



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

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Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

ARTERIALS, HIGHWAYS, AND FREEWAYS

1:00 p.m., Monday, July 10, 2006

**Solano Transportation Authority (STA)
Conference Room
One Harbor Center, Suite 130
Suisun City, CA 94585**

MEETING AGENDA

Committee Members:

John Silva, Committee Chair, Solano County
Alan Schwartzman, City of Benicia
Harry Price, City of Fairfield
Ed Woodruff, City of Rio Vista
Len Augustine, City of Vacaville
John Vasquez, Solano County

Invited Participants:

Caltrans District 4, Nicolas Endrawos and Cameron Oakes
CHP, Fairfield
Chambers of Commerce: Benicia, Dixon, Fairfield,
Rio Vista, Suisun City, Vacaville, and Vallejo
Congresswoman Ellen Tauscher's Office, Ricardo Blanco
MTC, Ashley Nguyen and Albert Yee
Public Member, Bernice Kaylin
Solano EDC, Esparza, Mike Ammann
Solano County Transportation Dept. staff, Paul Wiese
STA TAC, Gary Leach

STA Staff:

Daryl Halls, Executive Director
Dan Christians, Assistant Executive Director/Director of Planning
Janet Adams, Director of Projects
Robert Guerrero, Senior Planner
Sam Shelton, Assistant Project Manager

I. INTRODUCTIONS/APPROVAL OF AGENDA

Chair Silva

II. PUBLIC COMMENTS

III. ACTION ITEMS

A. Solano Transportation Authority (STA) Funding Policy for Reliever Routes and Regionally Significant Local Interchanges

Janet Adams

Recommendation:

Forward a recommendation to the STA Board to adopt a funding policy for Reliever Routes and Regionally Significant Local Interchanges.

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B. North Connector Cooperative Agreement

Janet Adams

Recommendation:

Forward recommendation to the STA Board authorizing the Executive Director to enter into a Cooperative Agreement with the City of Fairfield and Solano County for the North Connector Project.

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C. State Route (SR) 113 Major Investment and Corridor Study

Dan Christians

Recommendation:

Forward a recommendation to the STA Board authorizing the Executive Director to:

- 1. Enter into agreement with the City of Dixon and the County of Solano to provide a local match of \$20,833 each for the State Route 113 Major Investment and Corridor Study.*
- 2. Enter into a funding agreement with the Metropolitan Transportation Commission to secure the \$250,000 Partnership Planning grant.*
- 3. Dedicate \$20,833 in FY 2006-07 as local match for the study.*
- 4. Approve the attached preliminary scope of work for the SR 113 Major Investment and Corridor Study.*
- 5. Issue a Request for Proposals (RFP) for the State Route 113 Major Investment and Corridor Study, select a consultant and enter into an agreement with a qualifying firm to conduct the SR 113 study.*

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IV. INFORMATIONAL ITEMS

- | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| A. State Route (SR) 12 Jameson Canyon Project –
Next Steps
<u>Informational</u>
Pg. 33 | Janet Adams |
| B. I-80/I-680/State Route (SR) 12 Interchange
Alternatives
<u>Informational</u>
Pg. 73 | Janet Adams |
| C. Scope of Work for the Project Study Reports
(PSR) for the State Route 12/Church Road
Intersection Improvements and the I-80 High
Occupancy Vehicle (HOV) Lane/Turner Pkwy
Overcrossing and State Route 12 Re-
Alignment/Rio Vista Preliminary Bridge Study
<u>Informational</u>
Pg. 75 | Janet Adams |
| D. Jepson Parkway Project – Status Report
<u>Informational</u>
Pg. 79 | Janet Adams |

V. COMMENTS FROM COMMITTEE MEMBERS

VI. ADJOURNMENT

The next meeting will be scheduled at a later time.

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DATE: July 3, 2006
TO: STA Committee Members
FROM: Janet Adams, Director of Projects
RE: Solano Transportation Authority (STA) Funding Policy for Reliever Routes and Regionally Significant Local Interchanges

Background:

Solano County is currently under going or has plans to complete many highway, interchange improvement projects, and highway reliever route projects throughout the County. The project sponsors for these projects vary from the Solano Transportation Authority (STA) to local cities. Specifically these projects include the North Connector reliever route, the Jepson Parkway reliever route, North Texas Interchange, Rio Vista Bridge Study, State Route 12/Church Road Intersection and the I-80 High Occupancy Vehicle (HOV) Lanes/Turner Avenue Overcrossing in Vallejo. Currently the STA does not have a funding policy for reliever routes and/or regionally significant interchange projects in the County. Past regionally significant project funding contributions were based on individual project negotiations between the local sponsor and the STA. With the forecast for several upcoming projects, these funding negotiations would again be required. The STA staff is seeking to have a STA Board funding policy in place that will provide upfront expectations for all participants.

A funding policy would identify a definition for regionally significant reliever routes and list regionally significance local interchanges that would be eligible for Solano County regionally generated funds. Additionally, the policy would outline the requirements for local contributions to these projects. The intent is to provide implementing agencies such as, STA, the seven cities, and the County a uniform policy for funding projects with regionally generated funds.

Regionally generated funds include; Regional Measure 2 (RM 2), State Transportation Improvement Program (STIP), including Interregional Transportation Improvement Program (ITIP) and Regional Transportation Improvement Program (RTIP) funds, Traffic Congestion Relief Program (TCRP), a future Solano County Transportation Sales Tax (funds other than local return-to-source), a future state bond(s) for infrastructure investment, and federal funds other than earmarks obtained by the local jurisdiction.

Discussion:

Solano County is continuously improving the highway corridors, interchanges and providing for reliever routes. Funding investment in these improvements would vary based on the purpose of the project and the community served by the improvement. In

some cases the improvements serve both the local community and the region. These projects should be considered to receive a portion of the regional funds.

This draft policy has three segments; 1.) The identification of eligible projects or the definition of eligible projects, 2.) The project must be on the STA priority work plan adopted by the STA Board, and 3.) The funding policy for regional funds and matching local contributions.

The schedule for the STA Board to adopt this funding policy would follow adoption of the policy by the Technical Advisory Committee (TAC) in June, discussions at the STA Board workshop in July and STA Board adoption in fall 2006. On June 28, 2006, the TAC by a 6 to 2 vote (Solano County and Suisun City voting no) recommending the STA Board support this policy.

Eligible Project Definitions

Eligible Interchange Project Definition: The July 2004 I-80/I-680/I-780 Major Investment & Corridor Study and the 2001 State Route (SR) 12 Major Investment Study identified specific highway projects along the corridors as well as interchange improvements. Generally interchange improvements identified in these Studies are considered regionally significant. The 2004 I-80/I-680/I-780 Major Investment & Corridor Study also generated a list of interchanges under the title “Recommended Local Interchange Improvements Prioritized by Local Jurisdiction”, (Attachment A) which will be the basis for interchange improvements not funded with regional funds. In addition, providing improved access to the county’s intermodal facilities and High Occupancy Vehicle (HOV) lanes would also be included in the interchanges eligible for funding with regional funds. These intermodal facilities include: Vacaville Intermodal Transportation Center, Fairfield Transportation Center, Curtola Park-and-Ride in Vallejo, and the Benicia Transportation Center. Based on this criterion, the local interchanges considered regionally significant could include:

- I-80/State Route 113 Interchange
- I-80/W. Texas Interchange (Fairfield Transportation Center)
- State Route 12/Pennsylvania Interchange
- I-80/State Route 37/Columbus Pkwy Interchange
- I-80/I-780/Cortola Interchange
- I-680/Lake Herman Road Interchange (Benicia Transportation Center)

Highway Reliever Route Definition: The intent of reliever routes is to provide a local alternative to the state highway for travel between the cities in Solano County. The reliever routes provide regional benefit in that they alleviate congestion on the state highway system and local benefit as they provide traffic alternatives for local residents. Currently the two STA identified reliever route projects are the North Connector and the Jepson Parkway. Both projects are on the adopted STA priority work plan. In the future, currently unidentified reliever routes would be required to provide similar regional traffic benefits as these two projects and to be in the adopted STA Overall Work Plan (OWP).

STA Overall Work Plan (OWP): Annually the STA Board adopts a two-year work plan that identifies priority projects that are considered for regional funding. This is known as the STA Overall Work Plan. Any project to be considered for regional transportation funds must be on this priority work plan adopted by the STA Board. Once the STA Board adopts the priority projects, each project is subject to programming priorities by the Board. With the limitations in transportation funding, not all projects adopted by the STA Board can be constructed in parallel, but rather in consecutive order.

Funding Policy Proposal: Based on the past funding policy from the I-80/Leisure Town Interchange and the Walters Road improvements in Suisun City as part of the Jepson Parkway Project, the local contribution was approximately 50% with 50% from regional fund sources. This funding split aligned with the local benefit versus the regional benefit. The proposed funding policy is to have this local contribution at 50% for projects that also meet a regional significance. The regional funds for projects would be programmed by the STA based on approval by the STA Board. The local funding contribution could be obtained by multi-city/county pooling of funds to reach the level of 50% local funds.

Fiscal Impact:

There is no direct fiscal impact, other than the projects would be required to be on the STA adopted OWP to insure adequate resources have been set aside for the projects.

Recommendation:

Forward a recommend to the STA Board to adopt a funding policy for Reliever Routes and Regionally Significant Local Interchanges.

Attachments:

- A. I-80/I-680/I-780 Major Investment & Corridor Study - Recommended Local Interchange Improvements Prioritized by Local Jurisdiction
- B. SR 12 Major Investment Study Long-Term Improvements (i.e. Grade Separation – Pennsylvania Avenue)

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Table 0-5 Recommended Local Interchange Improvements Prioritized by Local Jurisdiction

Jurisdiction		Description of Interchanges	Segment	Cost in Million \$ (2003)	Note
Benicia	1	I-780/Rose Dr/Columbus Pkwy	3	\$4.3	
	2	I-780/E 2nd St/E 5th St	3	\$9.0	
	3	I-780/Southampton Rd/E 7th St	3	\$3.2	
	4	I-680/Industrial Way/Bayshore Rd	4	\$6.9	
	5	I-680/Lake Herman Rd	4	\$14.8	
	6	I-780/Military West	3	\$1.5	
Dixon	1	I-80/Pedrick Rd	7	\$18.8	
	2	I-80/West A St/Dixon Ave	7	\$22.8	
	3	I-80/Plitt School Rd	7	\$13.2	
Fairfield	1	I-80/Green Valley Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	2	I-80/N Texas St/Lyon Rd	6	\$25.3	
	3	I-80/Abernathy Rd	1	--	Included as part of Mid Term Project 5
	4	I-80/Magellan Rd/Auto Mall Pkwy	6	\$7.8	
	5	I-80/Suisun Valley Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	6	I-80/W Texas St/Beck Ave/Oliver Rd	6	\$34.3	
	7	I-80/Red Top Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	8	I-680/Red Top Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	9	I-80/Central Way	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	10	I-80/Travis Blvd	6	--	No Proposed Improvement
	11	I-80/Airbase Pkwy/Waterman Blvd	6	--	No Proposed Improvement
	12	I-80/Gold Hill Rd	1	--	No Proposed Improvement

Jurisdiction		Description of Interchanges	Segment	Cost in Million \$ (2009)	Note
Solano County	1	I-680/Marshview Rd	4	\$7.8	
	2	I-680/Parish Rd	4	\$5.8	
	3	I-80/Kidwell Rd	7	—	No Proposed Improvement
	4	I-80/SR-113 (North)	7	—	No Proposed Improvement
Vacaville	1	I-80/Alamo Dr/Merchant St	6	\$10.5	
	2	I-80/California Dr Over-crossing and Cherry Glen Rd off-ramp	6	\$20.2	
	3	I-80/Lagoon Valley Rd/Cherry Glen Rd	6	\$14.4	
	4	I-80/Pena Adobe Road/Cherry Glen Rd	6	\$30.6	
	5	I-80/Davis St	6	—	Included as Long Term Project 41
	6	I-80/Midway Rd	7	\$24.0	
	7	I-80/Weber Rd/Meridian Rd	7	\$24.5	
	8	I-80/Peabody Rd/Mason St/Elmira Rd	6	—	No Proposed Improvement
Vallejo	1	I-80/Tennessee St	2	\$66.4	
	2	I-80/Redwood St	2	Alt 1: \$12.8 Alt 2: \$52.1	
	3	I-80/Georgia St	2	\$1.5	
	4	I-80/Springs Rd/Solano Ave/Magazine St/Sequoia Ave/Maritime Academy Dr	2	—	Included as part of Long Term Project 45
	5	American Canyon Rd	2	Alt 1: \$2.2 Alt 2: \$8.4	
	6	I-780/Glen Cove Pkwy	3	\$1.3	
	7	I-780/Cedar St	3	—	Included as part of Long Term Project 28

COST ELEMENT

Planning level cost estimates have been prepared for each element of the six Alternative Packages. Table 8 presents a summary of the capital costs and operating costs of these elements. Operating costs have been calculated and reported for the transit improvements. These estimates include costs associated with fueling, maintaining and manning buses. Costs associated with operating and maintaining geometric roadway improvements have not been calculated or reported. These costs, such as providing electricity for traffic signals, have not been assessed.

Table 8: Planning Level Cost Estimates

Alternative/Improvement Measure	Capital Cost Estimate	Annual Operating Cost Estimate
NEAR TERM IMPROVEMENTS		
ALTERNATIVE PACKAGE 1 – NO BUILD		
TOTAL ALTERNATIVE 1	\$0	
ALTERNATIVE PACKAGE 2 – TRANSPORTATION DEMAND MANAGEMENT		
2a. Carpooling/Park and Ride Lot (2)	\$820,000	
2b. Local Shuttle Program	\$325,000	\$170,000
2c. Transit Service	\$620,000	\$640,000
TOTAL ALTERNATIVE 2	\$1,765,000	\$810,000
ALTERNATIVE PACKAGE 3 – SAFETY IMPROVEMENTS		
3a. Warning Devices – Beck/Pennsylvania	\$300,000	
3b. Accel/Decel/Left Turns/Realign – Shiloh/Lambie	\$1,700,000	
3c. Traffic Signal – SR 113/SR 12	\$450,000	
3d. Accel/Decel/Left Turns/Realign – Church Rd	\$1,450,000	
3e. Warning Beacons – Summerset Road	\$150,000	
3f. Accel/Decel Lanes at Railroad Museum	\$600,000	
3g. Accel/Decel Lanes – Beck Avenue	\$500,000	
TOTAL ALTERNATIVE 3	\$5,150,000	
ALTERNATIVE PACKAGE 4 – NEAR-TERM TRAFFIC IMPROVEMENTS		
4a. Lane Additions – Pennsylvania	\$450,000	
4d. Right Turn Lane/Traffic Signal – Shiloh/Lambie	\$650,000	
4e. Traffic Signal – SR 113	\$450,000	
TOTAL ALTERNATIVE 4	\$1,550,000	
ALTERNATIVE PACKAGE 5 – PASSING LANE INSTALLATION		
5a. Passing Lanes – Postmiles 11.0 to 12.0	\$8,000,000	
5b. Passing Lanes – Postmiles 20.8 to 21.8	\$8,000,000	
TOTAL ALTERNATIVE 5	\$16,000,000	
LONG-TERM IMPROVEMENTS		
ALTERNATIVE PACKAGE 6 – LONG TERM TRAFFIC IMPROVEMENTS		
6a. Widening – Rio Vista City Limit to River Road	\$29,100,000	
6b. Widening – I-80 to Webster/Jackson	\$26,000,000	
6c. Barrier & Shoulders – Walters to Rio Vista	\$66,100,000	
6d. Grade Separation – Pennsylvania Avenue	\$9,000,000	
6e. Left Turn Lanes – Lambie/Shiloh Road	\$500,000	
6f. Traffic Signal Installation – Church Road	\$300,000	
TOTAL ALTERNATIVE 6	\$131,000,000	

The assumptions used in the cost analysis are described for each Alternative Package below. Note that all of the planning level cost estimates include construction costs and contingencies as well as an allowance for design. Right of way acquisition costs are not included in the estimates. Detailed cost breakdowns for each improvement are included in Appendix E.

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DATE: July 3, 2006
TO: STA Committee Members
FROM: Janet Adams, Director of Projects
RE: North Connector Cooperative Agreement

Background:

The North Connector Project is a planned parallel arterial that will be constructed on the north side of I-80. It will connect State Route (SR) 12 East with SR 12 West and will provide additional capacity through this critical section of I-80. The Project is an intra-city/county roadway to provide an alternative means for local drivers to avoid and bypass the existing and anticipated traffic congestion in the area of the I-80/I-680/SR 12 interchange and, thereby, remove and re-direct traffic from the main Interstate freeways to the reliever route to the primary benefit of local residents of the City of Fairfield and the county.

The Project consists of four lanes from the Abernathy Road off ramp on I-80 to existing Business Center Drive and two lanes from Business Center Drive to SR 12 (Jameson Canyon) at Red Top Road. The Project is part of the overall regional plan to provide improved movement of traffic through the I-80/I-680/SR 12 area by providing improved ways for traffic to flow.

Due to limited funding, the North Connector Project will be constructed in sections. STA is the lead on designing and constructing the East Section of the North Connector Project and the City of Fairfield will be taking the lead on completing the Central Section. The West Section of the North Connector will be completed in the future.

A Cooperative Agreement is a formal document that outlines each parties roles and responsibilities, financial contributions, project schedule and constitute an agreement to jointly deliver the Project. The Agreement will specifically outline each entities commitment to fund and deliver the Project.

Discussion:

The intent of this Cooperative Agreement is to define areas of responsibility among the three agencies and to define how the agencies will work together to successfully deliver the Project by working in cooperation toward a common goal. This Agreement covers project development activities, starting with finalizing the environmental document, project plans, specification and estimate (PS&E), right-of-way acquisition and construction. The STA, the City of Fairfield and Solano County will work in partnership to deliver the Project.

The Cooperative Agreement states the City of Fairfield will design and construct the Central Section; the STA will design and construct the East Section. Solano County will obtain the Right-of-Way for the East Section. This reliever route project will receive 50% regional funds and will require 50% local match funds. The East and Central Sections will be initially constructed with the West Section expected to be completed by 2016. Funding for the West Section has not been secured by will be subject to the proposed reliever route funding policy of 50% local match funds. Since Solano County does not currently have a development impact fee for transportation improvements, the financial contribution by Solano County for the East and Central Section is proposed to be only \$2 million.

STA, Solano County and the City of Fairfield staff have been working together on the draft Cooperative Agreement. Attachment A is the current draft. The primary issue remaining with the staff is the funding agreement for the West Section. Although all parties would like to have the funding for the West Section detailed in this agreement, this has not been achieved as Solano County has not identified funds to provide for a share in the 50% local match funds and is reluctant to agree to a future local match of funds with the City of Fairfield. STA staff is of the opinion that both local and regional commitment to fund West Segment of the North Connector is critical to achieve the purpose of the project and its funding should be part of this agreement. Currently, no regional funds have been programmed for the West Section. Prior to regional funding being programmed for the West Section, the STA Board would need to adopt the West Section as a priority for the limited available funds.

Fiscal Impact:

The STA portion of cost for the East and Central Section of the North Connector is funded by Regional Measure (RM) 2 funds and State Transportation Improvement Program (STIP) funds. These funds have been included in the Fiscal Year (FY) 2006-07 and FY 2007-08 budgets adopted by the STA Board in June 2006.

Recommendation:

Forward recommendation to the STA Board authorizing the Executive Director to enter into a Cooperative Agreement with the City of Fairfield and Solano County for the North Connector Project.

Attachments:

- A. Draft North Connector Cooperative Agreement
- B. North Connector Cost Estimate

DRAFT

**AGREEMENT FOR THE DELIVERY OF THE
I-80 NORTH CONNECTOR RELIEVER ROUTE**

**By and Among
the Solano Transportation Authority,
the City of Fairfield
and
the County of Solano**

This Agreement (“Agreement”) entered into on _____, 2006 is between the Solano Transportation Authority (STA), the congestion management agency of Solano County; the City of Fairfield (CITY), a municipal corporation; and the County of Solano (COUNTY), a body corporate and politic, to allocate the areas of responsibility for various project activities by the three entities in delivering the I-80 North Connector Reliever Route Project (“the Project”).

In consideration of the mutual promises set forth herein, the Parties agree as follows:

RECITALS

1. The Project is an intra-city/county roadway to provide an alternative means for local drivers to avoid and bypass the existing and anticipated traffic congestion in the area of the I-80/I-680/SR12 interchange and, thereby, remove and re-direct traffic from the main Interstate freeways to the reliever route to the primary benefit of local residents of the CITY and COUNTY.
2. The Project consists of four lanes from the Abernathy off ramp on I-80 to existing Business Center Drive and two lanes from Business Center Drive to SR 12 (Jameson Canyon) at Red Top Road. The Project is part of the overall regional plan to provide improved movement of traffic through the I-80/I-680/Highway 12 area by providing improved ways for traffic to flow.
3. The parties to this Agreement have determined that the Project is a necessary and integral component to address traffic congestion in the City of Fairfield and through Solano County.
4. The intent of this Agreement is to define areas of responsibility among the three agencies and to define how the agencies will work together to successfully deliver the Project by working in cooperation toward a common goal. This Agreement covers Project development activities, starting with finalizing the environmental document, plans, specification and estimate (PS&E), right-of-way acquisition and construction. The STA, the CITY and COUNTY will work in partnership to deliver the Project.

5. The parties understand and acknowledge that, at present, there is no county-wide development impact fee or other mechanism that would provide significant funding to COUNTY for the Project. In light of this, COUNTY will diligently study and pursue the establishment of a development impact fee or other mechanism to assist in funding of the Project including the use of facilities fees. The STA and the CITY will support COUNTY'S efforts to establish such a fee and to have such fee collected within all cities in Solano County.
6. The Project is divided into a number of project sections, including Sections 1, 2, 3, and 4 as shown on Attachment A and described as follows: Section 1 extends from ___ to ___; Section 2 extends from ___ to ___; Section 3 extends from ___ to ___; and Section 4 extends from ___ to ___. Said Attachment A is incorporated herein as though set forth in full.
7. The Project is covered under two environmental documents. The CITY has completed the environmental document that covers Section 2. The STA is currently completing the environmental document that covers the balance of Project (Sections 1, 3, and 4).
8. Project development activities required to complete project delivery include finalizing the environmental document, PS&E, right-of-way acquisition and construction. The Parties agree to allocate responsibility for the various components of the Project as set forth below, including fiscal responsibility, and each Party agrees to be the lead responsible agency and undertake such portion or portions of the Project as listed below.

SECTION I: AGENCY RESPONSIBILITY FOR DEVELOPMENT AND DELIVERY OF SPECIFIC PHASES OF THE PROJECT

9. Solano Transportation Authority (STA)
STA will be responsible for the following Project deliverables:
 - (a) STA will be the Lead Agency for the preparation and certification of Environmental Documentation for Sections 1, 3 and 4 of the Project.
 - (b) Subject to the provisions of the Section III of Agreement on Funding Criteria, fund the design, R/W acquisition and construction of Sections 1 and 3 of the Project with construction expected to be completed by 2009. However, at the option of CITY, Section 3 may be designed and constructed by the CITY. Should CITY design and construct Section 3, the actual cost for environmental activities, design and construction shall be accounted for in accordance with Section III of Agreement on Funding Criteria. If, prior to CITY undertaking to construct Section 3 STA has expended costs for the design and construction of that Section then STA will be credited with those costs in accordance with Section III of Agreement on Funding Criteria.

- (c) Construct as part of Section 1, that portion within Section 1 of CITY'S 36-inch waterline as provided for in plans and specifications provided by the CITY.
- (d) In conjunction with CITY and COUNTY, develop funding mechanisms for the future development of Section 4 of the Project; which Section is expected to be completed by 2016.
- (e) Undertake those steps necessary to support completion of the entire Project by the year 2016.
- (f) To reimburse the CITY for any right of way for the Project obtained by CITY for Section 1, if any. In particular, should the CITY purchase the entire Valine Property prior to completion of Section 1 (see Attachment A), the STA shall purchase the entire Valine property as soon as right-of-way appraisals are completed for Section 1. The cost for the portion required for the North Connector shall be reimbursed/credited in accordance with Section III of Agreement on Funding Criteria. For the remaining portion of the Valine Property for the I-80/I-680/State Route (SR) 12 Interchange Project, the cost shall be borne by the Interchange Project. Title to such North Connector right of way will be transferred to COUNTY if not so initially acquired as COUNTY will be the public agency responsible for the North Connector right of way when Project is completed. Similarly, title for the remaining portion of the Valine Property for the Interchange Project will be on behalf of the COUNTY until the title is remitted to Caltrans as the public agency responsible for I-80 on the Interchange Project is completed. Any "remainder" property not needed for either the North Connector or Interchange Project shall be sold by COUNTY under such terms and conditions approved by STA and any funds received from said sale, following deduction for direct costs of sale for realtor commissions and costs of escrow if any there be, shall be paid to STA.

10. City of Fairfield

CITY will be responsible for the following Project deliverables:

- (a) Subject to the provisions of Section III of Agreement on Funding Criteria, complete the environmental clearance, design and construction of Section 2 of the Project, including the portion of the Section 2 east of Suisun Valley Road with construction expected to be completed by 2008;
- (b) To maintain signalization throughout the Connector to support the prompt flow of traffic along the Connector as a key reliever route for the I-80/I-680/Highway 12 interchange, i.e, adequate green time through limits of Project would be provided for thru traffic and ensure Project intersections operate at LOS D or better.
- (c) Provide the design and construction plans and specifications for the 36-inch water line that will be constructed as part of Section 1. The costs for the waterline construction will be fully borne by the CITY.

- (d) In accordance with the Section III of Agreement on Funding Criteria, and in conjunction with STA and COUNTY, develop funding mechanisms for the future development of Section 4 of Project.
- (e) Undertake those steps necessary to support completion of the entire Project by the year 2016.

11. County of Solano

COUNTY will be responsible for the following Project deliverables:

- (a) Participation in Project funding in accordance with Section III of Agreement on Funding Criteria.
- (b) In accordance with the Section III of Agreement on Funding Criteria, and in conjunction with STA and the CITY, develop funding mechanisms for the future development of Section 4 of Project.
- (c) Undertake those steps necessary to support completion of the entire Project by the year 2016 including, but not limited to, diligently studying and pursuing the establishment of a development impact fee or other funding mechanism to assist in the funding of the Project including the use of facilities fees. The STA and the CITY will support COUNTY'S efforts to establish such a fee and to have said fee collected within all cities in Solano County.
- (d) Obtain right-of-way necessary for construction of those portions of the Project to be built in the unincorporated territory of Solano County. Should acquisition of such right-of-way necessitate use of the powers of eminent domain, COUNTY will either exercise those rights to acquire the property or authorize STA to act on its behalf for such necessary acquisitions. The costs of such right-of-way acquisitions shall be reimbursed by STA to COUNTY upon receipt of an invoice from COUNTY after applying said costs to any then remaining balance of COUNTY'S funding obligation.

SECTION II: RIGHT-OF WAY

- 12. CITY and COUNTY will take the lead for acquiring and certifying Right-of-Way for each Project phase within their respective jurisdictions. Should COUNTY not wish to utilize its powers of eminent domain, then STA utilize its powers of eminent domain, if any, to acquire such property necessary for acquisition of rights of way.
- 13. CITY agrees to acquire right of way for the Project within the City of Fairfield when necessary property is reasonably available to CITY or, if not acquired by mutual agreement with the property owner, for which eminent domain is legally appropriate. The costs for any such acquisition shall be taken into consideration per Section III of Agreement on Funding Criteria.

SECTION III: FUNDING CRITERIA

14. This Agreement is similar in nature to other funding agreements whereby STA and other public agencies pool their funds and efforts to deliver an important transportation improvement. While the STA Governing Board has not adopted a policy for allocation of costs of such joint efforts, the two prior projects (the Leisure Town Overcrossing and the Walters Road Segment of the Jepson Parkway) have both been funded almost equally between the STA and the other public agency or agencies involved. In light of the past practices of STA and the other public agency or agencies it would be consistent which such funding practices for STA to bear 50% of the costs of the over-all Project and CITY and COUNTY to bear 50% of the costs of the overall project.

However, the COUNTY'S present financial constraints and lack of development impact fees or other funding mechanisms for such projects limits its financial participation at this time. Therefore, COUNTY:

- (a) Will contribute Two Million Dollars (\$2,000,000.00) for the construction of Section 1 payable not later than July 31, 2007; and
- (b) Develop funding mechanisms as set forth in Paragraph 11(c).

These two specific funding mechanisms shall only apply to Sections 1, 2 and 3 of the Project and are not intended to set precedence for the COUNTY funding participation for Section 4 or for any other COUNTY funding responsibility for projects not part of this Agreement. For the funding of Section 4, it is intended the COUNTY participate in the funding contribution as set forth by a STA Governing Board policy for allocation of joint efforts by the STA and other public agencies to pool their funds and efforts to deliver important transportation improvements. Should the STA Governing Board not have a policy in place prior to the implementation of a funding agreement for Section 4, then the funding contribution shall be for STA to bear 50% of the costs of the over-all Project and CITY and COUNTY to bear 50% of the costs of the overall project.

For the funding of Section 4, COUNTY shall work cooperatively with the STA and the CITY to determine an appropriate cost share in the future.

15. The general outline of costs and present sources of funding for the Project are set forth in the funding matrix attached hereto as Attachment C and incorporated herein as though set forth in full.
16. In calculating the share of funding costs by each Agency, those costs shall be the actual costs to that Agency for the Project improvements but will not include those normal and customary obligations for frontage improvements of private development such as curb, gutter, sidewalk and a lane of traffic, if any such development has occurred or occurs prior to completion of a project segment. For example, the existing improvements to Business Center Drive shall not be included in calculating the share of funding costs for the City of Fairfield. The Parties recognize that, in addition to funding improvements though an agency's general budget, Project improvements,

including right of way, may be funded by use of a variety of local means such as development impact fees or improvements undertaken by private development pursuant to a development agreement. Such sources of funding shall be credited toward the share of Project funding costs of the agency that imposed the impact fee or which entered into the development agreement.

17. Each Agency shall have the ability to audit the claim of costs by another Agency and, if they cannot agree upon the costs to be credited to one Agency or another, the three parties shall mediate the matter and, if not then in agreement, submit the matter to binding arbitration.
18. Upon completion of each Section of the Project, the Parties will produce a final accounting of the total cost of the Project and the funding costs or shares of all agencies in order to make any necessary final adjustments and credits among the Parties so that final funding is in accordance with the policies of this Agreement.

SECTION IV: AMENDMENTS TO THIS AGREEMENT

19. STA, CITY and COUNTY agree to meet and confer upon request of any party to this Agreement to discuss proposed changes to project scope, limits, cost and/or schedule. STA, CITY and COUNTY agree to not change project scope, limits, cost and/or schedule of Project without the mutual consent of all parties to the Agreement. Said consent by parties will not be withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects. Except as specifically provided herein, this Agreement may be modified or amended only in writing and with the prior written consent of all Parties.

SECTION V: GENERAL PROVISIONS

20. Independent Contractor. Each Party to this Agreement shall perform their responsibilities as an independent contractor and each Party shall, at its own risk and expense, determine the method and manner by which duties imposed on then by this Agreement shall be performed; provided however that the other Parties may monitor the work performed by the other Party or Parties.
21. Indemnification. COUNTY, CITY and STA shall defend, indemnify and hold harmless each other and their officers, agents and employees from any claim, loss or liability including without limitation, those for personal injury (including death) or damage to property, arising out of or connected with any aspect of the performance by each of them of their "deliverables" or their officers, agents, employees, or subcontractors of activities required under this Agreement.

22. Termination for Cause. If, after written notice and 60 days opportunity to cure, either party shall fail to fulfill in a timely and proper manner that party's obligations under this Agreement or otherwise breach this Agreement, the non-defaulting party may, in addition to any other remedies it may have under the laws of the State of California including, but not limited to, specific performance of the terms and conditions of this Agreement, terminate this Agreement by giving one hundred eighty (180) days written notice to the defaulting party in the manner set forth in the Section below on Notices.
23. No Waiver. The waiver by either party of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.
24. Notices. All notices required or authorized by this Agreement shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that either party desires to give the other party shall be addressed to the other party at the address set forth below. Either party may change its address by notifying the other party of the change of address. Any notice sent by mail in the manner prescribed by this paragraph shall be deemed to have been received on the date noted on the return receipt or five days following the date of deposit, whichever is earlier.

STA

Janet Adams, Director of Projects
One Harbor Center, Suite 130
Suisun City, CA 94585

FAIRFIELD

Gene Cortright
Fairfield Public Works Director
1000 Webster Street
Fairfield, CA 94533

COUNTY

Birgitta Corsello
Solano County Resource Management
675 Texas Street, Suite 5500
Fairfield, CA 94533

25. Interpretation. The headings used herein are for reference. The terms of the Agreement are set out in the text under the headings. This Agreement shall be governed by the laws of the State of California.
26. Severability. If any provision of this Agreement, or any portion thereof, is found by any court of competent jurisdiction to be unenforceable or invalid for any reason, such

provision shall be severable and shall not in any way impair the enforceability of any other provision of this Agreement.

27. Local Law Compliance. The Parties shall observe and comply with all applicable Federal, State and local laws, ordinances, and Codes.

28. Non-Discrimination Clause.

- (a) During the performance of this Agreement, the Parties and their subcontractors, if any, shall not deny the benefits thereof to any person on the basis of religion, color, ethnic group identification, sex, sexual orientation, age, physical or mental disability, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation. STA shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.
- (b) The Parties shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), the regulations promulgated thereunder (Title 2, California Code of Regulations, section 7285.0, et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (sections 11135-11139.5) and any state or local regulations adopted to implement any of the foregoing, as such statutes and regulations may be amended from time to time.

29. Access to Records/Retention. STA, CITY or COUNTY or any federal or state grantor agency funding all or part of the compensation payable hereunder, the State Controller, the Comptroller General of the United States, or the duly authorized representatives of any of the above, shall have access to any books, documents, papers and records of the Party which is directly pertinent to the subject matter of this Agreement for the purpose of making audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, the Parties shall maintain all required records for three years after completion of the "deliverables" or any other work authorized hereunder and all pending matters are closed, whichever is later.

30. Attorney's Fees/Audit Expense. In the event that either party commences legal action of any kind or character to either enforce the provisions of this Agreement or to obtain damages for breach thereof, the prevailing party in such litigation shall be entitled to all costs and reasonable attorney's fees incurred in connection with such action. Any required audits shall be at the expense of the Party undertaking the audit.

31. Conflict of Interest. The Parties hereby covenant, each to the other, that they presently have no interest not disclosed to the other Parties and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance

of its services obligation hereunder, except as such as the Parties may consent to in writing prior to a conflict.

32. Entirety of Contract. This Agreement constitutes the entire agreement between the parties relating to the subject of this Agreement and supersedes all previous agreements, promises, representations, understandings and negotiations, whether written or oral, among the parties with respect to the subject matter hereof.

IN WITNESS WHEREOF, this Agreement was executed by the parties hereto as of the date first above written.

SOLANO TRANSPORTATION AUTHORITY: APPROVED AS TO FORM

By: _____
Daryl Halls, Executive Director

By: _____
Charles Lamoree, STA Legal Counsel

CITY OF FAIRFIELD,
a municipal corporation:

APPROVED AS TO FORM:

By: _____
Kevin O'Rourke, City Manager

By: _____
Gregory Stepanicich,
Fairfield City Attorney

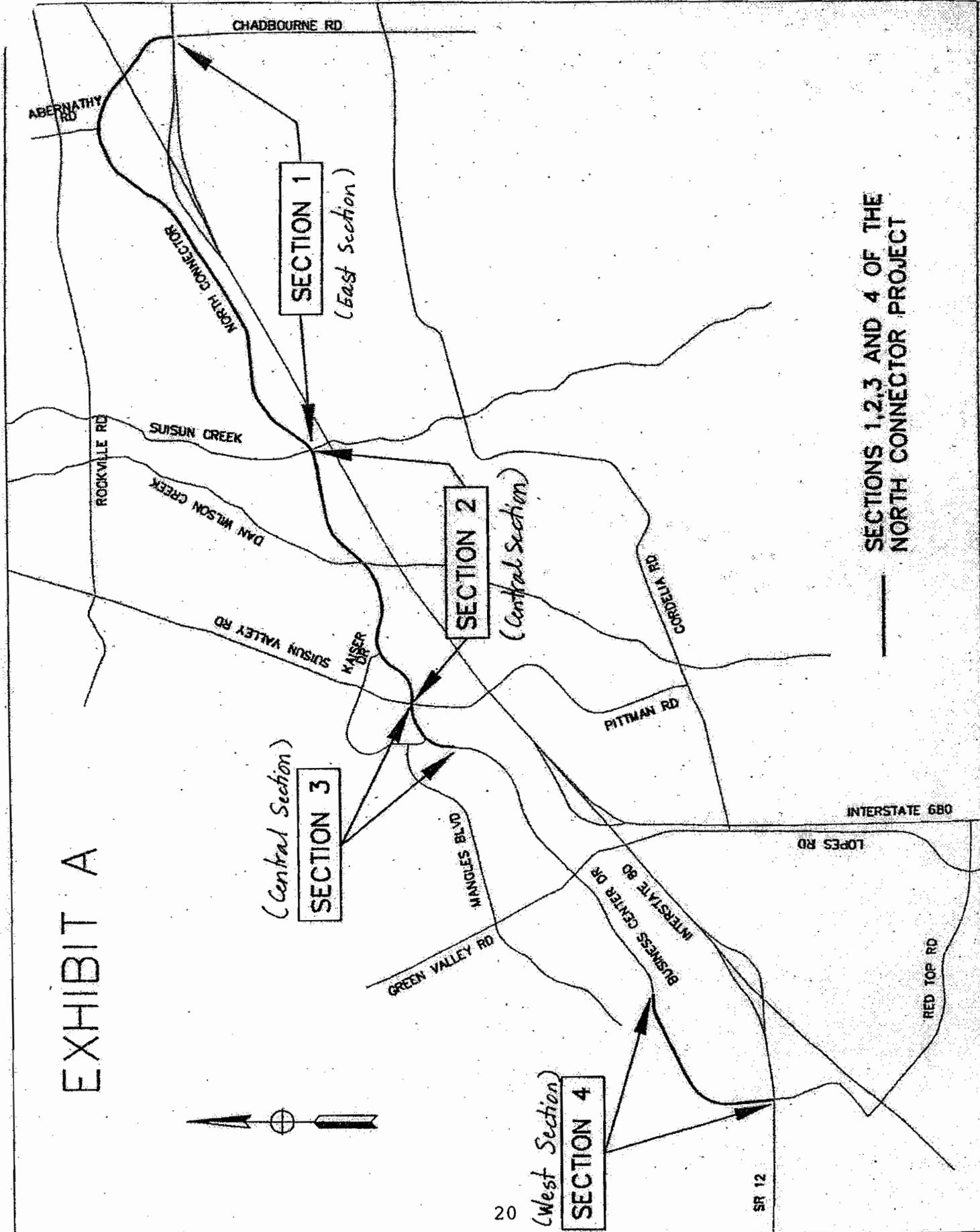
COUNTY OF SOLANO:

APPROVED AS TO FORM:

By: _____
Michael D. Johnson, County Administrator

By: _____
Lori Mazzella
Deputy County Counsel

EXHIBIT A



SECTIONS 1,2,3 AND 4 OF THE
NORTH CONNECTOR PROJECT



EXHIBIT B



SCALE: 1:4000
APRIL 2006

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED

LANDS OF VALINE

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**North Connector
ESCALATED Summary of Costs (2005\$)**

Element	Sections 2 and 3	Section 1	Section 4	TOTAL	Sections 1, 2 and 3
	TOTAL	TOTAL	TOTAL	PROJECT	
Construction					
Base Construction Costs	24,800	15,010	20,460	60,270	39,810
Env Mitigation Costs	360	846	2,920	4,126	1,206
CCO Allowance	-	-	-	-	-
Project Reserve	-	-	-	-	-
TOTAL Construction Costs	25,160	15,856	23,380	64,396	41,016
Project Development					
Design Engr (10%)	2,516	1,586	2,338	6,440	4,102
Construction Mgmt (10%)	2,516	1,586	2,338	6,440	4,102
Agency Costs (1%)	252	159	234	644	410
Env Documentation	-	-	-	-	-
Project Management (1%)	252	159	234	644	410
TOTAL Project Development	5,535	3,488	5,144	14,167	9,024
TOTAL COSTS	30,695	19,344	28,524	78,563	50,040
Escalation Rate for 2 Years	116%	116%	116%	116%	116%

**North Connector
ESCALATED Summary of Costs (2008\$)**

Element	Sections 2 and 3	Section 1	Section 4	TOTAL	Sections 1, 2 and 3
	TOTAL	TOTAL	TOTAL	PROJECT	
Construction					
Base Construction Costs	28,709	17,376	23,685	69,770	46,085
Env Mitigation Costs	417	979	3,380	4,776	1,396
CCO Allowance	-	-	-	-	-
Project Reserve	-	-	-	-	-
TOTAL Construction Costs	29,126	18,355	27,065	74,546	47,481
Project Development					
Design Engr (10%)	2,913	1,836	2,707	7,455	4,748
Construction Mgmt (10%)	2,913	1,836	2,707	7,455	4,748
Agency Costs (1%)	291	184	271	745	475
Env Documentation	-	-	-	-	-
Project Management (1%)	291	184	271	745	475
TOTAL Project Development	6,408	4,038	5,954	16,400	10,446
TOTAL COSTS	35,534	22,393	33,020	90,947	57,927

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DATE: June 28, 2006
TO: STA Committee Members
FROM: Dan Christians, Asst. Executive Director/Director of Planning
RE: State Route (SR) 113 Major Investment and Corridor Study

Background:

The Solano Transportation Authority (STA) in partnership with the Metropolitan Transportation Commission (MTC), was one of four statewide agencies awarded a Partnership Planning Grant from Caltrans to develop a major investment and corridor study for State Route (SR) 113. The study will allow the STA to form a partnership with Caltrans, Metropolitan Transportation Commission (MTC), Sacramento Area Council of Governments (SACOG), County of Solano, County of Yolo, City of Dixon, and the City of Davis to study multi-jurisdictional transportation improvement and safety needs along the SR 113 corridor in Solano County from I-80 to SR 12, and the southern portion of Yolo County. The project will study five specific segments along the SR 113 corridor:

1. SR 113/ SR 12 Intersection
2. Sharp turns north of SR 113/ SR 12 Intersection
3. SR 113 through Downtown Dixon
4. SR 113/ I-80 Intersection
5. SR 113 Mainline Improvements

Discussion:

MTC and the STA were awarded a \$250,000 Partnership Planning Grant to complete the project with a required match of 20% (\$62,500). The staff of County of Solano and the City of Dixon previously agreed to assist with the local match requirement by providing \$20,833 each (1/3 of the local match shared cost per agency including the STA). STA staff is proposing to formally adopt an agreement with both agencies to commit to this amount of match funding at this time. The STA Board will also be requested to amend the FY 2006-07 Budget once the agreements with Caltrans and the local agencies are completed. If approved, STA's funding contribution for the local match would be allocated from the Transportation Development Act (TDA) fund currently budgeted for the STA's modeling effort. STA staff proposes to swap federal Surface Transportation Planning (STP) funds already budgeted for the SR 113 study with the TDA funds from the modeling effort to provide a non-federal fund source as required for a federal grant local match.

The total budget for the SR 113 Major Investment and Corridor Study is \$312,500, including the local match. STA staff will need to obtain a qualified engineering/planning consultant or consulting firms to assist in the completion of the study. STA staff proposes to distribute a Request for Proposals (RFP) to develop the study based on the attached scope of work (Attachment A).

The proposed budget, tasks, and preliminary schedule for the study are included in Attachment B; however, this is preliminary and will be further refined before the final scope and agreements are signed between the lead agencies and consultant. STA indicated in the grant application that our goal was to complete the study by July 2007; however, Caltrans indicated that they could provide additional time to complete the study if needed. Staff anticipates a formal start with the partnership in September 2006 and initiating the public input process in October 2006.

The STA Technical Advisory Committee (TAC) reviewed this item at their June 28th meeting and unanimously recommended approval.

Fiscal Impact

It is recommended that the STA provide a local match of \$20,833 from Fiscal Year 2006-07 TDA funds as part of the mid-year STA Budget. The balance of the project cost will be provided through Caltrans Partnership Planning Grant (\$250,000), the City of Dixon (\$20,833) and Solano County (\$20,833).

Recommendation:

Forward a recommendation to the STA Board authorizing the Executive Director to:

1. Enter into agreement with the City of Dixon and the County of Solano to provide a local match of \$20,833 each for the State Route 113 Major Investment and Corridor Study.
2. Enter into a funding agreement with the Metropolitan Transportation Commission to secure the \$250,000 Partnership Planning grant.
3. Dedicate \$20,833 in FY 2006-07 as local match for the study.
4. Approve the attached preliminary scope of work for the SR 113 Major Investment and Corridor Study.
5. Issue a Request for Proposals (RFP) for the State Route 113 Major Investment and Corridor Study, select a consultant and enter into an agreement with a qualifying firm to conduct the SR 113 study.

Attachments:

- A. SR 113 Major Investment and Corridor Study Proposed Scope of Work
- B. SR 113 Major Investment and Corridor Study Budget Allocation, Task List, and Preliminary Schedule.

**STATE ROUTE 113 MAJOR INVESTMENT AND CORRIDOR STUDY
PRELIMINARY SCOPE OF WORK**

June 19, 2006

The SR 113 Major Investment and Corridor Study will include the following tasks as part of the preliminary scope of work:

Task 1- Budget

Confirm the project budget is adequate and provide safeguards to prevent any potential project cost overruns.

Proposed Subtasks:

- 1.1 Obtain consultant services not to exceed identified budget amount.
- 1.2 Develop a refined allocation of budget to the specific tasks as negotiated with consultant.
- 1.3 Require consultant to provide monthly expenditure reports and budget status updates as part of invoices submitted.

Task 2- Partnership

Create a SR 113 public/multi-government agency partnership to provide comments, recommendations, and consensus for improvements along project segment.

Proposed Subtasks:

- 2.1 Identify key contacts to participate on the SR 113 Improvement Partnership Committee from MTC, SACOG, Caltrans District 4 and 3, cities of Dixon and Davis Public Works and Planning Departments, Yolo County Transportation Department, Solano County Resource Management and Transportation Department, and Solano Transportation Authority, and public members appointed by potentially affected cities (Dixon and Davis) and county unincorporated area.
- 2.2 Identify partnership participants roles and how they are potentially affected by improvements to SR 113.
- 2.3 Schedule project development meetings with the partnership to provide input throughout the development of the study.
- 2.4 Provide regular updates to Partnership between project development meetings via e-mails, memorandums, and/or web based forum.

Task 3- Public Outreach

Provide opportunities for public input in the development of the SR 113 Major Investment and Corridor Study process.

Proposed Subtasks:

- 3.1 Develop database of names and addresses of interested public members for future public input meeting advertisements/mail outs (include economically disadvantaged and community based organization participants in mail outs)
- 3.2 Schedule and advertise a project kick off meeting to provide an initial opportunity for public comments in the City of Dixon and the unincorporated area of Solano County (Public Input Meeting #1).
- 3.3 Schedule and advertise a project status update meeting at a central location for interested public to provide feedback on project development (Public Input Meeting #2).
- 3.4 Schedule and advertise a meeting for public review of the draft planning document before document is finalized (Public Input Meeting #3) .
- 3.5 Ensure all press releases of public input meetings are distributed to all local newspaper publications in affected areas with project contact information for questions and comments.
- 3.6 Schedule a public hearing prior to any document approval for the SR 113 Major Investment and Corridor Study by the Solano Transportation Authority Board of Directors.
- 3.7 Ensure all SR 113 Major Investment and Corridor Study Partnership meetings are advertised in various media and open to the public.

Task 4- Planning- SR 113 Corridor Alignment and Improvements Evaluation

Determine what improvements are going to be needed to accommodate current and future traffic growth on Hwy 113.

Proposed Subtasks:

- 4.1 Conduct traffic counts at key locations (i.e. SR 12, I-80, downtown Dixon and Midway Road).
- 4.2 Survey existing traffic information (i.e. types of traffic- trucks vs autos; and determine origination/destination of traffic corridors based on the Solano Napa Travel Demand Model data, traffic counts, and other available data).
- 4.3 Survey available transit data and assess future transit service needs for SR 113.
- 4.4 Inventory currently planned land use and transportation projects along SR113 in proposed segment and in Yolo County (i.e. SHOPP projects, highway expansion projects, interchange or intersection improvements).
- 4.5 Gather accident information and determine high incident locations.
- 4.6 Identify alternative alignments to the existing SR 113 corridor.
- 4.7 Select a preferred short term and long term safety, operational, and transit improvement options for SR 113.
- 4.8 Determine potential environmental impacts of the alternative alignments and improvements.

Task 5- Funding Options

Determine potential funding sources for improvements to SR 113 with a primary focusing on the feasibility of constructing a toll lane on SR 113

Proposed Subtasks:

- 5.1 Forecast revenue generated by toll lane.
- 5.2 Conduct public opinion surveys of toll lane vs. traditional funding source options (i.e. ITIP, SHOPP, transportation sales tax, impact fees) at SR 113.
- 5.3 Research pros and cons of creating a toll lane (provide examples of projects with similar issues related to SR 113).
- 5.4 Determine what will need to happen in order to build a toll lane in terms of process (i.e. legislation, funding mechanisms, bonding, etc.).
- 5.5 Estimate the cost of constructing a toll lane.
- 5.6 Make a recommendation on whether or not to further pursue a toll lane funding option to fully fund and accelerate completion of the project.

Task 6- Deliverables

Create a planning deliverables that will be beneficial to the SR 113 Partnership

Proposed Subtasks:

- 6.1 SR 113 Major Investment and Corridor Study equivalent to a Major Investment Study that includes an implementation strategy identifying safety, operational, and transit improvements.
- 6.2 Preliminary costs and estimates for Caltrans, SACOG, MTC, STA and affected cities and unincorporated Solano County to plan accordingly and consider for future funding allocations and project prioritization.
- 6.3 A toll road benefit analysis report for SR 113 that can be used as a reference for similar toll road proposals or as a case study for the Solano County, San Francisco Bay Area, Sacramento and other counties and regions.
- 6.4 Contact guide for agencies affiliated with the SR 113 Corridor. The guide will include agency contact information as well as a brief description of their role in providing improvements to SR 113.
- 6.5 Concise traffic forecasts and other related information based on the Solano Napa Travel Demand Traffic Model.
- 6.6 A report with recommendations that identifies a preferred long range alignment of SR 113 from SR 12 to I-5.

Task 7- Implementation

Implement the study in a timely manner. Incorporate recommendations that can be included in regional and city planning programs (e.g. MTC's Regional Transportation Plan T-2030, Caltrans State Highway Operations and Protection Program list and corridor concepts update, STA's Comprehensive Transportation Plan's Arterial, Highways and Freeways Element, and STA's Congestion Management Program, Yolo County or

Sacramento Area Council of Governments Transportation Plan, and future general plan updates of Dixon, Davis, and the County of Solano).

Proposed Subtasks:

- 7.1 Distribute the Draft SR 113 Major Investment and Corridor Study to the Partnership to allow members to incorporate any additional recommendations identified in the study.
- 7.2 Prepare a recommended funding plan and strategy.
- 7.3 Identify next steps for the implementation of the study.

**STATE ROUTE 113 MAJOR INVESTMENT AND CORRIDOR STUDY
BUDGET ALLOCATION, TASK LIST, AND PRELIMINARY SCHEDULE**

Project Title:	SR 113 Major Investment and Corridor Study														
	Primary Tasks	Responsible Party	Cost Total	Grant (80%)	Local ¹ (20%)	U	G	S	F	C	N	D	P	V	U
Task 1. Budget 1%	Caltrans/STA/MTC/ Consultant	\$3,125	\$2,500	\$625											
Task 2. Partnership 10%	Caltrans/MTC/STA/Solano County/ Yolo County/ City of Dixon/ City of Davis/SACOG Consultant/MTC/STA	\$31,250	\$25,000	\$6,250											
Task 3. Public Outreach 20%	Consultant	\$62,500	\$50,000	\$12,500											
Task 4. Planning 39%	Consultant	\$121,875	\$97,500	\$24,375											
Task 5. Funding 20%	Consultant	\$62,500	\$50,000	\$12,500											
Task 6. Deliverables 5%	Consultant	\$15,613	\$12,490	\$3,123											
Task 7. Implementation 5%	Caltrans/MTC/STA	\$15,612	\$12,490	\$3,122											
TOTALS		\$312,500	\$250,000	\$62,500											

¹Local Match provided by contributions from Solano Transportation Authority, City of Dixon, and Solano County.

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DATE: July 3, 2006
TO: STA Committee Members
FROM: Janet Adams, Director of Projects
RE: State Route (SR) 12 Jameson Canyon Project – Next Steps

Background:

The Purpose and Need for the Jameson Canyon Project on State Route (SR) 12 from I-80 in Solano County to and including SR 12/29 intersection in Napa County is to relieve traffic congestion, improve mobility, enhance safety and improve current roadway conditions.

Currently Caltrans is the lead agency for the environmental phase of the project. This phase was initiated in March 2001 and funded through the Traffic Congestion Relief Program (TCRP) which provided an initial allocation of \$4,100,000. As of December 2005, Caltrans has expended \$3,476,600 of the initial allocation. According to Caltrans, this phase will not be completed until late 2007/early 2008. Further, none of the Technical Reports that are associated with the environmental phase have been completed.

The December 2005 cost estimate from Caltrans is:

PA/ED	\$6,800,000
Design*	\$17,000,000
Right-of-Way	\$9,700,000
Construction	\$78,500,000
<hr/> TOTAL	<hr/> \$112,000,000

* Includes \$1.2 million Right-of-Way Support and \$7.4 million construction support

Attachment A provides an over view of the project status and issues.

Discussion:

SR 12 is a vital transportation link between Solano and Napa Counties. The Solano Transportation Authority (STA) and the Napa County Transportation Authority (NCTPA) support the timely completion of the Project in the most cost effective solution that meets the Project Purpose and Need.

However, without tangible results from Caltrans to complete the environmental phase in 2007, STA and NCTPA are seeking to have the lead agency on the Project shifted. The recommendation is to have STA become the lead agency for the project and NCTPA to

become the fiscal manager. In addition, specific changes to the project delivery structure are proposed along with STA becoming the lead agency. These include negotiating a Memorandum of Understanding (MOU) with Caltrans and NCTPA to outline areas of responsibility by the three entities. The purpose of entering into a MOU is to define roles and responsibilities of a tri-agency partnership, put into place the authority of a multi-agency represented project team, provide an executive level mechanism for project direction, and provide a cost reporting and financial responsibility structure.

The MOU scope will constitute an agreement to; jointly deliver the Project, reaffirm the entities commitment to fund and deliver the Project, define the partnership teams roles and responsibilities, commit STA to develop a Project Management Plan, outline financial responsibilities (including detailed cost reporting), and put into place an Executive Steering Committee to provide Project direction and provide a timely resolution mechanism.

The next steps for the SR 12 Jameson Canyon Project is;

1. Enter into a MOU between the STA, NCTPA and Caltrans. Attachment B is the draft MOU.
2. Enter into a funding agreement with NCTPA for a project manager. Attachment C is draft of the Funding Agreement.
3. Issue a Request for Proposals (RFP) for the Project Management Services.
4. Pursue project funding.

The STA and NCTPA have discussed having the STA contract with a highly qualified consultant Project Manager to work jointly with the three agency's to draft a MOU and subsequent Cooperative Agreements. The Project Manager would provide an assessment of the current progress of the environmental document and current cost estimates to make a recommendation to STA, NCTPA and Caltrans on the specific project delivery team structure, measures to facilitate the completion of the environmental document, a draft Project Management Plan, and a draft financial plan.

Fiscal Impact:

The initial estimated cost for the Project Management contract is \$500,000 which could be funded by NCTPA's Federal Earmark of \$6,700,000 for the Project.

Recommendation:

Informational.

Attachments:

- A. SR 12 Jameson Canyon Overview Summary
- B. Draft Jameson Canyon a Memorandum of Understanding
- C. Draft Jameson Canyon Funding Agreement
- D. Draft Jameson Canyon Request for Proposals (RFP) for the Project Management Services

SR 12 Jameson Canyon and State Route 12/29 Interchange

Background:

Caltrans is currently the lead agency on the Project Approval and Environmental Document (PA/ED)

Traffic Congestion and Relief Plan (TCRP) allocation March 2001 for PA/ED \$4.1 million

TCRP allocation July 2002 PS&E \$2.9 million

TCRP re-allocation of \$0.5 million March 2006 to avoid 5 year funding lapse

Original completion date for the PA/ED Phase 1/07

Current estimated completion date PA/ED Phase 1/08

One environmental document for the Project, two EA charging activities

Current Status/Issues:

Design

PS&E for the Canyon is over 35% complete. Only one alternative, four lane with concrete median barrier. Existing traffic signals at Kelly Road and Kirkland Ranch Road to remain, full intersection at Lynch Road (no signal, left turn pocket) other opening east of county line (no adjacent local road), one high retaining wall with a maximum height of 15 meters (45 feet) close to Red Top.

SR 29/12 Interchange; two alternatives, one alternative has been modified for the single point urban interchange whereas SR 12 will go over SR 29. This is a new design from previous geometrics. PS&E will be 30% complete by end of April on both alternatives.

Capital costs estimate updates expected by June 2006. Project Report is estimated to be completed January 2008, due to needed environmental input.

Biology

Biological surveys will have to be redone; red-legged frog, fairy shrimp, steelhead, and rare plants. The US Fish and Wildlife Service changed sampling protocols for the red-legged frog, so the existing survey is not valid. This will take 1 ½ years to complete, work started in late January 2006. With the extended duration of the schedule, completed surveys will have to be re-done; this includes the fairy shrimp, steelhead and the plants. This 1 ½ years time is the critical path and driver of the extended delay.

Cultural Resources

No issues, base work is done. Technical Report expected to be completed with next two weeks, then the Report will be sent to SHPO by mid May. Don't expect Findings of Effect.

Right-of-Way Access

128 parcels within the Project area (both Canyon and Interchange)

Originally there were 89 rights-to-entry with a two year access provision. These rights-to-entry have expired and are needed due to the need to complete additional biological surveys. Caltrans has requested new rights-to entry, normally takes three weeks to get response from property owners. Near the interchange there are new rights-of-entry that were never requested previously. (Approximately 5 to 10) Currently Caltrans is still waiting to see if there will be problems or delays associated with getting these rights-to-entry.

Caltrans never has gotten right of entry for about 15% of the property (in area).

Outstanding question is; If Caltrans is unable to obtain a portion of the right-of-entry to those properties would it cause FHWA to reject the document as incomplete? Caltrans does not yet have an answer.

Schedule

PA/ED

As of March 2006, Caltrans is estimating the completion of the ND FONSI January 2008.

- In Spring 2004, Caltrans reported the PA/ED was on track to be completed in June 2006.
- By December 2005, Caltrans reported PA/ED completion would be July 2007.
- As of March 2006, Caltrans is reporting a completion PA/ED completion date of January 2008.

PS&E

According to Caltrans, they expect to be able to complete the 1 ½ years after the PA/ED is completed; therefore revised estimated completion date is June 2009.

Right-of-Way

According to Caltrans, they expect to be able to complete the 4 months after the PS&E is completed, therefore revised estimated completion date is June 2009. Concern about this timeline if not focused on by the Project Leadership Team (PLT).

Construction

Expect the project to be split into three construction contracts. PLT will need to evaluate and make recommendation on the scope/schedule and staging. Construction will take at least 3 years depending on the number and staging of the construction contracts.

Overall completion is estimated to be 2013 to 2014, assuming no prolonged delays.

Funding

Original Total estimate for the PA/ED was \$5.6M

- Original estimate for the PA/ED was \$4.1M (Jameson Canyon only)
- Original estimate for the PA/ED was \$1.5M (SR 12/29 Interchange)

As of March 2006, estimated for the PA/ED has risen to \$6.9M to \$7.4M

- As of March 2006 expended \$3.8M Jameson Canyon
- As of March 2006 expended \$1.6M SR 12/29 Interchange
- Total expended \$5.4M

Caltrans is generally requesting an additional \$1.5M to \$2.0M requested to complete PA/ED (this is an increase from the original estimate to complete of \$5.6M), however, this request for additional funds is not based on bottoms-up work plan. Budget for each task needs to immediately be established.

Available funding is:

\$4.1M TCRP PA/ED (generally all expended)

\$2.9M TCRP PS&E

\$2M NCTPA RIP PS&E in the 2002 STIP for FY 2005-06

\$6.4M NCTPA Fed Earmark

Next Steps

- ❖ Agree (STA and NCTPA) on the proposal (see below)
- ❖ Meet and discuss proposal with Bijan, including submittal of Draft MOU
- ❖ After meeting with Bijan, submit follow-up letter confirming the tentative agreement
- ❖ Agree to the organizational chart (including hiring of a external Project Manager)
- ❖ After hiring the PM, have the PM recommend if Caltrans should complete the environmental document.
- ❖ Request Caltrans to immediately begin the process of acting as a consultant
 - Submit scope and deliverable of each task for PA/ED
 - Submit budget to complete each task for PA/ED
 - Submit schedule to complete each task for PA/ED
- ❖ Have new PM initiate monthly PDT meetings
- ❖ Require monthly reporting on Scope, Cost and Schedule and each PDT
- ❖ Require detailed monthly expenditure reporting aligned with the task budgets (have this process begin now, as it will take time to get in place)
- ❖ Require all cost/schedule/scope changes be approved by the Executive Committee.
Approved costs increases should be shared by all agencies.
- ❖ Caltrans to submit updated Capital, Right-of-Way and Support Costs to complete by the end of May.
- ❖ All three agencies shall jointly work on the development of a funding plan.
- ❖ Agree on the change in the Project lead, all three parties support move

Proposal

Change Project Lead

Hire external Project Manager

Required Caltrans to Submit Scope/Cost/Schedule by the end of May

Enter into 3-way MOU

Develop Cooperative Agreement(s) for each Project Phase

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MEMORANDUM OF UNDERSTANDING
FOR THE JAMESON CANYON PROJECT

Between

California Department of Transportation,
the Solano Transportation Authority
and the

Napa County Transportation Planning Authority
June XX, 2006

I. INTENT

This Memorandum of Understanding (MOU) entered into effect on _____, between the State of California, Department of Transportation (Department), the Solano Transportation Authority (STA), and Napa County Transportation Planning Agency (NCTPA) constitutes solely a guide to the respective intentions and policies of the parties involved for the Jameson Canyon Project, herein called PROJECT. It is not intended to authorize funding or project effort nor is it a legally binding contract. Funding commitments providing for the deposit of funds for specific work phases or project effort committing machine or personnel time will be covered by one or more separate cooperative agreements as may be outlined herein.

The intent of this MOU is to define how the three agencies will work together in cooperation to successfully deliver the PROJECT, a common goal. It constitutes a guide to the intentions and strategies of the parties involved and provides the overall framework, including outlining their respective roles, responsibilities and funding strategy for the PROJECT.

This MOU covers project development activities, including the environmental document, preparing the plans, specification and estimate (PS&E), completing right-of-way acquisition and concluding with construction. Department, STA and NCTPA will work cooperatively, using staff, consultants and resources interchangeably, as part of the Project Team in a commitment to deliver the PROJECT. Cooperative agreements will be required for each specific phase of work requiring the expenditure of funds and/or staff services provided by Department, STA, and NCTPA.

II. PROJECT DESCRIPTION

Jameson Canyon on State Highway 12 (SR 12) is a regionally significant highway linking Solano and Napa Counties. It is one of the significant links between the two counties. The PROJECT has been the recipient of state discretionary funding on in the form of \$4.1 million in Traffic Relief and congestion Program (TCRP) for the Environmental Phase and \$2.9 million TCRP for the Design Phase. In addition, NCTPA obtained a \$6.4 million Federal Earmark. The PROJECT is also included in the 2005 Regional Transportation Plan. The movement of goods and people along this interregional route has increased in recent years as the

demographics and industrial centers have developed and shifted. Commercial growth in Napa and Solano counties, coupled with growth in Solano County, has resulted in increased commuting on SR 12.

The existing SR 12 has one lane in each direction with no median barrier. It has sections that, do not meet current highway standards and consistently maintains a poor level of service in many sections. This PROJECT will widen approximately 6 miles of SR 12 from two to four lanes and upgrading the highway to current standards from Interstate 80 in Solano County to State Route 29 (SR 29) in Napa County. The purpose of this PROJECT is to relieve traffic congestion and provide additional capacity while improving safety and operations along the route.

The PROJECT area is currently divided into two projects. These independent projects have been combined into a single study area for a comprehensive environmental document. Currently the environmental document is classified as a Negative Declaration for CEQA and FONSI for NEPA. The environmental document is currently under development and has the following key revised milestone dates (According to the Department as of March 2006):

Draft Environmental Document – April 2007

Environmental Document – January 2008

III. GENERAL

The key PROJECT tasks, detailed in Appendix A, may be modified by written recommendation of the Project Leadership Team, with the approval of the Executive Committee, without formally amending this MOU.

Department, STA, or NCTPA may arrange for consultant services to perform the key project tasks described in attached Appendix A.

Since the constructed PROJECT will be owned and operated by the Department, PROJECT must conform to Department design, construction standards and requirements.

All cooperative efforts and reviews through completion of PROJECT construction are intended to deliver the PROJECT as a collaborative team comprised of Department, STA, NCTPA and consultant staff in a manner similar to that employed by Department to deliver its own projects, thus minimizing standard Department oversight activities.

The mix of staff assigned to each independent project within PROJECT may come from different sources. The primary sources will be Department staff and consultants provided by STA and NCTPA and will be incorporated into the Project Staffing Plans, which are an element of the Work Plan. No work shall be

performed nor expenditures incurred without the recommendation of the Project Manager and approval of the Project Leadership Team.

IV. PROJECT DELIVERY ORGANIZATION – APPROACH, ROLES, RESPONSIBILITIES

The development activities required for completion of PROJECT include finalizing the environmental document and approval, PS&E, right-of-way and construction. Listed below are the development activities and general areas of responsibility for each agency. Key project tasks are shown on the attached Appendix A.

For each subsequent PROJECT phase, the Executive Committee will determine the lead agency for the development activities, and the necessary support resources as determined and agreed to by the three entities. Development activities will be tied to the sample funding plan attached as Appendix B.

Development activities include:

- Preparing Plans, Specifications & Estimate
- Obtaining Required Permitting
- Right of Way Engineering, Acquisition and Utilities
- Bid Advertisement, Award, and Approval
- Construction

The organizational structure for Project Management is shown on the attached Appendix C and defined below.

STA & NCTPA Board of Directors

Role: The STA and NCTPA Boards of Directors govern their respective agencies. They will provide guidance and direction and make policy decisions as it relates to that agency and the PROJECT.

Responsibilities: Each Board will approve any policy or proposed funding actions affecting the agency it governs as it relates to the PROJECT. Each Board reserves the right to use a policy or technical advisory entity to advise the Board on PROJECT issues or elements.

Executive Committee (EC)

Role: The Executive Committee will provide PROJECT guidance and issue PROJECT specific policies or policy determinations related to each PROJECT phase. It will hold the Project Leadership Team accountable for delivering the PROJECT phases by approving annual Work Plans and scope, schedule and/or cost changes beyond the limits previously approved.

Members:

- Department's District 4 Director
- Executive Director of STA
- Executive Director of NCTPA

Responsibilities:

- Consult on designation of the Project Manager.
- Provide the Project Management Team and other project staff necessary feedback related to the PROJECT
- Approve PROJECT scope, schedule and budget
- Agree on funding plan for each PROJECT phase
- Oversee overall PROJECT progress
- Review Project Staffing Plans, including the use of consultants
- Approve changes to the approved PROJECT scope, schedule and budget beyond the approved scope and budget contingency
- Determine how and when to brief the STA and NCTPA Boards, California Transportation Commission (CTC) and other governmental agencies.
- Serve as the third and final level of review for unresolved PROJECT issues (such issues may be within or between task teams and members and/or the agencies).

Meetings:

- Once per quarter or as needed.

Project Leadership Team (PLT)

Role: This team reports to the EC and provides direct agency support and input to the PROJECT. The EC shall appoint the PLT members and includes a designated representative from STA, NCTPA and Department. The PLT will oversee the Project Manager in delivering PROJECT within scope, schedule and budget and provide the EC with recommendations for those items requiring EC approval per this MOU and subsequent Cooperative Agreements.

Members:

- Designated appointees from the three agencies.

Responsibilities:

- Recommend changes to the PROJECT scope, schedule and/or budget to the EC
- Monitor and review the progress of PROJECT
- Provide direction on issues as requested by the Project Manager
- Concur on the draft Project Staffing Plan including the use of consultants
- Recommend the award of consultant contracts as submitted by the Project Manager.
- Concur w/appointments of the Task Managers based upon the recommendations from the Project Manager.
- Member of Project Development Team (PDT).
- Serve as the second level of review for disputes

Meetings:

- Attend meetings of the EC and Project Leadership Team, PDT and other PROJECT meetings as needed.

Project Manager

Role: The Executive Committee shall designate a Project Manager, who shall be a consultant employee and whose overall responsibility is to deliver the PROJECT. The Project Manager will oversee and coordinate the efforts in delivering the PROJECT within scope, schedule and budget and will provide the EC with recommendations for those items requiring their approval.

Responsibilities:

- The timely delivery of the PROJECT within scope schedule and budget
- Reporting on PROJECT progress, project controls and quality control/quality assurance
- Provide the first level of review for disputes.
- Oversee all aspects of the PROJECT.
- Convene meetings of the EC, Project Management Team and PDT, making sure that agendas, minutes, and other materials are created and distributed for meetings.
- Provide overall coordination and management of independent project tasks as assigned by Cooperative Agreements and/or the Project Staffing Plan.
- Provide reports and make presentations to the CTC, the STA and NCTPA Boards, and other governmental agencies on an as needed basis.

A more detailed description of the Project Manager's duties is included in Appendix D.

Meetings:

- Be responsible for monthly PDT and other project meetings as needed.

Task Manager

Role: May be either a Department Engineer/Planner or a STA or NCTPA consultant with the necessary qualifications to perform tasks such as PS&E, public relations, right-of-way, construction, project management, etc.

Responsibilities:

- Delivery of the assigned scope of work within scope, schedule and both support and capital budgets
- Communicate with their Project Managers about progress and possible changes
- Identify any policy changes or functional area directives that will impact the Project and proceed once direction is received from the Project Manager
- Ensure that the Quality Control actions are taking place within the Task work
- Each Task Manager will be responsible for the expenditures and performance on their assigned task

V. PROJECT FUNDING

STA, NCTPA and the Department intend to jointly fund PROJECT phases in conjunction with the CTC. The three entities will continue to seek additional funding in a cooperative manner on an on-going basis.

STA and NCTPA have been advised that the CTC is encouraging cooperation between counties with Department in the development of priorities related to the programming of State Transportation Improvement Program (STIP) funds for highway projects.

Under this MOU, STA and NCTPA agree to pool Regional Transportation Improvement Program (RTIP) funds (county shares) and other local funds for the purpose of jointly sponsoring independent projects.

STA, NCTPA and Department will jointly request that the CTC commit Interregional Transportation Improvement Program (ITIP) funding toward the joint sponsored PROJECT and independent projects throughout the upcoming STIP cycles.

STA, NCTPA and Department agree to meet and confer upon the request of any party to this MOU to discuss proposed changes to scope, limits, cost and/or schedule. STA, NCTPA and the Department agree to not change scope, limits, cost and/or schedule without the mutual consent of all parties to the MOU.

The Executive Committee must approve changes in the use of funds prior to requesting an allocation of such funds from the responsible Boards, CTC, Department and/or Agency.

Proposed PROJECT Funding

The framework for a funding plan for the PROJECT is shown in Appendix B. In addition, it is the intent of this MOU that each of the independent projects be funded as follows:

- ~~XX%~~ by the STA controlled fund sources such as RTIP, local funds, federal funds, earmarked federal funds or regional funds.
- ~~XX%~~ by State controlled fund sources such as ITIP, TCRP funds or any other discretionary State or Federal funding
- ~~XX%~~ by the NCTPA controlled fund sources such as RTIP, local funds, federal funds, earmarked federal funds or regional funds.

Prior to each STIP funding cycle STA, NCTPA and Department will complete Appendix B, which will outline the timing and funding for each independent project

to be recommended for programming to the CTC in the next STIP cycle. Appendix B will also include an estimate of the support costs for all three entities.

VI. ISSUE RESOLUTION

As issues arise in the PROJECT life-cycle, time is of the essence and they need to be resolved as diligently as possible. To this end, a process has been built into the responsibilities described in this MOU.

Issues will arise in the midst of the Task Teams and Project Management effort to develop the PROJECT. Many of these issues can be resolved within these teams, especially those that do not change the scope of the PROJECT, require additional budget and that do not delay the approved schedule. The Corridor Project Manager shall be the first level of review of the issues, which these teams cannot resolve. If the Corridor Project Manager is unable to resolve the issue it will be elevated as follows:

Second-level of review and resolution: the Project Leadership Team will review the issue, the options for resolution, the pros and cons to each option, and any advocate's reasons in support of specific options. Provided the resolution falls within the available PROJECT contingency, then the Project Leadership Team should determine the outcome. If the Project Leadership Team either does not have sufficient authority to resolve the issue or is unable to agree, then they will elevate the issue resolution after a maximum of two meetings (an initial meeting to hear the issue, and, if necessary, a second meeting to hear any additional information requested during the first meeting). The Project Leadership Team will keep the Executive Committee informed of issue resolution.

Third-level (and final) review and resolution: the Executive Committee will review the issue, the options for resolution, the pros and cons to each option, and the advocate's reasons in support of specific options. Provided the resolution falls within the authority granted the Executive Committee, then they should determine the outcome. If, for some reason, the issue cannot be fully resolved without approval from the agency board then the Executive Committee will direct preparation of agenda items for any required action needed to ratify their agreed upon solution.

In the event that the Department believes that the implementation of a PROJECT proposal may adversely affect:

- i. The safety of the traveling public or Department employees,
- ii. Future Department liability as respects operations and maintenance of the completed PROJECT facility,
- iii. Future operations and maintenance costs of the constructed PROJECT facilities, and

- iv. Future statutory obligations of the Department that may arise during the development of the PROJECT and pertain to either the new or existing facility but are not yet identifiable at this time,

The Department expressly reserves the right to exercise its sovereign, constitutional and statutory police powers to direct the implementation of the appropriate responses to such issues affecting the PROJECT until it is complete and operational.

District Director Department of Transportation	Date	Executive Director Napa County Transportation Planning Authority	Date
Executive Director Solano Transportation Authority	Date		

Appendix A

Key Project Tasks Grouped by Project Discipline

Work Plan

- In the last quarter of each calendar year, an annual Work Plan will be developed by the Project Leadership Team and the Project Manager and approved by the Executive Committee.
- Work Plans shall remain flexible to adapt to changing resources and funding.

Project Estimate

- In the last quarter of each calendar year, the Project Leadership Team will produce a PROJECT estimate update to serve as the basis of any budgetary changes.
- Throughout the year following each estimate update, any scope or cost impacts should be immediately reflected on a revised estimate and reported to the Executive Committee.

Environmental Approval

- Obtain Base Maps
- Prepare various studies
- Complete traffic forecast
- Provide traffic analysis of alternatives
- Evaluate Alternatives
- Prepare Environmental Assessment
- Recommend Preferred Alternative

Roadway Design

- Develop preliminary design and produce an approved Project Report
- Produce a biddable and buildable PS&E

Structure Design

- Conduct Geotechnical Investigation
- Produce a complete structure PS&E

Right of Way

- Provide mapping, appraisal, acquisition, encroachment permits, temporary construction easements, utility verification and relocation, etc.
- Certify the Project

Public Relations

- Develop a public relations/outreach plan
- Communicate with all stakeholders
- Prepare exhibits and presentations for use in internal and external meetings
- Ensure that a public information/outreach program for the PROJECT be coordinated and implemented.

Aesthetics

- With input from the local agencies and communities, the Project Leadership Team and Corridor Project Manager will ensure a coordinated approach for the aesthetics for the PROJECT, particularly for new retaining walls and structures.

Project Controls

- Develop budget and schedule to complete the work down to the task level
- Monitor progress, cost performance and schedule
- Develop internal PROJECT change control procedures
- Identify problem areas and recommend solutions
- Compile the Task plans from each of the Task Managers
- Produce the Project Staffing Plan for each independent project
- Develop and maintain organization, project procedures and budget, securing necessary approvals as required for each independent project
- Develop options available to the participating agencies to finance the design and construction of the independent project

Construction Administration

- Complete independent project review
- Advertise, award and approve contract
- Administer contract and close out contract, including the settlement of all claims

Quality Control and Assurance (QC/QA)

- The Quality Assurance Plan will be developed by the Project Management Team and approved by the Corridor Project Manager.
- The PLT will provide concurrence as part of their approval of the Annual Work Plan.

**Appendix B
Funding Plan**

**Appendix C
Organization Chart**

Appendix D

Project Manager Responsibilities

1. DEVELOP ORGANIZATION AND PROCEDURES

- Recommend Approval of the Task Managers (a Task Manager may be a consultant)
- Recommend the extent to which consultant support is necessary and make recommendations to the Project Leadership Team on consultant selection
- Provide vision for the entire Project Team
- Make sure that teamwork is occurring within the Discipline and Task Teams
- Develop the Project Work Plan and Staffing Plan, including a project organization chart for approval for each independent project
- Lead the development and implement the Project Control procedures
- Develop a documented Project scope of work
- Process and make recommendations for changes in scope, schedule and budget

2. COMMUNICATION PLAN

- Prepare and distribute agendas, minutes and reports for various project meetings
- Establish and operate a document/correspondence management and distribution system
- Manage the public relations plan for the PROJECT
- Oversee the preparation of necessary exhibits
- Make presentations on behalf of the PROJECT
- Make certain that agendas for public, inter-agency and PROJECT meetings are prepared and distributed
- Make certain that meeting places are arranged and that necessary equipment is available
- Assist Executive Committee in public hearings
- Prepare quarterly progress reports for the Executive Committee, STA and NCTPA Boards
- Make annual and as needed reports and presentations to the CTC, the STA and NCTPA Boards, and other governmental agencies
- Prepare media releases

3. BUDGET CONTROL

- Develop a funding plan for the PROJECT and/or independent projects
- Oversee the annual compilation of the complete PROJECT and independent project estimate
- Lead the creation of the PROJECT and independent project budget down to the Task Level
- Review and approve the proposed Task budgets
- Monitor PROJECT and independent project expenditures at the Task Level
- Prepare a quarterly financial report showing the current approved budget and expenditures to date by fund source, and expected expenditures in the future.

- Report to the Executive Committee on PROJECT and independent project financial status
- Recommend approval of any scope changes that are beyond the approved budget and independent project contingency to the Executive Committee

4. SCHEDULE CONTROL

- Oversee the development and approve the PROJECT and independent project schedules
- Review the Task schedules
- Monitor overall PROJECT and independent project schedules
- Implement methods to keep PROJECT and independent projects on schedule
- Provide necessary direction to the PROJECT Scheduler
- Report to the Executive Committee on PROJECT and independent project progress
- Develop quarterly reports on progress and percent complete

5. INTER-AGENCY COORDINATION

- Carry out communication per the Communication Plan
- Assure information moves agency to agency
- Monitor agency activities

6. QUALITY ASSURANCE

- Ensure consistency between independent projects
- Hold the Task Team members accountable for implementing the QA plan

7. TECHNICAL COORDINATION

- Recommend selection of consultants along with other interview panel members
- Direct the development of Task Orders
- Coordinate technical activities performed by the Task Teams

8. LEGAL REQUIREMENTS

- Develop format for RFPs and technical agreements
- Confirm that terms of agreements and contracts accomplish the purposes for which they are created

9. CONTRACT ADMINISTRATION

- Provide overall coordination and management as assigned by the Cooperative Agreements
- Monitor progress on the contracts based upon information compiled by the Project Controls staff
- Approve changes to the PROJECT scope, schedule and budget that remain within the approved scope and budget contingency within a specific PROJECT phase
- Review and recommend payment of invoices

10. AESTHETICS

- Coordinate aesthetics for the PROJECT

11. RISK MANAGEMENT

- Identify potential risk issues.
- Minimize scope, cost and schedule changes
- Develop contingency plans for scope, cost and schedule changes

STA Agreement No. _____

**FUNDING AGREEMENT
FOR THE JAMESON CANYON PROJECT
BETWEEN
THE NAPA COUNTY TRANSPORTATION PLANNING AUTHORITY
AND THE SOLANO TRANSPORTATION AUTHORITY**

THIS AGREEMENT is made and entered into as of this ____ day of _____, 2006, by and between the SOLANO TRANSPORTATION AUTHORITY, a joint powers entity organized under Government Code section 6500 et seq., hereinafter referred to as "STA", and the NAPA COUNTY TRANSPORTATION PLANNING AUTHORITY, a joint powers entity organized under Government Code section 6500 et seq., hereinafter referred to as "NCTPA";

RECITALS

WHEREAS, the widening of Jamieson Canyon to four lanes with appropriate turning lanes and a safety median barrier is important to the economic health and well-being for the residents of both Napa and Solano Counties; and

WHEREAS, NCTPA and STA desire to continue the environmental evaluation of the roadway improvements of State Route (SR) 12, (commonly known as Jameson Canyon) between Interstate 80 in Solano County and including the proposed interchange of SR 29 and 12, hereinafter referred to as "PROJECT." Jameson Canyon on SR 12 is a regionally significant highway linking Solano and Napa Counties. It is one of the significant links between the two counties and is approximately half in Solano County and half in Napa County. The existing SR 12 has one lane in each direction with no median barrier. It has sections that do not meet current highway standards and consistently maintains a poor level of service in many sections. This PROJECT will widen approximately ~~six~~ miles of SR 12 from two to four lanes and upgrading the highway to current standards from Interstate 80 in Solano County to State Route 29 (SR 29) in Napa County. The purpose of this PROJECT is to relief traffic congestion and provide additional capacity while improving safety and operations along the route.

Through a Value Analysis Study that was completed in 2004, the Canyon portion of this project consists of one alternative; a four lane roadway with concrete median barrier. Existing traffic signals at Kelly Road and Kirkland Ranch Road to remain, full intersection at Lynch Road (no signal, left turn pocket) other opening east of county line (no adjacent local road), one high retaining wall with a height of that is not expected to be greater than 15 meters (45 feet) close to Red Top. The SR 29/12 Interchange

consists of two alternatives; one alternative has been modified for the single point urban interchange whereas SR 12 will go over SR 29.

The PROJECT has been the recipient of state discretionary funding on in the form of \$4.1 million in Traffic Relief and congestion Program (TCRP) for the Environmental Phase and \$2.9 million TCRP for the Design Phase. In addition, NCTPA obtained a \$6.4 million Federal Earmark. The PROJECT is also included in the 2005 Regional Transportation Plan. The movement of goods and people along this interregional route has increased in recent years as the demographics and industrial centers have developed and shifted. Commercial growth in Napa and Solano counties, coupled with growth in Solano County, has resulted in increased commuting on SR 12.

The PROJECT area is currently divided into two projects. These independent projects have been combined into a single study area for a comprehensive environmental document. Currently the environmental document is currently under development and has the following key revised milestone dates (According to the Department as of March 2006):

Draft Environmental Document – April 2007

Environmental Document – January 2008

Both agencies agree to work toward the completion of the construction through the efforts of the Project Staff of STA and NCTPA and such underlying consultant services agreements between STA project management and engineering providers as are necessary and appropriate. This initial focus of these efforts will be to work together to complete the environment document; and

WHEREAS, NCTPA has agreed to contribute \$500,000 of either the Federal Earmark entitled “Widen SR 12 to four lanes through Jamieson Canyon (between I-80 and SR 29) for safety concerns and economic growth” which has been received by NCTPA or the existing Traffic Congestion Relief Program (TCRP) toward the funding of a Project Manager for the completion of the environmental document for the PROJECT; and

WHEREAS, the STA will be responsible for the contracting out and day-to-day management of the Project Manager; and

WHEREAS, NCTPA has determined that the expenditure of funds to assist with preparation of said PROJECT environmental document will advance a public purpose and is therefore permitted by law.

TERMS

NOW, THEREFORE, STA and NCTPA, in consideration of the promises herein, agree as follows:

1. **Term of the Agreement.** The term of this Agreement shall commence on the date first above written and shall expire on completion and acceptance by STA, NCTPA and/or Caltrans, as appropriate of the PROJECT environmental document, right-of-way certification and final design documents, unless terminated earlier in accordance with Paragraphs 7 or 8; except that the obligations under Paragraph 6 (Indemnification) shall continue in full force and effect after said expiration date or early termination as to the liability for acts and omissions occurring during the term of this Agreement.

2. **Scope of Services.** STA has worked cooperatively with NCTPA to fund the PROJECT. ~~In general~~ The completion of the environmental document, right-of-way certification and final design documents are a key milestones for this PROJECT. As a result, both agencies will work together to in partner ship with Caltrans to complete these milestones environmental document. This funding agreement will be for Project Management Services for the management of the environmental document. STA intends to retain a qualified and committed professional engineering firm to provide Project Management services required for delivery of the PROJECT. The Project Management services are intended to provide the lead management services for PROJECT and not ancillary or adjunct services.

Said Project Manager will be responsible for:

- Assist the STA/NCTPA/Caltrans staff in preparing contracts as needed for the completion of the environmental document, right-of-way acquisition and certification, and final design documents.
- Assist the STA/NCTPA/Caltrans staff to develop, project staging alternatives, Funding Agreements, Cooperative Agreements, Memorandums of Understanding and, amending as needed, existing Memorandums of Understanding or Freeway Agreements for each project.
- Assist the STA/NCTPA staff with coordination of work for the environmental document. This includes managing the entire effort, working with stakeholders, consultants and Caltrans to complete technical reports, finalization of the various documents, and develop and maintain project schedules.
- Work with Caltrans and other agencies to assist the STA/NCTPA staff to obtain necessary approvals of all documents relating to the completion of the environmental document.
- Assist the STA/NCTPA staff with the development of financial plans for PROJECT these projects that optimize the use of federal, state and local funding and recognize the schedules for the availability of such funding.
- The consultant will attend meetings and lead meetings with the Executive

Committee and the Project Leadership Team that will be established for the PROJECT, including agenda development, meeting minutes and follow-up on action items.

- The consultant will provide written project status reports which will be provided monthly to the Executive Committee and the Project Leadership Team. The consultant will develop and keep updated Facts Sheets for the PROEJCT.

3. **Maximum Compensation; Obligation for Matching Funds.**

A. NCTPA shall pay STA for actual work completed upon receipt of an invoice requesting payment an amount not to exceed \$500,000 following execution of this agreement by both parties. Should STA hire consultants to perform the study or parts thereof, STA shall provide copies of any such invoices upon request by NCTPA. STA shall not use more than ten (10) percent of any funds provided under this Agreement for STA personnel or overhead.

B. Should the NCTPA choose to use the Federal Earmark for the funding in accordance with this agreement, relative to such Federal funding, the following process shall apply:

4. NCTPA will be fully responsible for such "matching funds" requirements of the Federal earmark, if any. NCTPA shall determine the amount and means necessary to provide the "match" for the Federal earmark. The existing TCRP funds are the likely funds that would be used for said "matching funds". If any necessary "matching funds" are not available through TCRP funds, NCTPA shall no longer be fully responsible for all "matching funds"; STA and NCTPA shall seek an alternative source(s) which may involve funds from STA sources.

~~NCTPA shall pay STA upon receipt of an invoice requesting payment for an amount not to exceed \$500,000 following execution of this agreement by both parties. Should STA hire consultants to perform the study or parts thereof, STA shall provide copies of any such invoices upon request by NCTPA.~~

4. **Method of Payment.** All payments shall be made only upon presentation by STA to NCTPA of an invoice in a form acceptable to NCTPA which indicates, at a minimum, itemization of the hours worked or, where compensation is on a per-task basis, a description of the tasks completed during the billing period, the person(s) actually performing the services and the position(s) held by such person(s), and the approved hourly or task rate. CONTRACTOR shall submit invoices not more often than monthly. After review and approval as to form and content, shall submit the invoice to the NCTPA Auditor no later than fifteen (15) calendar days following receipt. Payment shall be made to the STA up to the amount stated in paragraph 3.

5. **Independent Contractor.** STA shall perform this Agreement as an independent contractor. STA shall, at its own risk and expense, determine the method

and manner by which duties imposed on STA by this Agreement shall be performed; provided however that NCTPA may monitor the work performed by STA.

6. **Indemnification.** NCTPA and STA shall defend, indemnify and hold harmless each other and their officers, agents and employees from any claim, loss or liability including without limitation, those for personal injury (including death) or damage to property, arising out of or connected with any aspect of the performance by NCTPA or STA, or their officers, agents, employees, or subcontractors of activities required under this Agreement.

7. **Termination for Cause.** If, after written notice and 10 days opportunity to cure, either party shall fail to fulfill in a timely and proper manner that party's obligations under this Agreement or otherwise breach this Agreement, the non-defaulting party may, in addition to any other remedies it may have, terminate this Agreement by giving fifteen (15) days written notice to the defaulting party in the manner set forth in Section 11 (Notices).

8. **Termination for the Convenience of a Party.** This Agreement may be terminated by either party for any reason and at any time by giving no less than thirty days written notice of such termination to the other party and specifying the effective date thereof; provided, however, that no such termination may be effected unless a reasonable opportunity for consultation is provided prior to the effective date of the termination.

9. **Disposition of and Payment for Work upon Termination.** In the event of termination for cause under Paragraph 7 or termination for the convenience of a party under Paragraph 8, copies of all finished or unfinished documents and other materials, if any, at the option of the NCTPA, shall be delivered to the NCTPA and the STA shall be entitled to receive compensation for any satisfactory work completed prior to receipt of the notice of termination; except that neither party shall be relieved of liability for damages sustained by the other by virtue of any breach of the Agreement whether or not the Agreement was terminated for convenience or cause.

10. **No Waiver.** The waiver by either party of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.

11. **Notices.** All notices required or authorized by this Agreement shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that either party desires to give the other party shall be addressed to the other party at the address set forth below. Either party may change its address by notifying the other party of the change of address. Any notice sent by mail in the manner prescribed by this paragraph shall be deemed to have been received on the date noted on the return receipt or five days following the date of deposit, whichever is earlier.

STA
Daryl Halls
Executive Director
One Harbor Center, Suite 130
Suisun City, CA 94585

NCTPA
Mike Zdon
Executive Director
707 Randolph Street, Suite 100
Napa, CA 94559

12. **Subcontracts.** STA is hereby given the authority to contract for any and all of the tasks necessary for the Project Management Services as described, with prior review and concurrence by NCTPA.

13. **Amendment/Modification.** Except as specifically provided herein, this Agreement may be modified or amended only in writing and with the prior written consent of both parties.

14. **Interpretation.** The headings used herein are for reference. The terms of the Agreement are set out in the text under the headings. This Agreement shall be governed by the laws of the State of California.

15. **Severability.** If any provision of this Agreement, or any portion thereof, is found by any court of competent jurisdiction to be unenforceable or invalid for any reason, such provision shall be severable and shall not in any way impair the enforceability of any other provision of this Agreement.

16. **Local Law Compliance.** STA shall observe and comply with all applicable Federal, State and local laws, ordinances, and Codes.

17. **Non-Discrimination Clause.**

(a) During the performance of this Agreement, STA and its subcontractors shall not deny the benefits thereof to any person on the basis of religion, color, ethnic group identification, sex, sexual orientation, age, physical or mental disability, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation. STA shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.

(b) STA shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), the regulations promulgated thereunder (Title 2, California Code of Regulations, section 7285.0, et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (sections 11135-11139.5) and any state or local regulations adopted to implement any of the foregoing, as such statutes and regulations may be amended from time to time.

18. **Access to Records/Retention.** NCTPA, any federal or state grantor

agency funding all or part of the compensation payable hereunder, the State Controller, the Comptroller General of the United States, or the duly authorized representatives of any of the above, shall have access to any books, documents, papers and records of the STA which are directly pertinent to the subject matter of this Agreement for the purpose of making audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, STA shall maintain all required records for three years after NCTPA makes final payment for any other work authorized hereunder and all pending matters are closed, whichever is later.

19. **Attorney's Fees/Audit Expense.** In the event that either party commences legal action of any kind or character to either enforce the provisions of this Agreement or to obtain damages for breach thereof, the prevailing party in such litigation shall be entitled to all costs and reasonable attorney's fees incurred in connection with such action. Any required audits shall be at the expense of the NCTPA.

20. **Conflict of Interest.** STA hereby covenants that it presently has no interest not disclosed to NCTPA and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of its services obligation hereunder, except as such as NCTPA may consent to in writing prior to the acquisition by STA of such conflict.

21. **Entirety of Contract.** This Agreement constitutes the entire agreement between the parties relating to the subject of this Agreement and supersedes all previous agreements, promises, representations, understandings and negotiations, whether written or oral, among the parties with respect to the subject matter hereof.

IN WITNESS WHEREOF, this Agreement was executed by the parties hereto as of the date first above written.

NAPA COUNTY TRANSPORTATION
PLANNING AUTHORITY,

SOLANO TRANSPORTATION
AUTHORITY

By: _____
Mike Zdon, Executive Director

By: _____
Daryl Halls, Executive Director

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____

By: _____
Charles Lamoree, STA Legal Counsel

June XX, 2006

RE: Request for Proposal (RFP 2006-0X) - Project Management Services for Jameson Canyon Project located in Solano and Napa Counties

Dear Consultant:

The Solano Transportation Authority (STA) invites your firm to submit a proposal for Project Management Services for the Jameson Canyon Project. STA is interested in retaining a strong Project Manager to deliver this Project. The STA is seeking a Project Manager that has extensive experience in the successful completion of environmental documents.

The attached RFP describes the project, the requirements of the proposal, the services sought, and an outline of the criteria that will be used to evaluate the proposals.

Please deliver 10 copies of your proposal to the STA offices no later than 3:00 PM, DATE. The STA offices are located at One Harbor Center, Suite 130, Suisun City. Note that this deadline is firm, and late submittals will not be accepted. Interviews are tentatively scheduled for DATE.

We look forward to receiving a proposal from your firm. If you have any questions regarding this project, please contact Janet Adams, Director of Projects at (707) 424-6010.

Sincerely,

DARYL K. HALLS
Executive Director

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Request for Proposals (Project 2006-0X)

for

Project Management Services

for

Jameson Canyon Project

in

Solano and Napa Counties

By the

Solano Transportation Authority

RESPONSES DUE:

3:00 PM, DATE

Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City, CA 94585

**Request for Proposals (Project 2006-0X)
for
Project Management Services
for
Jameson Canyon Project
in
Solano and Napa Counties**

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6. Selection Process Dates

**Request for Proposals (RFP 2006-0X)
for
Project Management Services**

SECTION 1 — INTRODUCTION

The Solano Transportation Authority (STA) is a joint powers authority with members including the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo and the County of Solano. STA serves as the Congestion Management Agency for Solano County and is responsible for programming State and Federal funding for transportation projects within the county. Over the past few years, STA has taken on additional responsibilities in the delivery of priority projects and as part of this effort the STA in partnership with Caltrans and the Napa County Transportation and Planning Authority (NCTPA) are working to deliver the Jameson Canyon Project.

SECTION 2 — SERVICES TO BE PROVIDED

The STA intends to retain a qualified and committed professional engineering firm to provide Project Management services required for delivery of the Jameson Canyon Project. The selected consultant will work closely with STA, as well as NCTPA and Caltrans. The consultant will be responsible to insure the timely delivery of the environmental document that meets the identified scope and needs of the stakeholders.

Disadvantaged Business Enterprise (DBE) Requirements:

The STA has adopted a DBE Program that is intended to encourage participants of disadvantaged business enterprises. Consistent with this program, the STA has established a DBE participation goal of 9.7% for this requested Project Management Service, which will be funded with federal funds. For DBE instructions and forms, see Attachment 1. Note that the attached DBE forms must be filled out and included in an appendix of your firm's proposal.

The consultant will provide the following services:

TASK 1 – Expedite the Delivery of the Environmental Document

Examples of work under this task include:

- Assist the STA staff in preparing contracts for the preparation of the environmental document.
- Assist the STA staff to develop Funding Agreements, Cooperative Agreements, Memorandums of Understanding and, amending as needed, existing Memorandums of Understanding or Freeway Agreements.
- Assist the STA staff with coordination of work for the specified document. This includes working with stakeholders to review status to the work completed to date, develop and implement strategy to expedite the delivery of the environmental document, manage scope/cost/schedule of the deliverables leading to the successful completion of the environmental document, develop and maintain overall project schedule.
- The consultant will be responsible to develop, in potential partnership with Caltrans, a detailed workplan for the completion of the environmental document. The consultant will be required to monitor all expenditures specifically by the workplan tasks track changes to the workplan,. Any scope/cost/or schedule changes are subject to approved by the Executive Steering Committee and the Project Leadership Team.
- The consultant will be working with a diverse staff to complete the environmental document. The staff will be comprised of Caltrans, consultants potentially hired by Caltrans, or STA.
- Work with Caltrans, FHWA and other agencies to assist the STA staff to obtain necessary approvals of the document.
- Assist the STA staff with the development of financial plans for these projects that optimize the use of federal, state and local funding and recognize the schedules for the availability of such funding.

TASK 2 – Assist the STA staff to access funding for the Project

Under this task the consultant will assist the STA and NCTPA staff in preparing allocation request letters, and insuring that the Funding Agreement commitments are followed-up on.

TASK 3 – Meetings

Under this task, the consultant will attend meetings, including; lead a monthly Project Develop Team (PDT) meeting, report monthly to the Executive Steering Committee and the Project Leadership Team. Consultant will be required to make periodic reports and presentation to the STA and NCTPC Boards. For these meetings, the consultant will be required to develop agendas, prepare meeting minutes and follow-up on action items.

TASK 4 – Monthly Project Status Reports and Project Fact Sheets

Under this task, the consultant provides monthly written project status reports which will be provided to the Executive Steering Committee and the Project Leadership Team. The consultant will develop and keep updated Facts Sheets for the project.

SECTION 3 — Project Description

Jameson Canyon on State Route (SR) 12 is a regionally significant highway linking Solano and Napa Counties. It is one of the significant links between the two counties. The movement of goods and people along this interregional route has increased in recent years as the demographics and industrial centers have developed and shifted. Commercial growth in Napa and Solano counties, coupled with growth in Solano County, has resulted in increased commuting on SR 12.

The existing SR 12 has one lane in each direction with no median barrier. It has sections that do not meet current highway standards and consistently maintains a poor level of service in many sections. This project will widen approximately XX miles of SR 12 from two to four lanes and upgrading the highway to current standards from Interstate 80 in Solano County to State Route 29 (SR 29) in Napa County. The purpose of this project is to relief traffic congestion and provide additional capacity while improving safety and operations along the route.

Through a Value Analysis Study that was completed in ???, the Canyon portion of this project consists of one alternative; a four lane roadway with concrete median barrier. Existing traffic signals at Kelly Road and Kirkland Ranch Road to remain, full intersection at Lynch Road (no signal, left turn pocket) other opening east of county line (no adjacent local road), one high retaining wall with a height of that is not expected to be greater than 15 meters (45 feet) close to Red Top. The SR 29/12 Interchange consists of two alternatives; one alternative has been modified for the single point urban interchange whereas SR 12 will go over SR 29.

The project area is currently divided into two components. These components have been combined into a single study area for a comprehensive environmental document. Currently the environmental document is currently under development and has the following key revised milestone dates (According to Caltrans as of March 2006):

Draft Environmental Document – April 2007

Environmental Document – January 2008

Caltrans is the current lead on completing the environmental document. The STA, NCTPA and Caltrans are working together in partnership to expeditiously complete the document. The completion of the environmental document has been impacted by various issues since it inception in 2001. These issues have affected the cost and schedule.

STA and NCTPA are interested in expeditiously completing the environmental document. Currently Caltrans is the lead agency for the completion of the document, however, this lead agency status could be changed prior to the completion of the document.

SECTION 4 — RFP SUBMITTAL REQUIREMENTS

Please prepare your proposal in accordance with the following requirements.

1. *Proposal:* The proposal shall not exceed a total of 20 single-sided, 8.5” x 11” pages. These page numbers includes the transmittal letter, copies of resumes may included in an appendix, which will not be counted toward the page count.
2. *Transmittal Letter:* The proposal shall be transmitted with a cover letter describing the firm’s interest and commitment to the proposed project. The letter shall state that the proposal shall be valid for at least a 90-day period and should include the name, title, address, telephone number, and e-mail address of the individual to whom correspondence and other contacts should be directed during the consultant selection process. The person authorized by the firm to negotiate a contract with STA shall sign the cover letter.

Address the cover letter as follows:

Janet Adams, P.E., Director of Projects
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, California 94585

3. *Project(s) Understanding:* This section shall clearly convey the consultant’s understanding of the nature of the work, including coordination with and approvals from STA, Caltrans and other agencies.
4. *Approach and Management Plan:* This section shall provide the firm’s proposed approach and management plan for providing the services.
5. *Qualifications and Experience:* The proposal shall provide the qualifications and experience of the consultant that will be available for these projects. Please emphasize the specific qualifications and experience from projects similar to this project. Replacement of the Project Manager will not be permitted.
6. *Additional Relevant Information:* Provide additional relevant information that may be helpful in the selection process (not to exceed the equivalent of 2 single-sided pages).
7. *References:* Provide at least three references (names and current phone numbers) from recent work (previous three years) similar to these projects. Include a brief description of each project associated with the reference, and the role of the respective team member.
8. *Submittal of Proposals:* Six (6) copies of your proposal are due at the STA offices no later than the time and date specified in Section 6, below. Envelopes or packages containing the proposals should be clearly marked, “**Proposals Enclosed.**”
9. *Cost Proposal:* A cost proposal should be submitted in a separate sealed envelope titled “**Consultant Cost Proposal.**” The cost submittal should indicate the number of anticipated hours by the Project Manager. The estimated level of hours for other staff, if anticipated, can be summarized in general categories. The cost proposal shall include the estimated cost by general category.
10. *DBE Requirements:* The DBE Forms (Attachment 1) must be filled out and included in an appendix of the proposal.

SECTION 5 — SELECTION OF CONSULTANT

The overall process will be to evaluate the technical components of all the proposals completely and independently from the cost component. The proposals will be evaluated and scored on a 100 point total basis using the following criteria:

1. Qualifications and specific experience of the Project Manager.

**Request for Proposals, Project No. 2006-0X
Project Management Services**

**Solano Transportation Authority
DATE**



DATE: July 3, 2006
TO: STA Committee Members
FROM: Janet Adams, Director of Projects
RE: I-80/I-680/State Route (SR) 12 Interchange Alternatives

Background:

STA staff has been working with project consultants, Caltrans and FHWA to complete improvements to the I-80/I-680/SR12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, three environmental documents are concurrently being prepared, one for the North Connector, one for the I-80 High Occupancy Vehicle (HOV) Lanes, and one for the Balance of the Interchange Complex.

The joint venture of MTCo/Nolte was selected for the I-80/I-680/SR 12 Interchange Project Approval and Environmental Document (PA/ED) and environmental studies are underway. The Cordelia Truck Scales Relocation Study has been completed and the STA Board of Directors recommended to Caltrans that new truck scales be constructed within the I-80/I-680/SR 12 Interchange with a design that includes shorter entrance and exit ramps. The Draft EIS/EIR for the Interchange Complex is expected to be completed in late 2008 with the Final EIS/EIR by late 2009.

Discussion:

Over the past few months, STA staff has been working with the consultants and Caltrans to evaluate alternatives for the I-80/I-680/SR 12 Interchange. These alternatives are derived from the information provided by the Solano-Napa Travel Demand Model for year 2030. These initial alternatives are currently being refined by the consultant.

A Value Analysis (VA) assessment is currently being scheduled by Caltrans for August 2006. The VA will review both the I-80 HOV Lanes and Interchange Complex Projects. Several VA's for the Interchange Complex will be completed due to its complexity and scale. The intent is to have a public open house in 2006 after the VA has been completed, as the VA may recommend new alternative and/or modify a current proposed alternative.

Prior to the Open House, these alternatives need to be presented in detail to the STA Technical Advisory Committee (TAC), the affected City Mayors, County Supervisors, City Managers, Public Works Directors, City Planning Directors, STA Committees, STA Board and affected community groups.

With the failure of Measure H in June 2006, there is not currently funding identified for the next phase of the Interchange Complex. However, an opportunity exists should the

Statewide \$19.9 billion Infrastructure Bonds pass in November 2006. Although the Interchange Complex will not receive the full funding of the project from these bonds, the project should be competitive for a portion of the needed funding. The STA Board will be asked at the July 2006 Board meeting to recommend this project be a top county priority to receive a portion of the needed funds from these bonds. However, the biggest obstacle in competing for any of these state bond funds is the project lacks matching funds for future phases.

Recommendation:
Informational.



DATE: July 3, 2006
TO: STA Committee Members
FROM: Janet Adams, Director of Projects
RE: Scope of Work for the Project Study Reports (PSR) for the State Route 12/Church Road Intersection Improvements and the I-80 High Occupancy Vehicle (HOV) Lane/Turner Pkwy Overcrossing and State Route 12 Re-Alignment/Rio Vista Preliminary Bridge Study

Background:

In October 2001, the Solano Transportation Authority (STA) completed the Highway 12 Major Investment Study (MIS) which identified the State Route (SR) 12/Church Road intersection as a Safety Improvement and Long-Term Traffic Improvement Project.

In July 2004, the Solano Transportation Authority (STA) completed the I-80/I-680/I-780 Major Investment and Corridor Study. This Study identified several improvements along I-80 between the Carquinez Bridge and State Route (SR) 37. Specifically the Study identified a westbound and eastbound High Occupancy Vehicle (HOV) Lane between SR 37 and the Carquinez Bridge, improvements to the Redwood Parkway/I-80 Interchange, a new Turner Parkway Extension Overcrossing, direct HOV Lane connections from a new Turner Parkway Overcrossing and a Park-and-Ride Lot.

The STA, City of Rio Vista, the City of Vallejo and Solano County desire to further study and develop solutions to the identified issues at SR 12/Church Road and I-80 in Vallejo. The next step to further studying these alternatives is to develop a Project Study Report (PSR). A PSR is an engineering report, the purpose of which is to document agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). The California Transportation Commission (CTC) requires a completed PSR for projects before being added into the STIP. The CTC intends that the process and requirements for PSR's be as simple, timely, and workable as practical, given that a PSR must be prepared at the front end of the project development process, before environmental evaluation and detailed design, and that it must provide a sound basis for commitment of future state funding. A PSR also provides a key opportunity to achieve consensus on project scope, schedule, and proposed cost among Caltrans and involved regional and local agencies.

The Highway 12 MIS also identified the Rio Vista Bridge as a Long-Term Traffic Improvement Project. Year 2025 traffic projections indicate that additional capacity crossing the Sacramento River may be necessary, widening SR 12 from the existing two-lanes to four-lanes. The Rio Vista Bridge is identified as a major congestion point for regional and local traffic on the SR 12 Corridor in Solano County. Currently, the bridge operations and the traffic related to the SR 12 Corridor have a negative impact on the City of Rio Vista's local traffic and pedestrian/bicycle circulation. In addition, the Study will need to address the needs of goods movement on the

Sacramento River waterway for the potential of raising the bridge deck height to meet future water way needs for the Port of Sacramento.

The City of Rio Vista and the STA desire to further study and develop alternatives to the identified SR 12 Realignment/Rio Vista Bridge Project. However due to the complexity, potential broadness of the project, and multitude of stakeholders, this work will need to be done in steps. The first step is to complete a preliminary bridge study which will identify a purpose and need of the project, identify realignment alternatives to be carried forward, bridge type, feasibility of each alternative, environmental constraints, preliminary cost ranges for each alternative, develop potential funding strategies and next steps. The study will engage the Rio Vista community and City Council.

Discussion:

I-80 HOV Lanes/Turner Pkwy Overcrossing PSR will consider and study alternative improvements to the Redwood Parkway/I-80 Interchange, a new Turner Parkway Extension Overcrossing, a new Turner Parkway Interchange, improvements on State Route (SR) 37, a Park-and-Ride Lot, direct HOV Lane connections from a new Turner Parkway Overcrossing and/or Interchange, and westbound and eastbound HOV Lanes. In addition, the PSR will also consider major adjacent street improvements within the City of Vallejo as a result of the potential devolvement of the Solano County Fairgrounds. These major street improvements are the improvements necessary to move projected traffic to and from the highway system to and from the Solano County Fairgrounds. This PSR is complex due to large number of alternatives that will be required to be studied and the number of Caltrans design exceptions that will be required for the HOV Lanes. Currently the I-80 corridor through Vallejo has non-standard designs at most ramps. In order for the HOV Lanes to be financially able to be built, design exceptions for these ramps will be sought.

The SR 12/ Church Road PSR will assess opportunities and constraints for improving congestion and safety at the intersection. Specifically the PSR will study left turn lanes on SR 12, acceleration and de-acceleration lanes, alignment of the local roads at the intersection and study if the intersection warrants a signal per Caltrans requirements.

The SR 12 Re-Alignment/Rio Vista Preliminary Bridge Study is intended to complete the following objectives:

1. Identify four alternative SR 12 corridor alignments (including the existing alignment).
2. Prepare preliminary cost estimate for each of the alternatives.
3. Conduct preliminary environmental screening for each alternative.
4. Run traffic model runs based on existing model information, current traffic counts obtained from recent traffic count surveys, and corridor land use data. Ideally, model should forecast traffic projections in five year increments up to 30 years (or possibly 10 year increments up to 50 years)
5. Key questions to consider and seek answers to during the study are:
 - a. What were the factors that led to the previous Rio Vista Bridge study not being pursued?
 - b. What are significant changes have occurred in the Rio Vista General Plan's land use designation, State/Federal regulations and policies for the Sacramento River/ Rio Vista Delta protection, and traffic forecasts?
 - c. What SR 12 options are feasible? What are potential impacts associated with each option? (costs to construct a new highway, bridge improvements or tunnel crossing

costs, economic impacts to realign the highway or keep and improve existing alignment, land use designations, local traffic patterns, traffic hot spots associated with each alternative etc.)

- d. What type of funding options will be appropriate for this endeavor? What are the pros and cons of making the Rio Vista Bridge a toll crossing?
- e. What are the immediate next steps for implementing the study?

A significant goal of this study is to have the recommended alignment(s) amended into the City's General Plan so all future developments within the City recognize the alignment. As such the STA anticipates having public outreach as part of this study and working closely with the City staff to insure the process used to complete the study meets the needs of Rio Vista and the affected residents.

Recommendation:
Informational.

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DATE: July 3, 2006
TO: STA Committee Members
FROM: Janet Adams, Director of Projects
RE: Jepson Parkway Project – Status Report

Background:

The Jepson Parkway Concept Plan was completed in 2000 by the Solano Transportation Authority (STA), the City of Fairfield, the City of Suisun City, the City of Vacaville and Solano County. The Concept Plan provides a comprehensive, innovative and coordinated strategy for developing a multi-modal corridor, linking land use and transportation to support the use of alternative travel modes, and protecting existing and future residential neighborhoods. The Concept Plan is divided into five elements: Transit, Bicycle and Pedestrian, Landscape, Land Use/Design, and Roadway Phasing and Management.

The 12-mile Jepson Parkway project is estimated to cost approximately \$125 million to complete. The following is a summary of construction that has either been completed or is under way.

- Vanden Road Realignment – this road realignment, adjacent to the future Fairfield-Vacaville Rail Station, is complete.
- Walters Road (E. Tabor to Bella Vista) – the widening of this segment in the City of Suisun City, to 4 lanes, is complete. The completion of this “gap” widening provides four lanes on Walters Road all the way from State Route 12 at the southern terminus of the Jepson Parkway to Air Base Parkway, the primary east-west access road to Travis AFB.
- I-80/Leisure Town Road Interchange – a reconstruction of the interchange at the northern terminus of the Jepson Parkway at I-80 is currently under construction.

Construction of the remaining segments can not begin until the EIS/EIR is complete. The following is a list of the remaining segments.

1. Walters Road Extension – this new road alignment will provide a grade separated crossing of the Union Pacific Rail main line as well as a new north-south route parallel to Peabody Road. It also improves access to the City of Fairfield’s Industrial Park.
2. Vanden Road – the widening of this existing road in unincorporated Solano County is needed to improve safety along this narrow county road that provides access to the North Gate of Travis AFB.
3. Walters Road – a minor widening for the segment between E. Tabor and Air Base Parkway is planned to provide a raised median and shoulders.
4. Leisure Town Road – the widening of Leisure Town Road to four lanes, between I-80 and Vanden Road, addresses future needs on the northern half of the Jepson Parkway corridor.

5. Cement Hill Road – the widening of the segment of Cement Hill between Walters Road Extension and Peabody Road provides the final link in the four-lane parkway.

Since 2002, STA has been working to prepare alignment plans for the four EIS/EIR alternatives and to complete a range of environmental studies. STA has completed the technical studies, and is now in the process of preparing a Draft EIS/EIR for the Jepson Parkway Project.

The Administrative Draft EIS/EIR is being prepared. All of the 14 technical reports have been updated to reflect the modified alignment of the Walters Road Extension for Alternative B. All of the technical reports have been approved by Caltrans with the exception of two documents that are undergoing minor revisions. The Historic Properties Survey Report has been approved by the State Historic Preservation Office (SHPO). The Wetlands Delineation Report has been submitted to the Corps of Engineers for review. The Draft Biological Assessment has been submitted to the U.S. Fish & Wildlife Service, who responded with a recent letter requesting additional information. Key upcoming dates on the project milestone schedule are:

- Administrative Draft EIS/R v.1 – June, 2006
- Completion of Technical Reports – July, 2006
- Public Release of Draft EIS/R – November, 2006

Discussion:

The 12-mile Jepson Parkway project is estimated to cost approximately \$125 million to complete. A total of approximately \$18 million in federal funds has been programmed to date for the Jepson Parkway Project. This includes \$14.4 million in special project funds in TEA-21 legislation and \$3.4 million in two separate STP grants for safety projects that have been used to construct 3 of the segments along the corridor. An additional \$3.2 million in special project funds is included the SAFETEA-LU legislation for Travis Air Force Base access improvements that link directly to the Jepson Parkway corridor. This funding in addition to programmed State Transportation Improvement Program (STIP) funding of \$24.9 million, demonstrates the readiness of the project to move forward once the environmental document is completed.

A key element to completing the environmental document is the timely production of a Biological Opinion (BO) by the US Fish & Wildlife Service (USFWS). However, the production of the BO by the USFWS is of tremendous concern as the letter which was received from the USFWS regarding the submitted Biological Assessment raised concerns by the STA staff, Caltrans and FHWA regarding a prolonged engagement. STA intends to retain a specialized consultant who will provide a technical review of the work completed to date and develop and implement a strategic plan to finalize the environmental document. Once the environmental document is completed, the local agencies will be responsible to design and construct the improvements.

Recommendation:

Informational.

Attachment:

- A. Jepson Pkwy Concept Plan with the Alternatives being pursued in the environmental document.

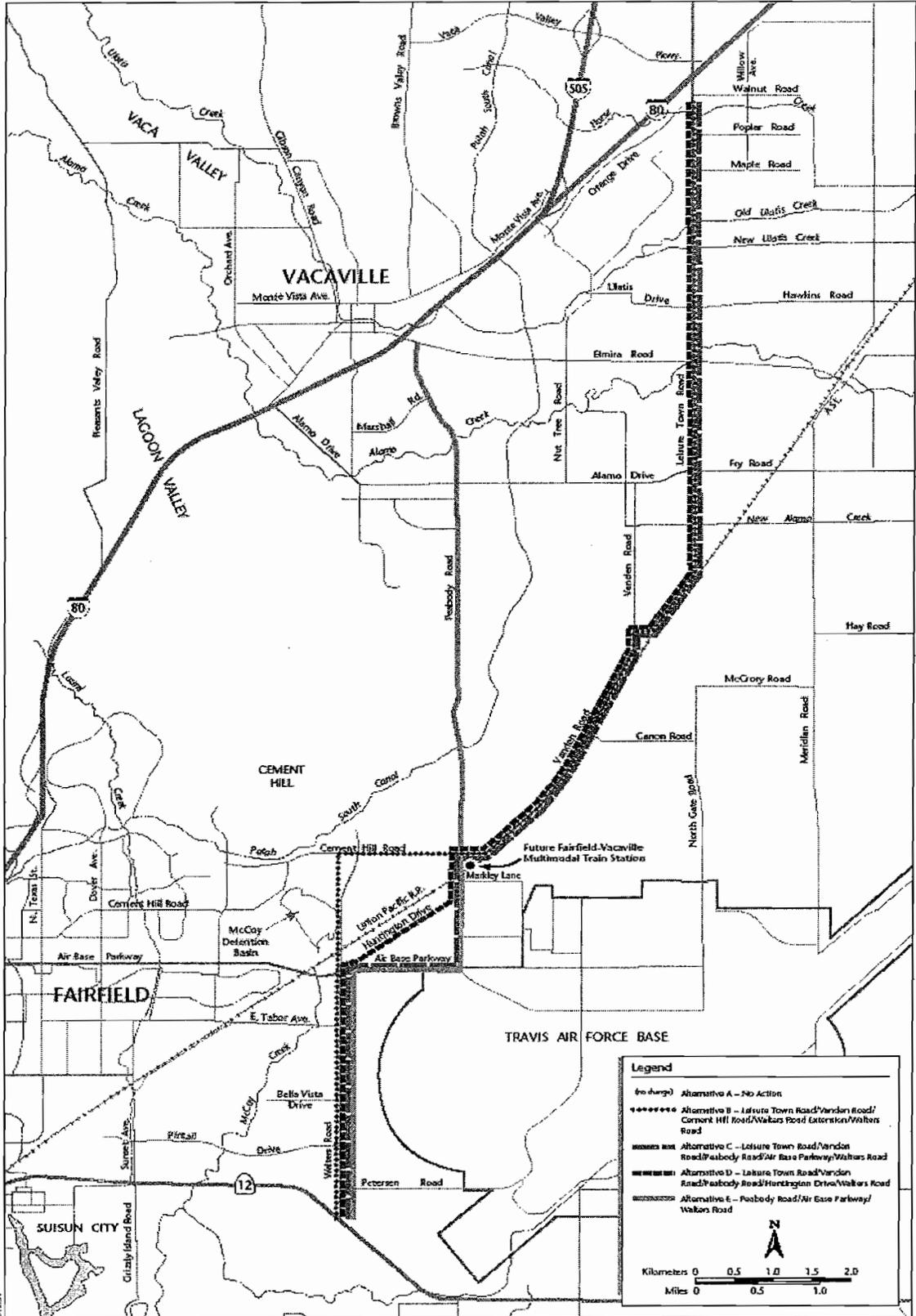


Figure 2-2
Jepson Parkway Project Location

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