) projects, and federal and state earmarks.

In order to maintain long-range adequate levels of service, Solano County is embarking on a multi-modal transportation program designed to make an

efficient, cost effective transportation system. This list includes various modes of transportation including transit, rail, bicycle/pedestrian and transportation system management projects and other unfunded or partially funded bridge and highway projects.

The policy of the STA is to place projects in the CIP in the following order: 1) projects to maintain the LOS on the system above the minimum, 2) projects experiencing poor LOS but because of trip elimination allowances are not in danger of falling below LOS standards, and 3) all other projects.

The STA is also committed to implementing performance measures and maintaining high air quality standards with emphasis on implementing Transportation Control Measures (TCMs) contained in the 2005 Ozone Strategy for the San Francisco Bay Area; many of those measures are incorporated into this Program. For example, the STA remains firmly committed to increasing the county's ridesharing program (even though it has the highest modal share in car- and van-pools of any Bay Area county), promoting additional high quality intercity rail, intercity transit, and improving the bicycle/pedestrian routes. Such activities continue to be part of the "non-structural" program that the STA is trying to achieve as part of an overall balanced transportation program.

While the CMP addresses the acquisition of roadway and transit capital, it does not address the critical issue of operations and maintenance (O&M). O&M covers such costs as fueling vehicles, filling potholes and paying salaries. Both roadway and transit are facing serious O&M shortfalls at this time, and T2035 assigns significant resources to attempting to maintain current roadway and transit O&M levels. STA addresses O&M issues in other documents, such as the Comprehensive Transportation Plan and annual budget allocations for intercity transit.

Because of the recent adoption of the CTP, the 2010 Solano County CMP is able to use the RTP project list and the Caltrans SHOPP list as the CIP.

2010 CMP Capital Improvement Program

RTP Projects

RTP #	Project/Program	Total Cost	Committed Funds	RTP Funds	Project Notes
21341	Construct new Fairfield/Vacaville multimodal train station for Capitol Corridor intercity rail service (Phases 1, 2 and 3)	\$39.6	\$29.6	\$10.0	Partially funded with Regional Measure 2 Toll Bridge Program funds
22629	Construct new Vallejo Baylink Ferry Terminal (includes additional parking, upgrade of bus transfer facilities and pedestrian access improvements)	\$85.6	\$75.6	\$10.0	Partially funded with Regional Measure 2 Toll Bridge Program funds
22630	Improve Parkway Boulevard overcrossing over Union Pacific Railroad tracks	\$12.4	\$12.4	\$0.0	
22631	Construct Route 12 westbound truck climbing lane at Red Top Road	\$13.2	\$13.2	\$0.0	State Highway Operation and Protection Program (SHOPP) project
22632	Widen American Canyon Road overpass at I-80	\$10.7	\$10.7	\$0.0	
22633	Widen Azuar Drive/Cedar Avenue from 2 to 4 lanes between P Street and Residential Parkway (includes bicycle lanes, railroad signals and rehabilitation improvements)	\$11.7	\$11.7	\$0.0	
22634	Construct an adjacent 200-space, at-grade parking lot at the Vacaville Intermodal Station (Phase 1)	\$12.9	\$12.9	\$0.0	Partially funded with Regional Measure 2 Toll Bridge Program funds; for Phase 2, see project #230635
22700	Construct parallel corridor north of I-80 from Red Top Road to Abernathy Road	\$69.0	\$60.5	\$8.5	Regional Measure 2 Toll Bridge Program and 2000 Traffic Congestion Relief Program (TCRP) project
94151	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road	\$194.0	\$134.0	\$60.0	
230311	Widen and improve Peterson Road with the addition of a truck-stacking lane (includes drainage improvements)	\$2.6	\$2.6	\$0.0	

RTP #	Project/Program	Total Cost	Committed Funds	RTP Funds	Project Notes
230322	Rebuild and relocate eastbound Cordelia Truck Scales Facility (includes a new 4-lane bridge across Suisun Creek and new ramps at eastbound Route 12 and eastbound I-80)	\$100.9	\$100.9	\$0.0	Proposition 1B Trade Corridors Improvement Fund (TCIF) project
230326	Improve I-80/I-680/Route 12 interchange, including connecting I-680 northbound to Route 12 westbound (Jamieson Canyon), adding connectors and reconstructing local interchanges (Phase 1)	\$487.9	\$134.4	\$353.5	Partially funded with Regional Measure 2 Toll Bridge Program funds
230468	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Air Base Parkway (includes a new eastbound mixed-flow lane from Route 12 east to Air Base Parkway)	\$50.0	\$0.00	\$50.0	
230635	Construct new 400-space parking garage at the Vacaville Intermodal Station (Phase 2)	\$10.0	\$0.00	\$10.0	For Phase 1, see Solano project #22634
230650	Widen I-80 from Red Top Road to Air Base Parkway to add HOV lanes in both directions (includes pavement rehabilitation and ramp metering)	\$94.9	\$94.9	\$0.0	
230699	Local streets and roads maintenance	\$2,559	\$716.0	\$524	Shortfall remains
230708	Improve local interchanges and auxiliary lanes and make local streets and roads improvements (includes street channelization, overcrossings, bicycle and pedestrian access, and safety improvements)	\$15.0	\$15.0	\$0.0	
21002	Implement Freeway Service Patrol, Call Box and Incident Management Programs (includes incident detection equipment and incident management systems)	\$ 219.9	\$ 0.0	\$ 219.9	
21008	Fund and implement 511 Traveler Information	\$ 453.7	\$ 0.0	\$ 453.7	

RTP #	Project/Program	Total Cost	Committed Funds	RTP Funds	Project Notes
21011	Transportation for Livable Communities (TLC): provide planning and capital funds to improve pedestrian, bicycle and transit access; and support station development areas and FOCUS Priority Development Areas (PDAs)	\$ 2,200	\$ 0.0		\$ 2,200.0
21017	Small transit operators in Alameda, Contra Costa, Marin, Napa, Solano and Sonoma counties – transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$ 5,769	\$ 4,608	\$ 187.7	Shortfall remains
22009	Implement Capitol Corridor intercity rail service (includes increased track capacity, rolling stock and frequency improvements)	\$ 108.0	\$ 108.0	\$ 0.0	Resolution 3434 Regional Transit Expansion Program
22247	Regional Bicycle Program: provide capital funds to fully build out the Regional Bicycle Network as defined in MTC's Regional Bicycle Master Plan for the San Francisco Bay Area, 2009 Update	\$ 1,000	\$ 0.0	\$ 1,000	
22423	Lifeline Transportation Program: fund programs and services that address transportation gaps specific to low-income communities. Fund Senior and Disabled transit projects.	\$ 400.0	\$ 0.0	\$ 400.0	
94152	Widen Route 12 (Jameson Canyon) from 2 lanes to 4 lanes from I-80 in Solano County to Route 29 in Napa County (Phase 1)	\$ 145.7	\$145.7	\$ 0.0	For Phase 2, see Napa project #230599

RTP #	Project/Program	Total Cost	Committed Funds	RTP Funds	Project Notes
94683	Vallejo Transit – transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$ 1,560	\$ 1,207	0.0	Shortfall remains
230221	Implement I-80 Integrated Corridor Mobility (ICM) project operations and management	\$ 187.8	\$ 187.8	\$ 0.0	
230287	Implement the Goods Movement Emission Reductions Program (includes replacement or retrofitting of up to 800 port and general goods movement trucks)	\$ 45.0	\$ 0.0	\$ 45.0	
230419	Freeway Performance Initiative (FPI): maximize performance and reliability using technology and limited expansions at essential locations; includes Traffic Operations System (TOS) infrastructure, TOS maintenance and replacement, arterial coordination and management, and performance monitoring	\$ 1,600	\$ 0	1,600.0	
230550	Transportation Climate Action Campaign: implement a five-year campaign to reduce greenhouse gas emissions; includes funding for a comprehensive outreach and education campaign, Regional and Local Safe Routes to School projects , Safe Routes to Transit, and Transit Priority Measures (TPM)	\$ 400.0	\$ 0.0	\$ 400.0	

RTP #	Project/Program	Total Cost	Committed Funds	RTP Funds	Project Notes
	Regional High-Occupancy Toll (HOT) Network	\$ 3,700	\$ 3,700	\$ 0.0	Total Project Cost is cost to construct regionwide network. Committed Funds represent estimated toll revenues needed to build out the HOV/HOT network. Individual corridors and costs are listed below.
230658	I-80 in Solano County from Route 37 to Carquinez Bridge – widen to add a HOT lane in each direction				
230659	I-80 in Solano County from Yolo County line to Route 37 – widen to add a HOT lane in each direction from Yolo County line to Air Base Parkway and from Red Top Road to Route 37				
230660	I-80 in Solano County from Red Top Road to Air Base Parkway – convert HOV lanes to HOT lanes				
230686	I-680 in Solano County from Benicia-Martinez Bridge to I-80 – widen to add a HOT lane in each direction				
230687	I-680/I-80 direct HOT connector in Solano County – widen to add a HOT lane				
230703	With net HOT revenue, fund corridor improvements including transit operating and capital needs, freeway operations, interchanges, roadway maintenance and local access	\$ 6,100	\$ 0.0	\$ 6,100	An additional \$6.1 billion in net revenues are estimated to be generated by the Regional HOT Network, and these are included in the \$32 billion of Discretionary Funds projected for the plan. Of the \$6.1 billion, \$2.0 billion has been directed to Santa Clara County’s Measure A program.

2010 CMP Capital Improvement Program

State Highway Operation and Preservation Program (SHOPP) Projects

2008 SHOPP July 9, 2009
Includes Prop 1B Bond Projects
and Excludes GARVEE Projects
and Federal ER Funds
(\$1,000)

<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>FY</u>	<u>RW</u>	<u>Con</u>	<u>Supt</u>
12	22.7/ R23.7	Near Rio Vista, from Azevedo Road to Liberty Island Road. Shoulder widening.	2010/ 11	\$ 1,972	\$ 8,505	\$ 3,063
680	4.7	Near Benicia, at Parrish Road. Replace failed culvert, backfill sinkhole and place rock slope protection.	2008/ 09	\$ 10	\$ 500	\$ 135
80	6.6/ 6.8	In Vallejo, at Hunter Hill Safety Roadside Rest Area. Rehabilitate Safety Roadside Rest Area.	2008/ 09	\$ 10	\$ 6,289	\$ 4,205
80	R24.9/ R25.1	In Vacaville, west of Alamo Creek Bridge to Alamo west-bound on-ramp. Lengthen on-ramp and widen bridge.	2011/ 12	\$ 26	\$ 4,620	\$ 1,635
80	R9.6	Near Fairfield, west of Lynch Road to west of Red Top Road. Required mitigation for EA 25901. (FCO)	2009/ 10	\$ -	\$ 575	\$ 142
80	3.0/ 6.0	Near Rio Vista, from 0.5 miles north of Cache Slough Ferry to 1.3 miles south of Route 220. Repair failed pavement and side slopes.	2009/ 10	\$ 10	\$ 3,300	\$ 1,337
80	14.3	Near Fairfield, at Eastbound Cordelia weigh station. Replace platform.	2008/ 09	\$ 50	\$ 767	\$ 461
80	15.4/ 20.1	In Fairfield, from 0.4 mile west of Route 12 to 0.8 mile east of Airbase Parkway. Rehabilitate roadway.	2008/ 09	\$ 10	\$ 25,600	\$ 8,086

VAR		In Solano County, on Routes 12, 37, 80, 113, 505 and 780; also in Napa County at various locations on Route 29. Rehabilitate bridge decks.	2008/09	\$ 5	\$ 633	\$ 388
2010 SHOPP Amendments						
80	4.6/5.2	In Vallejo, from the Redwood Street onramp to the Route 37 connector. Construct concrete barrier.	2010/11	\$ 5	\$ 1,893	\$ 539
12	22.7/R 23.7	Near Rio Vista, from Azevedo Road to Liberty Island Road. Shoulder widening.	2010/11	\$ 1,972	\$ 9,116	\$ 5,733
Project # Allocation Amount County Dist-Co-Rte Postmile		Location Project Description	EA PPNO Program/Year Prgm'd Amount	Budget Year Item # Fund Type Program Code	Amount by Fund Type	
25 \$16,711,000 Solano 04N-Sol-80 38.4/44.7		Near Dixon, from 1.0 miles west of Pedrick Road to the Yolo County line. Outcome/Output: Rehabilitate 38.8 lane miles of roadway to improve the ride quality, prevent further deterioration of the road surface, minimize the costly roadway repairs, and extend the pavement service life.	3A3001 04-5401A SHOPP /09-10 \$16,711,000	2008-09 302-0042 SHA 302-0890 FTF 20.20.2 01.121	\$1,409,000 \$15,302,000	
Amend # PPNO	Dist-Co-Rte PM EA	Project Location and Description of Work	R/W Cost Const. Cost (\$1,000)	FY	Support Costs (\$1,000)	Program Code Perf. Meas.
10H-006 0263L	4-Sol-80 Var 4A250	Near Vallejo, on Route 80 at various locations. Install metal beam guardrail.	\$25 (R/W) \$4,189 (C)	11/12	PA & ED \$420 PS & E \$510 RW Sup \$20 Con Sup \$600 Total \$1,550	201.015 108 Collisions reduced

SHOPP GARVEE Projects List
Updated 5-27-2009
(\$1,000)

Route	Post Miles	Location/Description	FY Financ e	SHOPP Funded RW	Capital Const- ruction	
80	14.3/ 14.4	In Fairfield, at the EB Cordelia Truck Scale. Relocate and expand truck scale (TCIF project).	2011/ 12	-	\$ 49,800	
		SHOPP GARVE Project List 2010 Amendment (\$1,000)				
80	30.9/ 38.7	In Solano County from Vacaville to Dixon from Meridian Road to East of Route 113. Rehabilitate roadway.	2011/ 12	\$ 0	\$50,000	

A. California Government Code Section 65088-65089.10

CALIFORNIA CODES
GOVERNMENT CODE
SECTION 65088-65089.10

65088. The Legislature finds and declares all of the following:

(a) Although California's economy is critically dependent upon transportation, its current transportation system relies primarily upon a street and highway system designed to accommodate far fewer vehicles than are currently using the system.

(b) California's transportation system is characterized by fragmented planning, both among jurisdictions involved and among the means of available transport.

(c) The lack of an integrated system and the increase in the number of vehicles are causing traffic congestion that each day results in 400,000 hours lost in traffic, 200 tons of pollutants released into the air we breathe, and three million one hundred thousand dollars (\$3,100,000) added costs to the motoring public.

(d) To keep California moving, all methods and means of transport between major destinations must be coordinated to connect our vital economic and population centers.

(e) In order to develop the California economy to its full potential, it is intended that federal, state, and local agencies join with transit districts, business, private and environmental interests to develop and implement comprehensive strategies needed to develop appropriate responses to transportation needs.

(f) In addition to solving California's traffic congestion crisis, rebuilding California's cities and suburbs, particularly with affordable housing and more walkable neighborhoods, is an important part of accommodating future increases in the state's population because homeownership is only now available to most Californians who are on the fringes of metropolitan areas and far from employment centers.

(g) The Legislature intends to do everything within its power to remove regulatory barriers around the development of infill housing, transit-oriented development, and mixed use commercial development in order to reduce regional traffic congestion and provide more housing choices for all Californians.

(h) The removal of regulatory barriers to promote infill housing, transit-oriented development, or mixed use commercial development does not preclude a city or county from holding a public hearing nor finding that an individual infill project would be adversely impacted by the surrounding environment or transportation patterns.

65088.1. As used in this chapter the following terms have the following meanings:

(a) Unless the context requires otherwise, "regional agency" means the agency responsible for preparation of the regional transportation improvement program.

(b) Unless the context requires otherwise, "agency" means the agency responsible for the preparation and adoption of the congestion management program.

(c) "Commission" means the California Transportation Commission.

(d) "Department" means the Department of Transportation.

(e) "Local jurisdiction" means a city, a county, or a city and county.

(f) "Parking cash-out program" means an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. "Parking subsidy" means the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space.

A parking cash-out program may include a requirement that employee participants certify that they will comply with guidelines established by the employer designed to avoid neighborhood parking problems, with a provision that employees not complying with the guidelines will no longer be eligible for the parking cash-out program.

(g) "Infill opportunity zone" means a specific area designated by a city or county, pursuant to subdivision (c) of Section 65088.4, zoned for new compact residential or mixed use development within one-third mile of a site with an existing or future rail transit station, a ferry terminal served by either a bus or rail transit service, an intersection of at least two major bus routes, or within 300 feet of a bus rapid transit corridor, in counties with a population over 400,000. The mixed use development zoning shall consist of three or more land uses that facilitate significant human interaction in close proximity, with residential use as the primary land use supported by other land uses such as office, hotel, health care, hospital, entertainment, restaurant, retail, and service uses. The transit service shall have maximum scheduled headways of 15 minutes for at least 5 hours per day. A qualifying future rail station shall have broken ground on construction of the station and programmed operational funds to provide maximum scheduled headways of 15 minutes for at least 5 hours per day.

(h) "Interregional travel" means any trips that originate outside the boundary of the agency. A "trip" means a one-direction vehicle movement. The origin of any trip is the starting point of that trip.

A roundtrip consists of two individual trips.

(i) "Level of service standard" is a threshold that defines a deficiency on the congestion management program highway and roadway system which requires the preparation of a deficiency plan. It is the intent of the Legislature that the agency shall use all elements of the program to implement strategies and actions that avoid the creation of deficiencies and to improve multimodal mobility.

(j) "Multimodal" means the utilization of all available modes of travel that enhance the movement of people and goods, including, but not limited to, highway, transit, non-motorized, and demand management strategies including, but not limited to, telecommuting. The availability and practicality of specific multimodal systems, projects, and strategies may vary by county and region in accordance with the size and complexity of different urbanized areas.

(k) "Performance measure" is an analytical planning tool that is used to quantitatively evaluate transportation improvements and to assist in determining effective implementation actions, considering all modes and strategies. Use of a performance measure as part of the program does not trigger the requirement for the preparation of deficiency plans.

(l) "Urbanized area" has the same meaning as is defined in the 1990 federal census for urbanized areas of more than 50,000 population.

(m) "Bus rapid transit corridor" means a bus service that includes at least four of the following attributes:

- (1) Coordination with land use planning.
- (2) Exclusive right-of-way.
- (3) Improved passenger boarding facilities.
- (4) Limited stops.
- (5) Passenger boarding at the same height as the bus.
- (6) Prepaid fares.
- (7) Real-time passenger information.
- (8) Traffic priority at intersections.
- (9) Signal priority.
- (10) Unique vehicles.

65088.3. This chapter does not apply in a county in which a majority of local governments, collectively comprised of the city councils and the county board of supervisors, which in total also represent a majority of the population in the county, each adopt resolutions electing to be exempt from the congestion management program.

65088.4. (a) It is the intent of the Legislature to balance the need for level of service standards for traffic with the need to build infill housing and mixed use commercial developments within walking distance of mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes competing needs.

(b) Notwithstanding any other provision of law, level of service

standards described in Section 65089 shall not apply to the streets and highways within an infill opportunity zone. The city or county shall do either of the following:

(1) Include these streets and highways under an alternative area wide level of service standard or multimodal composite or personal level of service standard that takes into account both of the following:

(A) The broader benefits of regional traffic congestion reduction by setting new residential development within walking distance of, and no more than one-third mile from, mass transit stations, shops, and services, in a manner that reduces the need for long vehicle commutes and improves the jobs-housing balance.

(B) Increased use of alternative transportation modes, such as mass transit, bicycling, and walking.

(2) Approve a list of flexible level of service mitigation options that includes roadway expansion and investments in alternate modes of transportation that may include, but are not limited to, transit infrastructure, pedestrian infrastructure, and ridesharing, vanpool, or shuttle programs.

(c) The city or county may designate an infill opportunity zone by adopting a resolution after determining that the infill opportunity zone is consistent with the general plan and any applicable specific plan. A city or county may not designate an infill opportunity zone after December 31, 2009.

(d) The city or county in which the infill opportunity zone is located shall ensure that a development project shall be completed within the infill opportunity zone not more than four years after the date on which the city or county adopted its resolution pursuant to subdivision (c). If no development project is completed within an infill opportunity zone by the time limit imposed by this subdivision, the infill opportunity zone shall automatically terminate.

65088.5. Congestion management programs, if prepared by county transportation commissions and transportation authorities created pursuant to Division 12 (commencing with Section 130000) of the Public Utilities Code, shall be used by the regional transportation planning agency to meet federal requirements for a congestion management system, and shall be incorporated into the congestion management system.

65089. (a) A congestion management program shall be developed, adopted, and updated biennially, consistent with the schedule for adopting and updating the regional transportation improvement program, for every county that includes an urbanized area, and shall include every city and the county. The program shall be adopted at a noticed public hearing of the agency. The program shall be

developed in consultation with, and with the cooperation of, the transportation planning agency, regional transportation providers, local governments, the department, and the air pollution control district or the air quality management district, either by the county transportation commission, or by another public agency, as designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county.

(b) The program shall contain all of the following elements:

(1) (A) Traffic level of service standards established for a system of highways and roadways designated by the agency. The highway and roadway system shall include at a minimum all state highways and principal arterials. No highway or roadway designated as a part of the system shall be removed from the system. All new state highways and principal arterials shall be designated as part of the system, except when it is within an infill opportunity zone. Level of service (LOS) shall be measured by Circular 212, by the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the agency that is consistent with the Highway Capacity Manual. The determination as to whether an alternative method is consistent with the Highway Capacity Manual shall be made by the regional agency, except that the department instead shall make this determination if either (i) the regional agency is also the agency, as those terms are defined in Section 65088.1, or (ii) the department is responsible for preparing the regional transportation improvement plan for the county.

(B) In no case shall the LOS standards established be below the level of service E or the current level, whichever is farthest from level of service A except when the area is in an infill opportunity zone. When the level of service on a segment or at an intersection fails to attain the established level of service standard outside an infill opportunity zone, a deficiency plan shall be adopted pursuant to Section 65089.4.

(2) A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods. At a minimum, these performance measures shall incorporate highway and roadway system performance, and measures established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators. These performance measures shall support mobility, air quality, land use, and economic objectives, and shall be used in the development of the capital improvement program required pursuant to paragraph (5), deficiency plans required pursuant to Section 65089.4, and the land use analysis program required pursuant to paragraph (4).

(3) A travel demand element that promotes alternative transportation methods, including, but not limited to, carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies,

including, but not limited to, flexible work hours, telecommuting, and parking management programs. The agency shall consider parking cash-out programs during the development and update of the travel demand element.

(4) A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. This program shall measure, to the extent possible, the impact to the transportation system using the performance measures described in paragraph (2). In no case shall the program include an estimate of the costs of mitigating the impacts of interregional travel. The program shall provide credit for local public and private contributions to improvements to regional transportation systems. However, in the case of toll road facilities, credit shall only be allowed for local public and private contributions which are unreimbursed from toll revenues or other state or federal sources. The agency shall calculate the amount of the credit to be provided. The program defined under this section may require implementation through the requirements and analysis of the California Environmental Quality Act, in order to avoid duplication.

(5) A seven-year capital improvement program, developed using the performance measures described in paragraph (2) to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods, to mitigate regional transportation impacts identified pursuant to paragraph (4).

The program shall conform to transportation-related vehicle emission air quality mitigation measures, and include any project that will increase the capacity of the multimodal system. It is the intent of the Legislature that, when roadway projects are identified in the program, consideration be given for maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration. The capital improvement program may also include safety, maintenance, and rehabilitation projects that do not enhance the capacity of the system but are necessary to preserve the investment in existing facilities.

(c) The agency, in consultation with the regional agency, cities, and the county, shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model and shall approve transportation computer models of specific areas within the county that will be used by local jurisdictions to determine the quantitative impacts of development on the circulation system that are based on the countywide model and standardized modeling assumptions and conventions. The computer models shall be consistent with the modeling methodology adopted by the regional planning agency. The data bases used in the models shall be consistent with the data bases used by the regional planning agency. Where the regional agency has jurisdiction over two or more counties, the data bases used by the agency shall be consistent with the data bases used by the regional agency.

(d) (1) The city or county in which a commercial development will implement a parking cash-out program that is included in a congestion management program pursuant to subdivision (b), or in a deficiency plan pursuant to Section 65089.4, shall grant to that development an appropriate reduction in the parking requirements otherwise in effect for new commercial development.

(2) At the request of an existing commercial development that has implemented a parking cash-out program, the city or county shall grant an appropriate reduction in the parking requirements otherwise applicable based on the demonstrated reduced need for parking, and the space no longer needed for parking purposes may be used for other appropriate purposes.

(e) Pursuant to the federal Intermodal Surface Transportation Efficiency Act of 1991 and regulations adopted pursuant to the act, the department shall submit a request to the Federal Highway Administration Division Administrator to accept the congestion management program in lieu of development of a new congestion management system otherwise required by the act.

65089.1. (a) For purposes of this section, "plan" means a trip reduction plan or a related or similar proposal submitted by an employer to a local public agency for adoption or approval that is designed to facilitate employee ridesharing, the use of public transit, and other means of travel that do not employ a single-occupant vehicle.

(b) An agency may require an employer to provide rideshare data bases; an emergency ride program; a preferential parking program; a transportation information program; a parking cash-out program, as defined in subdivision (f) of Section 65088.1; a public transit subsidy in an amount to be determined by the employer; bicycle parking areas; and other noncash value programs which encourage or facilitate the use of alternatives to driving alone. An employer may offer, but no agency shall require an employer to offer, cash, prizes, or items with cash value to employees to encourage participation in a trip reduction program as a condition of approving a plan.

(c) Employers shall provide employees reasonable notice of the content of a proposed plan and shall provide the employees an opportunity to comment prior to submittal of the plan to the agency for adoption.

(d) Each agency shall modify existing programs to conform to this section not later than June 30, 1995. Any plan adopted by an agency prior to January 1, 1994, shall remain in effect until adoption by the agency of a modified plan pursuant to this section.

(e) Employers may include disincentives in their plans that do not create a widespread and substantial disproportionate impact on ethnic or racial minorities, women, or low-income or disabled employees.

(f) This section shall not be interpreted to relieve any employer of the responsibility to prepare a plan that conforms with trip reduction goals specified in Division 26 (commencing with Section 39000) of the Health and Safety Code, or the Clean Air Act (42 U.S.C. Sec. 7401 et seq.).

(g) This section only applies to agencies and employers within the South Coast Air Quality Management District.

65089.2. (a) Congestion management programs shall be submitted to the regional agency. The regional agency shall evaluate the consistency between the program and the regional transportation plans required pursuant to Section 65080. In the case of a multicounty regional transportation planning agency, that agency shall evaluate the consistency and compatibility of the programs within the region.

(b) The regional agency, upon finding that the program is consistent, shall incorporate the program into the regional transportation improvement program as provided for in Section 65082. If the regional agency finds the program is inconsistent, it may exclude any project in the congestion management program from inclusion in the regional transportation improvement program.

(c) (1) The regional agency shall not program any surface transportation program funds and congestion mitigation and air quality funds pursuant to Section 182.6 and 182.7 of the Streets and Highways Code in a county unless a congestion management program has been adopted by December 31, 1992, as required pursuant to Section 65089. No surface transportation program funds or congestion mitigation and air quality funds shall be programmed for a project in a local jurisdiction that has been found to be in nonconformance with a congestion management program pursuant to Section 65089.5 unless the agency finds that the project is of regional significance.

(2) Notwithstanding any other provision of law, upon the designation of an urbanized area, pursuant to the 1990 federal census or a subsequent federal census, within a county which previously did not include an urbanized area, a congestion management program as required pursuant to Section 65089 shall be adopted within a period of 18 months after designation by the Governor.

(d) (1) It is the intent of the Legislature that the regional agency, when its boundaries include areas in more than one county, should resolve inconsistencies and mediate disputes which arise between agencies related to congestion management programs adopted for those areas.

(2) It is the further intent of the Legislature that disputes which may arise between regional agencies, or agencies which are not within the boundaries of a multicounty regional transportation planning agency, should be mediated and resolved by the Secretary of Business, Housing and Transportation Agency, or an employee of that

agency designated by the secretary, in consultation with the air pollution control district or air quality management district within whose boundaries the regional agency or agencies are located.

(e) At the request of the agency, a local jurisdiction that owns, or is responsible for operation of, a trip-generating facility in another county shall participate in the congestion management program of the county where the facility is located. If a dispute arises involving a local jurisdiction, the agency may request the regional agency to mediate the dispute through procedures pursuant to subdivision (d) of Section 65089.2. Failure to resolve the dispute does not invalidate the congestion management program.

65089.3. The agency shall monitor the implementation of all elements of the congestion management program. The department is responsible for data collection and analysis on state highways, unless the agency designates that responsibility to another entity. The agency may also assign data collection and analysis responsibilities to other owners and operators of facilities or services if the responsibilities are specified in its adopted program. The agency shall consult with the department and other affected owners and operators in developing data collection and analysis procedures and schedules prior to program adoption. At least biennially, the agency shall determine if the county and cities are conforming to the congestion management program, including, but not limited to, all of the following:

(a) Consistency with levels of service standards, except as provided in Section 65089.4.

(b) Adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts.

(c) Adoption and implementation of a deficiency plan pursuant to Section 65089.4 when highway and roadway level of service standards are not maintained on portions of the designated system.

65089.4. (a) A local jurisdiction shall prepare a deficiency plan when highway or roadway level of service standards are not maintained on segments or intersections of the designated system. The deficiency plan shall be adopted by the city or county at a noticed public hearing.

(b) The agency shall calculate the impacts subject to exclusion pursuant to subdivision (f) of this section, after consultation with the regional agency, the department, and the local air quality management district or air pollution control district. If the calculated traffic level of service following exclusion of these impacts is consistent with the level of service standard, the agency shall make a finding at a publicly noticed meeting that no deficiency plan is required and so notify the affected local jurisdiction.

(c) The agency shall be responsible for preparing and adopting procedures for local deficiency plan development and implementation responsibilities, consistent with the requirements of this section. The deficiency plan shall include all of the following:

(1) An analysis of the cause of the deficiency. This analysis shall include the following:

(A) Identification of the cause of the deficiency.

(B) Identification of the impacts of those local jurisdictions within the jurisdiction of the agency that contribute to the deficiency. These impacts shall be identified only if the calculated traffic level of service following exclusion of impacts pursuant to subdivision (f) indicates that the level of service standard has not been maintained, and shall be limited to impacts not subject to exclusion.

(2) A list of improvements necessary for the deficient segment or intersection to maintain the minimum level of service otherwise required and the estimated costs of the improvements.

(3) A list of improvements, programs, or actions, and estimates of costs, that will (A) measurably improve multimodal performance, using measures defined in paragraphs (1) and (2) of subdivision (b) of Section 65089, and (B) contribute to significant improvements in air quality, such as improved public transit service and facilities, improved non-motorized transportation facilities, high occupancy vehicle facilities, parking cash-out programs, and transportation control measures. The air quality management district or the air pollution control district shall establish and periodically revise a list of approved improvements, programs, and actions that meet the scope of this paragraph. If an improvement, program, or action on the approved list has not been fully implemented, it shall be deemed to contribute to significant improvements in air quality. If an improvement, program, or action is not on the approved list, it shall not be implemented unless approved by the local air quality management district or air pollution control district.

(4) An action plan, consistent with the provisions of Chapter 5 (commencing with Section 66000), that shall be implemented, consisting of improvements identified in paragraph (2), or improvements, programs, or actions identified in paragraph (3), that are found by the agency to be in the interest of the public health, safety, and welfare. The action plan shall include a specific implementation schedule. The action plan shall include implementation strategies for those jurisdictions that have contributed to the cause of the deficiency in accordance with the agency's deficiency plan procedures. The action plan need not mitigate the impacts of any exclusions identified in subdivision (f).

Action plan strategies shall identify the most effective implementation strategies for improving current and future system performance.

(d) A local jurisdiction shall forward its adopted deficiency plan to the agency within 12 months of the identification of a

deficiency. The agency shall hold a noticed public hearing within 60 days of receiving the deficiency plan. Following that hearing, the agency shall either accept or reject the deficiency plan in its entirety, but the agency may not modify the deficiency plan. If the agency rejects the plan, it shall notify the local jurisdiction of the reasons for that rejection, and the local jurisdiction shall submit a revised plan within 90 days addressing the agency's concerns. Failure of a local jurisdiction to comply with the schedule and requirements of this section shall be considered to be nonconformance for the purposes of Section 65089.5.

(e) The agency shall incorporate into its deficiency plan procedures, a methodology for determining if deficiency impacts are caused by more than one local jurisdiction within the boundaries of the agency.

(1) If, according to the agency's methodology, it is determined that more than one local jurisdiction is responsible for causing a deficient segment or intersection, all responsible local jurisdictions shall participate in the development of a deficiency plan to be adopted by all participating local jurisdictions.

(2) The local jurisdiction in which the deficiency occurs shall have lead responsibility for developing the deficiency plan and for coordinating with other impacting local jurisdictions. If a local jurisdiction responsible for participating in a multi-jurisdictional deficiency plan does not adopt the deficiency plan in accordance with the schedule and requirements of paragraph (a) of this section, that jurisdiction shall be considered in nonconformance with the program for purposes of Section 65089.5.

(3) The agency shall establish a conflict resolution process for addressing conflicts or disputes between local jurisdictions in meeting the multi-jurisdictional deficiency plan responsibilities of this section.

(f) The analysis of the cause of the deficiency prepared pursuant to paragraph (1) of subdivision (c) shall exclude the following:

(1) Interregional travel.

(2) Construction, rehabilitation, or maintenance of facilities that impact the system.

(3) Freeway ramp metering.

(4) Traffic signal coordination by the state or multi-jurisdictional agencies.

(5) Traffic generated by the provision of low-income and very low income housing.

(6) (A) Traffic generated by high-density residential development located within one-fourth mile of a fixed rail passenger station, and

(B) Traffic generated by any mixed use development located within one-fourth mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing, as determined by the agency.

(g) For the purposes of this section, the following terms have the

following meanings:

(1) "High density" means residential density development which contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre shall automatically be considered high density.

(2) "Mixed use development" means development which integrates compatible commercial or retail uses, or both, with residential uses, and which, due to the proximity of job locations, shopping opportunities, and residences, will discourage new trip generation.

65089.5. (a) If, pursuant to the monitoring provided for in Section 65089.3, the agency determines, following a noticed public hearing, that a city or county is not conforming with the requirements of the congestion management program, the agency shall notify the city or county in writing of the specific areas of nonconformance. If, within 90 days of the receipt of the written notice of nonconformance, the city or county has not come into conformance with the congestion management program, the governing body of the agency shall make a finding of nonconformance and shall submit the finding to the commission and to the Controller.

(b) (1) Upon receiving notice from the agency of nonconformance, the Controller shall withhold apportionments of funds required to be apportioned to that nonconforming city or county by Section 2105 of the Streets and Highways Code.

(2) If, within the 12-month period following the receipt of a notice of nonconformance, the Controller is notified by the agency that the city or county is in conformance, the Controller shall allocate the apportionments withheld pursuant to this section to the city or county.

(3) If the Controller is not notified by the agency that the city or county is in conformance pursuant to paragraph (2), the Controller shall allocate the apportionments withheld pursuant to this section to the agency.

(c) The agency shall use funds apportioned under this section for projects of regional significance which are included in the capital improvement program required by paragraph (5) of subdivision (b) of Section 65089, or in a deficiency plan which has been adopted by the agency. The agency shall not use these funds for administration or planning purposes.

65089.6. Failure to complete or implement a congestion management program shall not give rise to a cause of action against a city or county for failing to conform with its general plan, unless the city or county incorporates the congestion management program into the circulation element of its general plan.

65089.7. A proposed development specified in a development agreement entered into prior to July 10, 1989, shall not be subject to any action taken to comply with this chapter, except actions required to be taken with respect to the trip reduction and travel demand element of a congestion management program pursuant to paragraph (3) of subdivision (b) of Section 65089.

65089.9. The study steering committee established pursuant to Section 6 of Chapter 444 of the Statutes of 1992 may designate at least two congestion management agencies to participate in a demonstration study comparing multimodal performance standards to highway level of service standards. The department shall make available, from existing resources, fifty thousand dollars (\$50,000) from the Transportation Planning and Development Account in the State Transportation Fund to fund each of the demonstration projects. The designated agencies shall submit a report to the Legislature not later than June 30, 1997, regarding the findings of each demonstration project.

65089.10. Any congestion management agency that is located in the Bay Area Air Quality Management District and receives funds pursuant to Section 44241 of the Health and Safety Code for the purpose of implementing paragraph (3) of subdivision (b) of Section 65089 shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter.

B. Regional Transportation Plan Consistency Requirements

AB 2419 (Bowler) requires that the CMA biennially determine if the cities and the county are conforming to the requirements of the CMP. The requirements for conformity are:

- 1) Consistency with the LOS standards (with the exception of conditions that fall under point 4 below) determined on a biennial basis.
- 2) Consistency with the performance measures.
- 3) Submittal of current copies of the general plan (at least the land use projections by model zone and all amendments to that plan) and any current or pending general plan amendments or environmental impact reports for each jurisdiction.
- 4) An agency that expects a segment to become deficient during the seven-year capital improvement program, must submit a deficiency plan to be approved by the CMA. The deficiency plan must contain actions that will either: a) improve the segment that is projected to become deficient or b) measurably improve the functioning of the system as a whole and contribute to significant improvements in air quality through transportation-related measures.
- 5) Inclusion of the STA as a responsible agency, as defined in the California Environmental Quality Act, for all EIRs for which one or more of the jurisdictions is designated the lead agency.
- 6) The jurisdiction is responding satisfactorily to extra-jurisdictional impacts on the system created by developments within its boundaries.
- 7) The jurisdiction is providing annual financial support for the operations of the CMA as determined by the STA.

Usually by May or June of each odd-numbered year, STA staff will distribute a "Determination of Conformity" request to each of the member jurisdictions requesting the information described above. All information and contributions are due to the STA no later than July 15th unless an earlier date is specified in the worksheet. The consistency determinations will be made by the STA, preferably in July or August of each year, immediately preceding MTC's need for CMP information to be included in the Regional Transportation Improvement Program.

On an annual basis, as part of its annual budget process the STA Board will determine the annual financial contribution that each member will contribute from its gas tax subventions based on the most recent available population

figures from State Department of Finance. All financial contributions must be submitted no later than July 15 of each year.

C.2007 LOS Report Form

See next page

D.2007 CMP LOS Inventory

**TABLE 1
2007 CMP System LOS Inventory**

Roadway	From (PM)	To (PM)	Jurisdiction	Standard	LOS Measurements (PM Peak, Peak Flow)				
					1999	2001	2003	2005	2007
STATE ROADWAY									
I-80	0	0.933	Solano County	F	D	D	D	E	F
I-80	0.933	1.114	Vallejo	F	F	F	E*	E*	E
I-80	1.114	4.432	Vallejo	F	F	F	D*	D*	D
I-80	4.432	6.814	Vallejo	F	C	F	D*	D*	D
I-80	8.004	10.015	Solano County	E	D	D	D	D	C
I-80	10.015	11.976	Fairfield	E	C	C	D*	C	C
I-80	11.976	12.408	Fairfield	E	D	D	D*	E	E
I-80	12.408	13.76	Fairfield	F	F	F	D*	F	F
I-80	13.76	15.57	Fairfield	F	F	F	D*	F	E
I-80	15.57	17.217	Fairfield	F	F	F	E*	E	E
I-80	17.217	21.043	Fairfield	F	F	F	E*	F	E
I-80	21.043	23.034	Fairfield	F	D	D	D*	E	D
I-80	23.034	24.08	Vacaville	E	E	E	E	D	D
I-80	24.08	28.359	Vacaville	F	D	D	D	D	C
I-80	28.359	32.691	Vacaville	F	C	D	D	C	C
I-80	32.691	35.547	Vacaville	F	D	E	E	D	C
I-80	35.547	38.21	Solano County	F	D	D	D	E	D
I-80	38.21	42.53	Dixon	E	C	C	C*	C*	D
I-80	42.53	44.72	Solano County	E	D	D	C	D	D
I-505	0	3.075	Vacaville	E	B	B	D	B	B
I-505	3.075	10.626	Solano County	E	A	A	A	B	A
I-680	0	0.679	Solano County	F	F	F	F	F	F
I-680	0.679	2.819	Benicia	E	C	C	B*	B*	***
I-680	2.819	8.315	Solano County	E	C	C	C	D	D
I-680	8.315	13.126	Fairfield	E	C	C	***	D	***
I-780	0.682	7.186	Benicia	E	C	C	C*	C*	***
SR 12	0	2.794	Solano County	F	C	C	F	F	F
SR 12	1.801	3.213	Fairfield	E	B	B	B*	B	B
SR 12	3.213	5.15	Suisun City	F	B	B	B**	B	C
SR 12	5.15	7.7	Suisun City	F	B	B	B**	B**	A
SR 12	7.7	13.625	Solano County	E	B	B	B	B	B
SR 12	13.625	20.68	Solano County	F	B	B	B	B	B
SR 12	20.68	26.41	Rio Vista	E	E	E	E**	E**	E**
SR 29	0	2.066	Vallejo	E	A	A	A*	A*	A
SR 29	2.066	4.725	Vallejo	E	B	B	B*	B*	B
SR 29	4.725	5.955	Vallejo	E	C	C	C*	C*	C
SR 37	0	6.067	Vallejo	F	B	C	C*	C*	A
SR 37	6.067	8.312	Vallejo	E	D	B	B*	B*	A
SR 37	8.312	10.96	Vallejo	F	F	F	F*	F*	A
SR 37	10.96	12.01	Vallejo	F	F	F	F*	F*	A
SR 84	0.134	13.772	Solano County	E	C	C	C	C	C
SR 113	0	8.04	Solano County	E	B	B	B	B	A
SR 113	8.04	18.56	Solano County	E	B	B	B	B	A
* 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. Highlighted segments are currently operating at their LOS standard that is not grandfathered at LOS F.					

2007 CMP System LOS Inventory (continued)

Roadway	From (PM)	To (PM)	Jurisdiction	Standard	LOS Measurements (PM Peak, Peak Flow)				
					1999	2001	2003	2005	2007
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	B
SR 128	0	0.754	Solano County	E	C	C	C	C	C
SR 220	0	3.2	Solano County	E	C	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	***	***	***	***	C
Peabody Road	FF C/L	VV C/L	Solano County	E	D	D	E	D	D
Peabody Road	VV C/L	California	Vacaville	E	B	A	A	D	C
Walters Road	Petersen	Bella Vista	Suisun City	E	B	B	***	***	***
Vaca Valley Parkway	I-80	I-505	Vacaville	E	C	C	C	C	D
Elmira Road	Leisure Town	C/L	Vacaville	E	B	B	B	C	C
Vanden Road	Peabody	Leisure Town	Solano County	D	***	B	B	B	C
Tennessee St	Mare Island Way	I-80	Vallejo	E	***	***	***	***	C
Curtola Parkway	Lemon St	Maine St	Vallejo	E	***	***	***	***	B
Mare Island Way	Main St	Tennessee St	Vallejo	F	***	***	***	***	B
INTERSECTION									
Peabody Rd at Cement Hill / Vanden Rd			Fairfield	E	***	E	***	B	B
Walters Rd at Air Base Parkway			Fairfield	E	B	B	***	A	D
Tennessee Street at Sonoma Blvd			Vallejo	E	D	C	B	B	B
Curtola Parkway at Sonoma Blvd			Vallejo	E	C	C	C	C	C
Mare Island Way at Tennessee Street			Vallejo	F	D	D	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. Highlighted segments are currently operating at an LOS standard that is not grandfathered at LOS F.					

E. 2010 CMP Land Use Analysis Flow Chart

CMP Land Use Analysis Flow Chart

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

