



**SOLANO TRANSPORTATION AUTHORITY
BOARD MEETING AGENDA**

6:00 p.m., Regular Meeting

**Wednesday, February 10, 2010
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA 94585**

Mission Statement: To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality.

Public Comment: Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 3 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period (Agenda Item IV) although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency.

Speaker cards are helpful but not required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board.

Americans with Disabilities Act (ADA): This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact Johanna Masiclat, Clerk of the Board, at (707) 424-6008 during regular business hours at least 24 hours prior to the time of the meeting.

Staff Reports: Staff reports are available for inspection at the STA Offices, One Harbor Center, Suite 130, Suisun City during regular business hours, 8:00 a.m. to 5:00 p.m., Monday-Friday. You may also contact the Clerk of the Board via email at jmasiclat@sta-nci.com. **Supplemental Reports:** Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

Agenda Times: Times set forth on the agenda are estimates. Items may be heard before or after the times shown.

ITEM

BOARD/STAFF PERSON

- | | |
|---|---------------|
| I. CALL TO ORDER/PLEDGE OF ALLEGIANCE
(6:00 – 6:05 p.m.) | Chair Sanchez |
| II. CONFIRM QUORUM/ STATEMENT OF CONFLICT
<i>An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.</i> | Chair Sanchez |

STA BOARD MEMBERS

Pete Sanchez Chair City of Suisun City	Harry Price Vice-Chair City of Fairfield	Elizabeth Patterson City of Benicia	Jack Batchelor, Jr. City of Dixon	Jan Vick City of Rio Vista	Len Augustine City of Vacaville	Osby Davis City of Vallejo	Jim Spering County of Solano
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STA BOARD ALTERNATES

Mike Hudson	Chuck Timm	Mike Ioakimedes	Rick Fuller	Ron Jones	Curtis Hunt	Erin Hannigan	Mike Reagan
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III. APPROVAL OF AGENDA

(6:05 – 6:10 p.m.)

IV. OPPORTUNITY FOR PUBLIC COMMENT

(6:10 – 6:15 p.m.)

V. SWEARING IN OF NEW STA BOARD ALTERNATE MEMBERS

Johanna Masiclat

1. City of Benicia – Mike Ioakimedes
2. City of Vallejo – Erin Hannigan

(6:15 -6:20 p.m.)

VI. EXECUTIVE DIRECTOR’S REPORT

Daryl K. Halls

(6:20 – 6:25 p.m.)

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VII. COMMENTS FROM CALTRANS, THE METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA

(6:25 – 6:55 p.m.)

A. MTC Report

Supervisor Spering

B. Caltrans Report – Status of SR 12 East Project

Doanh Nguyen, Caltrans

C. STA Reports:

1. Federal Legislative Update
2. Proclamation of Appreciation for PCC Member Catarina Evanson
3. Capitol Corridor Status Report
4. Current & Future Rail Stations Update

Susan Lent, Akin Gump
Chair Sanchez

David Kutrosky, CCJPB

- a. Suisun/Fairfield
- b. Fairfield/Vacaville
- c. Dixon
- d. Benicia

Dan Kasperson, City of Suisun City
Wayne Lewis, City of Fairfield
Royce Cunningham, City of Dixon
Mike Roberts, City of Benicia

5. Directors Reports:

- a. Planning
- b. Projects
- c. Transit and Rideshare

Robert Macaulay
Janet Adams
Elizabeth Richards

VIII. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

(Note: Items under consent calendar may be removed for separate discussion.)

(6:55 – 7:00 p.m.)

A. STA Board Meeting Minutes of January 13, 2010

Johanna Masiclat

Recommendation:

Approve STA Board Meeting Minutes of January 13, 2010.

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- B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of January 27, 2010** Johanna Masiclat
Recommendation:
Receive and file.
Pg. 11
- C. Renewal of Membership with Solano Economic Development Corporation for 2010** Daryl Halls
Recommendation:
Approve the renewal of STA's membership with the Solano Economic Development Corporation (SolanoEDC) at the Executive Member "Stakeholders" level of \$7,500 for the Annual Investment Year 2010.
Pg. 17
- D. I-80 Eastbound Truck Scales Relocation Project – Contract Approval** Janet Adams
Recommendation:
Authorize the Executive Director to enter into an agreement with Intelligent Imaging Systems Inc. (IIS) to provide the Technology System Integration design and equipment for the new I-80 EB Cordelia Truck Scales Facility for an amount not-to-exceed \$1,600,000.
Pg. 23
- E. I-80/I-680/State Route (SR) 12 Interchange Project – Gordon Waterline** Janet Adams
Recommendation:
Approve the following:
 - 1. Approve the attached Resolution No. 2010-03 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$2.9 million in Bridge Toll funds for the I-80/I-680/SR 12 Interchange Project for the utility relocations of the Gordon Waterline; and*
 - 2. Authorize the Executive Director, or his designee, to submit the allocation request to MTC.***Pg. 25**
- F. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – February 2010** Elizabeth Richards
Recommendation:
Approve the February 2010 TDA Matrix which includes the ADA subsidized taxi program.
Pg. 47

- G. Solano Senior and Disabled Transportation Study Budget Amendment** Elizabeth Richards
Recommendation:
Authorize the Executive Director to release a Request for Proposals and enter into a contract for an amount not-to-exceed \$70,000 to update the Solano Senior and Disabled Transportation Study.
Pg. 51
- H. Paratransit Coordinating Council (PCC) Member Re-Appointments** Liz Niedziela
Recommendation:
Reappoint the following members to the Paratransit Coordinating Council:
- *George Bartolome as Social Service Provider, term expiring in January 2013*
 - *Richard Burnett as EDAC Representative, term expiring in January 2013*
 - *James Williams as Member at Large, term expiring in January 2013*
- Pg. 55**
- I. 2010 Paratransit Coordinating Council (PCC) Work Plan** Liz Niedziela
Recommendation:
Approve the 2010 PCC Work Plan as shown in Attachment A.
Pg. 57
- J. Bicycle Advisory Committee (BAC) Member Appointments** Sara Woo
Recommendation:
Appoint the following members to the STA Bicycle Advisory Committee, for a three-year term expiring in February 2013:
- *City of Dixon – Jim Fisk*
 - *City of Rio Vista – Larry Mork*
 - *City of Suisun City – Jane Day*
 - *City of Vacaville – Ray Posey*
 - *County of Solano – Michael Segala*
 - *STA BAC Member-At-Large – Barbara Wood*
- Pg. 59**
- K. Pedestrian Advisory Committee (PAC) Member Appointments** Sara Woo
Recommendation:
Appoint the following members to the STA Pedestrian Advisory Committee, for a three-year term expiring in February 2013:
- *City of Rio Vista – Larry Mork*
 - *City of Vallejo – Lynne Williams*
 - *Solano Land Trust – Frank Morris*
 - *STA PAC Member-At-Large – Allan Deal*
- Pg. 73**

IX. ACTION FINANCIAL ITEMS

- A. Priority Federal Economic Stimulus Projects in Solano County** Janet Adams
Recommendation:
Approve the Federal Economic Stimulus Solano County project list for transportation as shown on Attachment C.
(7:00 – 7:05 p.m.)
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X. ACTION NON-FINANCIAL ITEMS

- A. Approval of I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project** Janet Adams
Recommendation:
1. APPROVE Resolution No. 2010-02, including acceptance of the Environmental Impact Report prepared by Caltrans for the Project, Exhibit A: Findings of Fact and Exhibit B: Mitigation Monitoring Program; and
2. DIRECT that upon approval of Resolution No. 2010-02, that the Executive Director File a Notice of Determination with the County Clerk of Solano County and with the State Office of Planning and Research and Authorize payment of the filing fees.
(7:05 – 7:15 p.m.)
Pg. 89
- B. STA Climate Change Activities and Development of a Sustainable Communities Strategy (SCS) for Solano County** Robert Macaulay
Recommendation:
Adopt the Solano Climate Action Strategy as shown in Attachment A.
(7:15 – 7:25 p.m.)
Pg. 109
- C. Solano Highways Operations Study** Sam Shelton
Recommendation:
Approve the following:
1. Add language to the Solano Highways and Operations Study recommending that Project Study Reports (PSR) drafted for recommended High-Occupancy Vehicle (HOV) lane projects review the feasibility of reversible HOV lanes for projects identified in the Solano Highways Operations Study; and
2. Adopt the Solano Highways Operations Study.
(7:25 – 7:35 p.m.)
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XI. INFORMATIONAL ITEM

- A. Highway Projects Status Report:** Janet Adams
- 1.) **I-80/I-680/SR 12 Interchange**
 - 2.) **I-80 EB Cordelia Truck Scales Relocation**
 - 3.) **North Connector**
 - 4.) **I-80 HOV Lanes: Red Top Road to Air Base Parkway**
 - 5.) **I-80 HOV Lanes Vallejo/Fairgrounds Access**
 - 6.) **Jepson Parkway**
 - 7.) **State Route 12 (Jameson Canyon)**
 - 8.) **State Route 12 East SHOPP Project**
 - 9.) **I-80 SHOPP Rehabilitation Projects**
- Informational*
(7:35 – 7:40 p.m.)
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NO DISCUSSION

- B. Regional Transportation Impact Fee (RTIF) Update** Sam Shelton
Informational
Pg. 151
- C. Comprehensive Transportation Plan (CTP) - Update** Robert Macaulay
Informational
Pg. 173
- D. Rail Service Status Update** Robert Macaulay
Informational
Pg. 175
- E. Funding Opportunities Summary** Sara Woo
Informational
Pg. 177
- F. STA Board Meeting Schedule for 2010** Johanna Masielat
Informational
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XII. BOARD MEMBERS COMMENTS

- **Follow-up Discussion on the STA's Chair and Vice Chair Rotation Process**

XIII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for **Wednesday, March 10, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**

MEMORANDUM

DATE: February 3, 2010
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – February 2010

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

STA to Swear in Two New Board Alternates *

Two new Board Alternates are scheduled to be sworn-in by the Clerk of the Board at the beginning of the meeting. Benicia Council Member Mike Ioakimedes was appointed by Benicia Mayor Elizabeth Patterson to replace Alan Schwartzman as Benicia's Board Alternate. This past year, Council Member Ioakimedes has been serving as Benicia's representative on the STA's Regional Transportation Impact Fee (RTIF) Stakeholders Committee. Vallejo Council Member Erin Hannigan has been appointed by Vallejo Mayor Osby Davis to replace former Council Member Tom Barte as Vallejo's Board Alternate. Council Member Hannigan has also served the past year as Vallejo's representative on the Regional Transportation Impact Fee (RTIF) Stakeholders Committee.

Major Milestone in Upgrade and Relocation of I-80 Eastbound Cordelia Truck Scales *

Two agenda items pertaining to the I-80 Eastbound Cordelia Truck Scales will mark major milestones in the upgrade and relocation of this nationally and regionally significant trade corridor and safety facility. Approval by the STA, as a Responsible Agency, accepting the environmental document prepared by Caltrans in partnership with the STA and the California Highway Patrol, is a major step forward for this project. On the consent calendar is the approval of a contract to provide for an innovative truck sorting technology that when developed will help guide the implementation of similar facilities throughout California.

The Future of Solano Highways Contained in Operations Study *

The past couple of years, STA staff has worked collaboratively with Caltrans, the Metropolitan Transportation Commission (MTC), and our local jurisdictions to plan out the future of Solano's highway corridors. When adopted, this study will serve as the template for future funding investments and mobility improvements with Solano County. One of the early opportunities is expected to be funding set aside by MTC to fund the region's Freeway Performance Initiative, which would include some of the operational improvements identified in the Solano Highways Operations Study for the I-80 Corridor. STA's Janet Adams and Sam Shelton have worked with the consultant team and in partnership with the other participating agencies to develop the consensus recommendations contained in this study.

STA's Strategy for Addressing Climate Change and Development of a Sustainable Communities Strategy *

In December 2009, the STA Board reviewed a list of current and proposed transportation related activities being undertaken in Solano County to address climate change. This list of activities has been incorporated together into a proposed Climate Action Strategy for transportation to assist in the development of a Sustainable Communities Strategy (SCS) for Solano County as part of the Bay Area's regions development of a regional SCS. STA's Bob Macaulay as been working with the County of Solano staff to assist all of the cities in the development of their emission inventories and he has been monitoring the development of the regional SCS by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC).

New Vanpool Driver Incentive Launched by SNCI

On February 1, 2010, STA's Solano Napa Commuter Information (SNCI) Program commemorated the start of their new Vanpool Driver's Incentive with the start of two new vanpools. The incentive provides a gas card for the driver of the new vanpool. Both new vanpools originate in the City of Vacaville with one heading toward Kaiser Hospital in Oakland after stops in Fairfield and Vallejo and the other heading for the United Airlines Maintenance Facility at San Francisco Airport after a stop in Fairfield. SNCI's Commuter and Vanpool Specialist, Yolanda Dillinger, provides support for 172 van pools that either originate (residents) or drive to (employees) Solano or Napa counties.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated April 2009)

A		J	
ABAG	Association of Bay Area Governments	JARC	Jobs Access Reverse Commute Program
ACCMA	Alameda County CMA	JPA	Joint Powers Agreement
ADA	American Disabilities Act	L	
AVA	Abandoned Vehicle Abatement	LEV	Low Emission Vehicle
APDE	Advanced Project Development Element (STIP)	LIFT	Low Income Flexible Transportation Program
ARRA	American Recovery and Reinvestment Act	LOS	Level of Service
AQMD	Air Quality Management District	LS&R	Local Streets & Roads
ARRA	American Recovery and Reinvestment Act	M	
B		MIS	Major Investment Study
BAAQMD	Bay Area Air Quality Management District	MOU	Memorandum of Understanding
BABC	Bay Area Bicycle Coalition	MPO	Metropolitan Planning Organization
BAC	Bicycle Advisory committee	MTC	Metropolitan Transportation Commission
BART	Bay Area Rapid Transit	MTS	Metropolitan Transportation System
BATA	Bay Area Toll Authority	N	
BCDC	Bay Conservation & Development Commission	NCT&PA	Napa County Transportation & Planning Agency
BT&H	Business, Transportation & Housing Agency	NEPA	National Environmental Policy Act
C		NHS	National Highway System
CAF	Clean Air Funds	O	
CALTRANS	California Department of Transportation	OTS	Office of Traffic Safety
CARB	California Air Resources Board	P	
CCCC (4'Cs)	City County Coordinating Council	PAC	Pedestrian Advisory Committee
CCCTA (3CTA)	Central Contra Costa Transit Authority	PCC	Paratransit Coordinating Council
CCJPA	Capitol Corridor Joint Powers Authority	PCRPP	Planning & Congestion Relief Program
CCTA	Contra Costa Transportation Authority	PDS	Project Development Support
CEQA	California Environmental Quality Act	PDT	Project Delivery Team
CHP	California Highway Patrol	PDWG	Project Delivery Working Group
CIP	Capital Improvement Program	PMP	
CMA	Congestion Management Agency	PMP	Pavement Management Program
CMAQ	Congestion Mitigation & Air Quality Program	PMS	Pavement Management System
CMP	Congestion Management Plan	PNR	Park & Ride
CNG	Compressed Natural Gas	PPM	Planning, Programming & Monitoring
CTC	California Transportation Commission	PS&E	Plans, Specifications & Estimate
D		PSR	Project Study Report
DBE	Disadvantaged Business Enterprise	PTA	Public Transportation Account
DOT	Department of Transportation	PTAC	Partnership Technical Advisory Committee (MTC)
E		R	
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	RABA	Revenue Alignment Budget Authority
EIR	Environmental Impact Report	RBWG	Regional Bicycle Working Group
EIS	Environmental Impact Statement	RFP	Request for Proposal
EPA	Environmental Protection Agency	RFQ	Request for Qualification
EV	Electric Vehicle	RM 2	Regional Measure 2
F		RPC	Regional Pedestrian Committee
FEIR	Final Environmental Impact Report	RRP	Regional Rideshare Program
FHWA	Federal Highway Administration	RTEP	Regional Transit Expansion Policy
FTA	Federal Transit Administration	RTIF	Regional Transportation Impact Fee
G		RTP	Regional Transportation Plan
GIS	Geographic Information System	RTIP	Regional Transportation Improvement Program
H		RTPA	Regional Transportation Planning Agency
HIP	Housing Incentive Program	S	
HOT	High Occupancy Toll	SACOG	Sacramento Area Council of Governments
HOV	High Occupancy Vehicle	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users
I		SCTA	
ISTEA	Intermodal Surface Transportation Efficiency Act	SCVTA	Santa Clara Valley Transportation Authority
ITIP	Interregional Transportation Improvement Program	SFCTA	San Francisco County Transportation Authority
ITS	Intelligent Transportation System	SHOPP	State Highway Operations & Protection Program

SMAQMD	Sacramento Metropolitan Air Quality Management District
SMCCAG	San Mateo City-County Association of Governments
SNCI	Solano Napa Commuter Information
SOV	Single Occupant Vehicle
SP&R	State Planning & Research
SR2S	Safe Routes to School

SR2T	Safe Routes to Transit
STA	Solano Transportation Authority
STAF	State Transit Assistance Fund
STIA	Solano Transportation Improvement Authority
STIP	State Transportation Improvement Program
STP	Surface Transportation Program

T

TAC	Technical Advisory Committee
TAM	Transportation Authority of Marin
TAZ	Transportation Analysis Zone
TCI	Transportation Capital Improvement
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancement Program
TEA-21	Transportation Efficiency Act for the 21 st Century
TFCA	Transportation Funds for Clean Air Program
TIF	Transportation Investment Fund
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TMA	Transportation Management Association
TMP	Transportation Management Plan
TOS	Traffic Operation System
TRAC	Trails Advisory Committee
TSM	Transportation System Management

U, V, W, Y, & Z

UZA	Urbanized Area
VTA	Valley Transportation Authority (Santa Clara)
W2W	Welfare to Work
WCCTAC	West Costa County Transportation Advisory Committee
WETA	Water Emergency Transportation Authority
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
January 13, 2010

I. CALL TO ORDER

Chair Spering called the regular meeting to order at 6:00 p.m. A quorum was confirmed.

MEMBERS

PRESENT:

Jim Spering, Chair	County of Solano
Pete Sanchez, Vice-Chair	City of Suisun City
Elizabeth Patterson	City of Benicia
Jack Batchelor, Jr.	City of Dixon
Jan Vick	City of Rio Vista
Len Augustine	City of Vacaville
Osby Davis	City of Vallejo

MEMBERS

ABSENT:

Harry Price	City of Fairfield
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STAFF

PRESENT:

Daryl K. Halls	Executive Director
Charles Lamoree	Deputy Legal Counsel
Johanna Masiclat	Clerk of the Board
Janet Adams	Deputy Executive
	Director/Director of Projects
Robert Macaulay	Director of Planning
Elizabeth Richards	Director of Transit and Rideshare Svcs.
Liz Niedziela	Transit Manager
Susan Furtado	Financial Analyst/Accountant
Sam Shelton	Project Manager
Sara Woo	Assistant Planner

ALSO

PRESENT:

In Alphabetical Order by Last Name:

Birgitta Corsello	County of Solano
George Fink	City of Fairfield
George Gwynn, Jr.	Resident, City of Suisun City
Gus Khouri	Shaw/Yoder Inc.
Gary Leach	City of Vallejo
Wayne Lewis	City of Fairfield
Alysa Majer	City of Suisun City
Brian McLean	City of Vacaville
Rod Moresco	City of Vacaville
Mike Roberts	City of Benicia
Mike Setty	Transportation Innovators
Jeanine Wooley	City of Vallejo

II. CONFIRM QUORUM/STATEMENT OF CONFLICT

A quorum was confirmed by the Clerk of the Board. There was no Statement of Conflict declared at this time.

III. APPROVAL OF AGENDA

On a motion by Board Member Patterson, and a second by Vice Chair Sanchez, the STA Board unanimously approved to amend the agenda by changing Information Item Agenda Item X.D to Action Agenda Item VIII.B.

IV. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- STA and 10th Congressional District Cities Brief New Congressman Garamendi
- Vacaville Celebrates Groundbreaking for New Vacaville Transportation Center
- Selection of New STA Chair and Vice Chair for 2010
- FY 2009-10 Mid-Year Budget Amendment
- Board Discussion of Updated Funding Strategy for Priority Projects

VI. COMMENTS FROM METROPOLITAN TRANSPORTATION COMMISSION (MTC), CALTRANS, AND STAFF:

A. MTC Report:

None presented.

B. Caltrans Report:

None presented.

C. STA Reports:

1. Gus Khouri, Shaw/Yoder, Inc., provided a State Legislative update.
2. Daryl Halls presented STA's Board Highlights for 2009.
3. Directors Reports:
 - A. Planning – Robert Macaulay reported on the development of the Bicycle and Pedestrian Plan.
 - B. Projects – Janet Adams reported on the SR 12 Jameson Canyon Project.
 - C. Transit and Rideshare – Elizabeth Richards reported on upcoming SNCI Program events and campaigns for the Spring.

VII. CONSENT CALENDAR

On a motion by Board Member Batchelor, and a second by Vice Chair Sanchez, the STA Board approved Consent Calendar Items A thru C. Board Member Patterson abstained from the vote on Item A.

A. STA Board Meeting Minutes of December 9, 2009

Recommendation:

Approve STA Board Meeting Minutes of December 9, 2009.

B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of December 16, 2009

Recommendation:

Receive and file.

C. Support for Federal Urban Circulator and Livability Initiative Program Funds

Recommendation:

Support the City of Vallejo's \$1.7 million grant submittal of the Vallejo Station Intermodal Facility Project for the FTA Section 5309 Bus and Bus Facilities Livability Initiative Program.

VIII. ACTION – FINANCIAL ITEMS

A. Fiscal Year (FY) 2009-10 Mid-Year Budget Revision

Susan Furtado provided an overview to the FY 2009-10 Mid-Year Budget Revision which is balanced, with changes to the approved budget from \$36.98 million to \$40.90 million, an increase of \$3.92 million.

Daryl Halls noted that as part of the mid-year budget approval, staff is recommending to reclassify the Financial Analyst/Accountant position to Accounting and Administrative Services Manager to reflect current duties, responsibilities, salary schedule, and position title. He stated that the proposed change is an overall increase of \$2,048 for FY 2009-10.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve the following:

1. Adopt FY 2009-10 Mid-Year Budget Revision as shown in Attachment A; and
2. Approve modification of the job classification of Financial Analyst/Accountant to Accounting and Administrative Services Manager as specified in Attachment B.

On a motion by Board Member Patterson, and a second by Vice Chair Sanchez, the STA Board unanimously approved the recommendation.

IX. ACTION NON-FINANCIAL ITEMS

A. Selection of 2010 STA Chair and Vice Chair

After discussion, the STA Board approved to have the Executive Committee review the rotation schedule of the selection of Chair and Vice Chair over the next 5 years. Upon the Committee's review, the rotation schedule will be brought back at the next meeting for reconsideration.

Recommendation:

Approve the following:

1. Selection of the STA Chair for 2010 Commencing with the STA Board Meeting of February 10, 2010;
2. Selection of the STA Vice Chair for 2010 Commencing with the STA Board Meeting of February 10, 2010; and
3. Request the new Chair to designate the STA Executive Committee for 2010.

On a motion by Board Member Augustine and Board Member Batchelor, the STA Board unanimously approved the selection of Pete Sanchez (City of Suisun City) as Chair.

On a motion by Board Member Augustine and Board Member Batchelor, the STA Board unanimously approved the selection of Harry Price (City of Fairfield) as Vice-Chair.

STA's new Chair Sanchez designated the STA Executive Committee for 2010 as:

- Vice Chair Harry Price (City of Fairfield)
- Board Member Jack Batchelor (City of Dixon)
- Board Member Jim Spering (County of Solano)

By consensus, the STA Board approved the selection of the STA Executive Committee for 2010.

B. Priority Federal Economic Stimulus Projects in Solano County

Janet Adams reviewed the compilation of priority projects eligible for federal funding and ready to be under contract in the next 120 days. She noted that the list will be the basis of programming funds to projects should the timelines for programming be condensed.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Adopt the Federal Economic Stimulus Solano County project list for transportation as shown in Attachment B.

On a motion by Board Member Batchelor, and a second by Board Member Patterson, the STA Board unanimously approved the recommendation.

X. INFORMATIONAL ITEMS – DISCUSSION ITEMS

- A. Status of Proposed American with Disabilities Act (ADA) Intercity Subsidized Taxi Program**
Brian McLean, Vacaville City Coach, provided a status update and brief overview of the Intercity Taxi Scrip Program. He reviewed the development of a new intercity taxi scrip program for ADA certified Solano residents. He cited that the program would eliminate the need to transfer between local public paratransit providers and increases flexibility by providing additional hours and days of service.
- B. SolanoExpress Fiscal Year (FY) 2008-09 Annual Ridership Report**
Liz Niedziela reviewed some of the adjustments and enhancements to improve service and efficiency to the intercity routes for FY 2008-09. She provided a brief timeline of the changes that took place last fiscal year.
- C. Summary of Transit Passenger Comment Cards for Fiscal Year (FY) 2008-09**
Liz Niedziela reviewed the analysis and tracking system of passengers' comment cards received by mail, email, or phone from transit operators for FY 2008-09. She stated that the passengers' feedback provides the transit operators another avenue to monitor their transit systems.

NO DISCUSSION

- E. STA Strategic Plan for MTC Cycle-1 Block Grants**
- F. Funding Opportunities Summary**
- G. STA Board Meeting Schedule for 2010**

XI. WORKSHOP

- A. Solano County Coordinated Funding Strategy**
Daryl Halls presented a summary of current projected funding revenue, and potential options to consider prior to the development of a coordinated funding strategy. He reviewed reasons for why the STA needs a coordinated funding strategy, project shortfalls for all STA Overall Work Plan projects, and the current funding strategies used by the STA to fund projects. He asked the STA Board for direction on prioritizing projects, leveraging funding, and future funding sources.

Chair Spering requested that STA staff discuss prioritizing projects with STA Technical Advisory Committee (TAC) members. Board Member Patterson requested that criteria should be defined to prioritize projects. Daryl Halls responded that staff would work with the STA TAC on developing criteria and prioritizing projects in the Overall Work Plan for STA Board's review at a future meeting.

XII. BOARD MEMBER COMMENTS

XIII. ADJOURNMENT

The STA Board meeting was adjourned at 7:55 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, February 10, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**

Attested by:



Johanna Masiclat
Clerk of the Board

Date



TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
January 27, 2010

I. CALL TO ORDER

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

Present:

TAC Members Present:	Mike Roberts	City of Benicia
	Royce Cunningham	City of Dixon
	Gene Cortright	City of Fairfield
	Morrie Barr	City of Rio Vista
	Dan Kasperson	City of Suisun City
	Rod Moresco	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

STA Staff Present:	Daryl Halls	STA
	Janet Adams	STA
	Robert Macaulay	STA
	Elizabeth Richards	STA
	Jayne Bauer	STA
	Robert Guerrero	STA
	Sam Shelton	STA
	Kenny Wan	STA
	Johanna Masiclat	STA

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Birgitta Corsello	County of Solano
	Jeff Knowles	City of Vacaville
	MJ Lanni	City of Vallejo
	Alysa Majer	City of Suisun City
	Laura Muehsam	City of Vacaville
	Matt Tuggle	County of Solano

II. APPROVAL OF THE AGENDA

On a motion by Gary Leach, and a second by Royce Cunningham, the STA TAC approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Janet Adams provided an update to the County's list of Project Study Report that are requiring oversight for this fiscal year FY 2009-10 and looking into next fiscal year FY 2010-11.

Robert Guerrero thanked the TAC for hosting the tours for bike/ped advisory committee members. He also announced that the BAC and PAC Committees have vacant positions and that staff is accepting nominations.

V. CONSENT CALENDAR

On a motion by Rod Moresco, and a second by Dan Kasperson, the STA TAC approved Consent Calendar Items A thru B.

A. Minutes of the TAC Meeting of December 16, 2009

Recommendation:

Approve TAC Meeting Minutes of December 16, 2009.

B. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – February 2010

Recommendation:

Forward a recommendation to the STA Board to approve the February 2010 TDA Matrix which includes the ADA subsidized taxi program.

VI. ACTION FINANCIAL ITEMS

A. Priority Federal Economic Stimulus Projects in Solano County

Janet Adams and Sam Shelton distributed and provided information on the timelines for selected ARRA projects. They cited that based on a request from MTC, Solano County was provided a target of \$9.7 million, of which 50% (Tier 1) of the funds would be required to be "under contract" within 90 days.

After discussion, the STA TAC approved a recommendation by Paul Wiese to include rounding the calculated share by jurisdiction to the nearest \$5,000 and amended the list by moving the City of Vallejo rehabilitation project to Tier 2.

Recommendation:

Forward a recommendation to the STA Board to approve the Federal Economic Stimulus Solano County project list for transportation as shown on Attachment C.

On a motion by Gary Leach, and a second by Paul Wiese, the STA TAC approved the recommendation to include rounding the calculated share by jurisdiction to the nearest \$5,000 and amended the list by moving the Vallejo rehabilitation to Tier 2.

VII. ACTION NON-FINANCIAL ITEMS

A. **Comprehensive Transportation Plan (CTP) - Project List**

Robert Macaulay reviewed the draft CTP Project List (last updated January 20, 2010). He listed several issues related to CTP projects that were identified at the November 2009 TAC meeting where the CTP project list was discussed and which was presented to the three (3) CTP Committees who met earlier that month. He stated that staff has added several transit-related programs and studies to the CTP project list consistent with the inclusion of roadway and alternative modes studies and programs, which are already included in the list.

At the request of the Cities of Benicia and Rio Vista, the STA TAC voted to table this item until the next meeting in February and the STA Board Meeting in March to allow both Cities the opportunity to bring the topic to their respective City Councils.

B. **Approval of I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project**

Janet Adams requested to forward a recommendation to the STA Board to approve the Environmental Impact Report/Environmental Assessment (EIR/EA) for the I-80 Eastbound Cordelia Truck Scales Relocation project and file a Notice of Determination (NOD).

Recommendation:

Forward a recommendation to the STA Board to approve the Environmental Impact Report/Environmental Assessment (EIR/EA) for the I-80 EB Cordelia Truck Scales Relocation project and file a Notice of Determination (NOD).

On a motion by Royce Cunningham, and a second by Gene Cortright, the STA TAC unanimously approved the recommendation.

C. **STA Climate Change Activities and Development of a Sustainable Communities Strategy (SCS) for Solano County**

Robert Macaulay provided an overview to the list of activities that is currently being undertaken to address climate change issues, and those that STA and the member agencies have planned. He noted that it is recommended that the list be adopted as the Solano Climate Change Action Plan which will help STA compete for regional clean air and climate change funds by providing an adopted plan.

Recommendation:

Forward a recommendation to the STA Board to adopt the Solano Climate Action Plan contained in Attachment A.

On a motion by Mike Roberts, and a second by Dan Kasperson, the STA TAC unanimously approved the recommendation.

D. Support of Local Taxpayer, Public Safety and Transportation Protection Act of 2010

Jayne Bauer reviewed the development of a ballot measure known as the “Local Taxpayer, Public Safety and Transportation Protection Act of 2010”. She indicated that the State recently passed a budget that borrows and takes nearly \$5 Billion in city, county, transit, and transportation funds this part year. She explained that the League of California Cities has joined with local government and transit and transportation advocates to craft a constitutional amendment that could be placed on the November 2010 ballot.

Recommendation:

Forward a recommendation to the STA Board to adopt a Resolution in Support of the Local Taxpayer, Public Safety and Transportation Act of 2010.

On a motion by Paul Wiese, and a second by Rod Moresco, the STA TAC unanimously approved the recommendation.

VII. INFORMATIONAL ITEMS

A. Development of STA Project Delivery Policy

Sam Shelton outlined the development process of STA Project Delivery Policy. He noted that despite the STA staff and the Solano PDWG’s efforts, some local project sponsors have been unable to meet various project delivery deadlines. He added that several of these project sponsors may face the loss of future federal funding as described in MTC’s project delivery Resolution 3606.

B. Regional Transportation Impact Fee (RTIF) Update

Sam Shelton provided an update to the RTIF. He cited that the schedule estimates completing the Nexus Study by September 2010 and consider implementation of an RTIF by the end of 2010. He noted that the RTIF Technical and Stakeholders groups are scheduled to meet on even months while the Policy Committee meets on odd months.

C. Highway Projects Status Report:

- 1.) **I-80/I-680/SR 12 Interchange**
- 2.) **I-80 EB Cordelia Truck Scales Relocation**
- 3.) **North Connector**
- 4.) **I-80 HOV Lanes: Red Top Road to Air Base Parkway**
- 5.) **I-80 HOV Lanes Vallejo/Fairgrounds Access**
- 6.) **Jepson Parkway**
- 7.) **State Route 12 (Jameson Canyon)**
- 8.) **State Route 12 East SHOPP Project**
- 9.) **I-80 SHOPP Rehabilitation Projects**

Janet Adams provided a status report to major highway and reliever route projects in Solano County funded from a variety of Federal, State, and local fund sources as they are listed above.

D. Solano County Coordinated Funding Investment Strategy

Sam Shelton reviewed the development process of a Coordinated Funding Strategy. He provided a summary of current projected funding revenues, current funding strategies, and potential options to consider prior to the development of a coordinated funding strategy. He listed specific concerns cited by the STA Board which includes prioritizing local arterial roadway projects and considering economic vitality. He stated that staff recommends discussing the guiding principles for prioritizing OWP projects, then setting specific measurable criteria based on these guiding principles.

NO DISCUSSION

E. Solano Countywide Bicycle Plan and Solano Countywide Pedestrian Plan Updates

F. Commute Profile 2010 Study

G. Support for Federal Urban Circulator and Livability Initiative Programs Funds

H. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2010-11

I. Funding Opportunities Summary

J. STA Board Meeting Highlights of January 13, 2009

K. STA Board and Advisory Committee Meeting Schedule for 2010

VIII. ADJOURNMENT

The meeting was adjourned at 3:20 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, February 24, 2010.**

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DATE: February 1, 2010
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Renewal of Membership with Solano Economic Development Corporation
for 2010

Background:

The Solano Economic Development Corporation (Solano EDC) is a unique public-private partnership focused on improving Solano County's economic vitality and climate, and on attracting and retaining major employers. Many of the county's major employers and the seven cities and Solano County are members. In 2003, Solano EDC modified its name from SEDCORP to Solano EDC to better promote Solano County and has expanded its efforts to focus on the marketing of Solano County. Historically, Solano EDC has partnered with STA on key issues such as the Advisory Measure F in 1998, Measure E in 2002, Measure A in 2004, Measure H in 2006, advocating for the restoration of Proposition 42 funding through the passage of Proposition 1A, and for the passage of infrastructure bonds for transportation by supporting the passage of Propositions 1A and 1B.

The STA has been a member of Solano EDC since 1996 and has actively partnered in the past on a variety of issues related to infrastructure and economic vitality. Prior to 2003, the STA participated at the Member-Investor level of \$2,500, which provided access to all of Solano EDC's resources, but did not provide representation on its Board of Directors. In recognition of the importance of the public and private partnership (STA/Solano EDC) and the number of transportation projects and plans that will help shape, preserve, and expand the economic vitality of Solano County, the STA Board approved renewing STA's Solano EDC membership at the Executive Member-"Stakeholders" level of \$5,000 in Fiscal Year (FY) 2003-04 to provide the STA with representation on Solano EDC's key decision-making body, its Board of Directors. In addition, the STA Board appointed STA Board Member Jim Spering to represent the STA on the Board of Directors for Solano EDC. At the request of Solano EDC staff, the STA's Executive Director was also added to the Solano EDC's Board of Directors and Executive Committee.

Discussion:

The STA's enhanced presence and participation has improved the communication and information sharing between the Solano EDC Board, its corporate members and staff and the STA. In 2008 and 2009, the Solano EDC staff joined the STA Board at their annual lobbying trips to Sacramento and Washington, D.C. In addition, the STA and Solano EDC partnered with the City County Coordinating Council and the Solano County Board of Supervisors in the development of a countywide economic development strategy and economic indicators index.

Due primarily to a reduction of member contributions by various cities to SolanoEDC, resulting from state raids on local redevelopment funds, SolanoEDC's budget has been significantly impacted. In response, SolanoEDC's Executive Committee authorized staff, to pursue additional investors through a "capital campaign" and budget cuts. Staff recommends the STA increase its level of investments in SolanoEDC from \$5,000 to \$7,500 for its continued commitment of support for STA's Regional, State, and Federal efforts from SolanoEDC. Staff recommends the STA renew its annual membership with Solano EDC at the \$7,500 Board Member-Investor level to maintain the STA's support for the Solano EDC, partnership with Solano County's business community, and to continue our representation on its Board of Directors and Executive Committee.

Fiscal Impact:

The fiscal impact would be \$7,500 and has been budgeted as part of the STA's Board expenditures section of the Administration Budget for FY 2009-10.

Recommendation:

Approve the renewal of STA's membership with the Solano Economic Development Corporation (Solano EDC) at the Executive Member "Stakeholders" level of \$7,500 for the Annual Investment Year 2010.

Attachments:

- A. Solano EDC Invoice and Executive Member "Stakeholders" Benefits

Solano EDC*Solano Economic Development Corporation*

360 Campus Lane, Suite 102
 Fairfield, CA 94534
 Phone (707) 864-1855 Fax (707) 864-6621

INVOICE

INVOICE #MBR-2786
 DATE: JANUARY 20, 2010

TO:

Mr. Daryl Halls
 Solano Transportation Authority
 One Harbor Center, Suite 130
 Suisun City, CA 94585-2003

FOR:

Solano EDC 2010 Membership Dues

Solano EDC Annual Investment 2010	AMOUNT
<input type="checkbox"/> \$5,000 Executive Member "Stakeholders" (Current Level)	\$5,000
<u>Benefits:</u> <ul style="list-style-type: none"> • Immediate appointment to Board of Directors • Complimentary admission for 4 to all events (excluding golf tournament) • Recognition at all Solano EDC events • Invitation to CEO Retreat • Access to all Solano EDC resource material and demographic site reports • Advertisement on website • Invitation to all Solano EDC events – current topics and networking opportunities • Listing in annual Connections membership directory 	
<input type="checkbox"/> Upgrade to \$7,500 Chairman's Circle Level	\$7,500
<u>Benefits:</u> <ul style="list-style-type: none"> • Sponsorship of premiere membership events [Annual meeting; Annual dinner; Annual Golf Tournament and Membership Breakfasts] • Complimentary admission for 4 to all events • Immediate appointment to Board of Directors • Recognition at all Solano EDC events • Free admission for one to CEO Retreat • Access to all Solano EDC resource material and demographic site reports • Banner Advertisement of your business or firm on website (www.solanoedc.org) • Invitation to all Solano EDC events – current topics and networking opportunities • Listing in annual <i>Connections</i> membership directory 	
PLEASE INSERT AMOUNT	

Make all checks payable to **Solano EDC, 360 Campus Lane, Suite 102, Fairfield, CA 94534**
 If you have any questions concerning this invoice, contact us at 707-864-1855 or email pat@solanoedc.org

Payment Due: January 31, 2010. Call us to make payment arrangements.

We appreciate your support! Thank you for your investment in Solano County.



January 19, 2010

Mr. Daryl Halls
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585-2003

RECEIVED

JAN 21 2010

SOLANO TRANSPORTATION
AUTHORITY

Dear Daryl:

Jim Syar of Syar's Industries has challenged the membership and community to raise \$200,000 by offering to match \$50,000 of the first \$100,000.

Now is the time to renew your membership in the Solano EDC. This year we are asking that you renew your annual commitment, and also help us raise the match of the Syar \$50,000 by upgrading your membership.

Why is this necessary? The current economic picture in California and Solano County has resulted in drastic monetary cuts in the public sector – and this includes the government's ability to fund economic development activities. This is an extremely volatile situation, and it has a direct impact on Solano EDC. Our public sector partners – Solano cities and the county –are facing a \$35 million cut in redevelopment funding from the State. This, coupled with the other losses of revenue in government simply means government will not be able to fund EDC as the current levels in 2010.

Our goal is to raise \$200,000 which will assure Solano EDC is capable of bridging the financial gap, and be positioned for a rapid economic recovery.

We hope your organization will participate in the Syar's *Economic Dollars for Tomorrow's Growth Challenge* in three ways: 1) please renew your membership for 2010, 2) consider moving up a level in membership which will be counted in the Syar Dollars for Tomorrow campaign and 3) recruit and refer a new member to the membership committee or staff.

Historically, Solano EDC has built reserves for economic recessionary cycle, but the hits on public sector budgets have been much greater than anyone expected. The Board of Directors has taken steps to overcome some of the budget shortages and has directed staff midyear to take strong actions to reduce costs of operation this year and prepare for a worst case 2 year budget. However, the staff continues to market and execute on the marketing plan as can be seen in the enclosed Solano EDC Fall 2009 Marketing Highlights along with the launch of the Energy Cluster and 2009 Index which will be presented at the Annual Meeting on January 28th. Over 200 members and guests have already RSVP for this sell out event. Please join us in the annual celebration of community growth and a special presentation by the commanders of Travis AFB. Air Power!

Michael S.Ammann
President
mike@solanoedc.org

Sandy Person
Vice-President
Business Relations
sandy@solanoedc.org

Patricia Uhrich
Office Manager
pat@solanoedc.org

Address:
360 Campus Lane, Suite 102
Fairfield, CA 94534

Phone:
707.864.1855

Fax:
707.864.6621

Toll Free:
888.864.1855

Website:
www.solanoedc.org

Your EDC has served Solano County for more than 25 years. And, private and government organizations have been strong supporters through both the lean and good times. Even in the recent downturn, Solano EDC has been the positive voice which continually calls attention to economic opportunities that abound in our cities.

Take for example, this short list of the positive marketing efforts conducted this year:

Prospects: Overall prospect inquiries, information packages, community tours and related activities are amazingly still on track to reach the same levels over the past five years.

Bay Area Connections: I have become known as "Mr. Solano" and the "Mayor of Solano" by connecting with key leaders individually and by attending over 43 Bay Area and Sacramento events.

Trade Shows: Even with a limited marketing budget Solano EDC has leveraged tight funds using Team California to attend four trade shows.

Web Site: Prospect inquiries have resulted from major rebranding of solanoedc.org.

Public Relations: We produced news releases and continue to meet with publishers and reporters of SF/East Bay Times, Contra Costa Times, Comstock's Business magazine and local newspapers.

Membership Events: Hosted eleven events, providing members networking opportunities and discussion of major economic issues.

On behalf of your Board of Directors, Sandy and Pat, we continue to work hard with reduced resources on your behalf. We hope you will join us in 2010 through your annual membership, and consider moving up a level in membership as a donation to *Economic Dollars for Tomorrow's Growth* fund raising effort.

Sincerely,



Mike Ammann
President

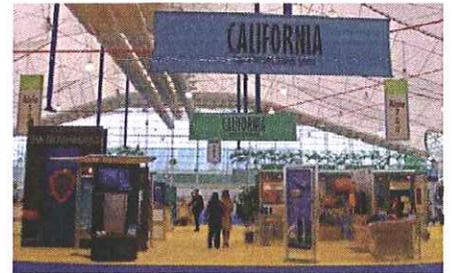


**Solano EDC Fall 2009 Marketing Highlights
By Mike Ammann, President, Solano EDC**

Solano EDC has completed a busy fall of on the road cooperative marketing events centered on site consultants, corporate real estate managers and the rapidly growing Solar Power industry.

International Economic Development Council

First off was the International Economic Development Council (IEDC) in Reno during the second week of October included one on one meeting with a dozen of the top global site consultants that work with major expansion and relocation of prospect companies. Although overall projects are down there are still prospects looking for locations mainly in life sciences and energy with even a few distribution deals. Of course Solano and Vacaville in particular has a great story to tell in past location of biotechnology and energy companies. Over all site consultants said that their prospects view California as a non-competitive state due to the lack of investment incentives in comparison to surrounding state. However, a growing market of over 35 million consumers still makes California worth looking.



CoreNet International

Up next was the CoreNet International meeting in Las Vegas during the third week of October was sponsored by TeamCA which is a statewide marketing group composed of economic development organizations, investor utilities including PG&E and state agencies (BTH & CalBIS) who leverage resources to co-sponsor a trade show booth and an evening reception. I'm the immediate past president of Team CA. Due to the recession the attendance was smaller but the Northern California Chapter of which I'm a member won Chapter of the Year award. The one on one contact with corporate real estate managers, real estate service providers, architects and engineering firms at this meeting allows me to update and tell the Solano growth story to growth companies nationally and in the Bay Area as well as their suppliers.



Solar Power International



Finally during the final week of October I participated again with TeamCA at the Solar Power International Show at the Anaheim which included an in-depth presentation by site location consultants on the how to attract solar production facilities to California, trade show booth and floor selling. Show attendance doubled from last year when it was held in San Diego. A number of leads obtained during the trade show and followed up. As a direct result of this show a German solar fixture company visited Solano County and toured several industrial buildings. Solano is competition with several communities in the Central Valley and Sacramento for this location.

Immediately following the Solar International Show Solano EDC launched the Energy Cluster Report on November 19, 2009. This report available at www.solanocounty.com/energycluster details growth and diversity of Solano County's both carbon-based energy and clean energy businesses. Be sure to learn more how Solano County benefits from favorable location and natural conditions for the production of energy from natural gas, wind, solar, biofuels and even geothermal by linking and downloading this report.

In summary, Solano EDC continued to market the benefits of "Planting Your Business in Solano" during these tough recessionary times. The ability to partner with other economic development groups to leverage marketing budgets and gain access to decision makers of growing companies is what sets Solano EDC apart from many other economic development organizations. Consistency in branding Solano County and the personal one on one sales pitch bring benefits and position our communities well for the coming uptrend in the global economy in 2010. I'm optimistic that Solano County's diverse economy will provide the base for recovery during 2010. Happy Holidays, Mike Ammann, President Solano EDC.



DATE: January 29, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80 Eastbound Truck Scales Relocation Project – Contract Approval

Background:

STA is administering the design of the I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project, in partnership with Caltrans and the California Highway Patrol (CHP). In August 2009, the STA entered into a contract with HDR to complete the Plans, Specifications, & Estimate (PS&E) for the I-80 EB Cordelia Truck Scales Relocation Project. The design is proceeding well and sufficient design has been completed to determine the technological needs that will be required for the Truck Scales facility.

Based on this design analysis, it was recommended that a Request for Proposals (RFP) be issued to select a consultant/vendor to provide the Technology System Integration design and equipment for the new I-80 EB Cordelia Truck Scales Facility. The Technology System Integration will provide for delivery of a highly efficient, operator friendly, and low maintenance facility. The new truck scales facility will reduce congestion in the corridor, improve freight throughput, and will achieve the CHP mission of Safe Commercial Vehicles by constructing a new larger facility and incorporating an integrated technology system. The integrated technology system is critical to the facility's function and purpose.

Discussion:

A RFP was issued in October 2009 for the Cordelia Truck Scales Technology System Integration and equipment. In response to the RFP, three proposals were received on November 19, 2009. STA staff convened a selection panel comprised of two representatives from STA, two representatives from HDR (STA's Truck Scales design consultant) and two representatives from Caltrans. The panel evaluated the written proposals and held oral interviews on December 10, 2009 with the three respondents:

1. Intelligent Imaging Systems, Alberta, Canada
2. International Road Dynamics Corporation, Illinois, USA
3. Mettler-Toledo, Inc., Colorado, USA

Based on the proposals and interviews, the panel unanimously recommended Intelligent Imaging Systems Inc. (IIS) to provide the Technology System Integration design and equipment for the new I-80 EB Cordelia Truck Scales Facility. A listing of their qualifications is provided under separate cover.

Fiscal Impact:

The services recommended at part of this staff report will be funded with Bridge Toll funds that have already been allocated. The \$1,600,000 cost for the contract is included in the overall budget for the Project.

Recommendation:

Authorize the Executive Director to enter into an agreement with Intelligent Imaging Systems Inc. (IIS) to provide the Technology System Integration design and equipment for the new I-80 EB Cordelia Truck Scales Facility for an amount not-to-exceed \$1,600,000.



DATE: February 1, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80/I-680/State Route (SR) 12 Interchange Project – Gordon Waterline

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/State Route (SR) 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, separate Environmental Documents have either been prepared or are being prepared for five projects, which include the following:

- North Connector Project (Completed)
- I-80 HOV Lanes Project (Completed)
- I-80 Eastbound Cordelia Truck Scales Relocation
- I-80 Express Lanes Project
- I-80/I-680/SR 12 Interchange Project (Subject of this staff report)

Discussion:

In September and December 2009, the STA Board approved contract amendments for the Mark Thomas & Company/Nolte Joint Venture team to provide services for the preparation of environmental clearance, an Environmental Impact Report (EIR), and design services required for the Gordon Waterline relocation. While the Gordon Waterline relocation is required for the I-80/I-680/SR 12 Interchange, it will also benefit the SR 12 Jameson Canyon Project, which is scheduled to be awarded for construction in the fall 2010. As such, STA is pursuing an accelerated relocation of the Gordon Waterline.

STA staff is recommending requesting an allocation of \$2.9 million of Regional Measure 2 (RM 2) (Bridge Toll) funds for this utility relocation of the Gordon Waterline for the I-80/I-680/SR 12 Interchange Project. As part of the standard process, STA is required to approve the attached Resolution No. 2010-03 (Attachment A), the Initial Project Report (IPR) for RM 2 Project 7 and cash flow plan (attachments to the resolution).

Fiscal Impact:

The relocation of the Gordon Waterline for the I-80/I-680/SR 12 Interchange Project would be funded with Bridge Toll funds dedicated to the Project.

Recommendation:

Approve the following:

1. Approve the attached Resolution No. 2010-03 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$2.9 million in Bridge Toll funds for the I-80/I-680/SR 12 Interchange Project for the utility relocations of the Gordon Waterline; and
2. Authorize the Executive Director, or his designee, to submit the allocation request to MTC.

Attachment:

- A. STA Resolution No. 2010-03 25

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**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2010-03**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE FUNDING ALLOCATION REQUEST FOR REGIONAL
MEASURE 2 FUNDS FROM THE METROPOLITAN TRANSPORTATION
COMMISSION TO THE I-80/I-680/SR12 INTERCHANGE PROJECT**

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests or transfers for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, Solano Transportation Authority is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, the Solano I-80/I-680 Corridor Improvements is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC allocate Regional Measure 2 funds; and

RESOLVED, that Solano Transportation Authority, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that Solano Transportation Authority certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that Solano Transportation Authority approves the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that Solano Transportation Authority is authorized to submit an application for Regional Measure 2 funds for Solano I-80/I-680 Corridor Improvements in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that there is no legal impediment to Solano Transportation Authority making allocation requests for Regional Measure 2 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Solano Transportation Authority to deliver such project; and be it further

RESOLVED that Solano Transportation Authority indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that Solano Transportation Authority shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased,

which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

RESOLVED, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation request to MTC for Regional Measure 2 funds in the amount of \$2,900,000.00 for utility relocation (Gordon Water Line) for the I-80/I-680/SR12 Interchange project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Solano Transportation Authority application referenced herein.

Pete Sanchez, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of February 10, 2010.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10th day of February, 2010 by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masielat
Clerk of the Board

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Regional Measure 2 Initial Project Report (IPR)

Project Title:

Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange

RM2 Project No.

7

Allocation History:

	MTC Approval Date	Amount	Phase
#1:	January 2006	\$5,975,000	PA/ED (I-80 HOV Lanes and North Connector)
#2	September 2006	\$1,000,000	PA/ED (I-80 HOV Lanes)
#3	February 2007	\$6,525,000	Final Design (I-80 HOV Lanes) and Construction for Advanced Package (Green Valley Bridge Widening)
#4	October 2007	\$8,300,000	PA/ED for I-80/I-680/SR12 Interchange (\$5.2 million being transferred to I-80 EB Truck Scales)
#5	May 2008	\$10,300,000	Final Design, R/W Acquisition, and Advanced Construction Package for N. Connector Project
#6	October 2008	\$5,200,000	PA/ED for I-80 EB Cordelia Truck Scales Relocation
#7	January 2009	\$18,204,000	Construction for the N. Connector Project
#8	April 2009	\$20,700,000	Design and ROW Acquisition for the I-80 Eastbound Truck Scales Project
#9	June 2009	\$1,100,000	Preliminary Engineering for the I-80 Express Lanes
#10	July 2009	\$1,000,000	PA/ED for I-80 EB Cordelia Truck Scales Relocation
#11	September 2009	\$1,000,000	PA/ED for I-80 EB Cordelia Truck Scales Relocation
#12	September 2009	\$5,200,000	PA/ED for I-80/I-680/SR12 Interchange

Total: \$84,504,000

Regional Measure 2 – INITIAL PROJECT REPORT

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
February 2010	\$2,900,000	Utility Relocation for I-80/I-680/SR12 Interchange

I. OVERALL PROJECT INFORMATION

Project Sponsor / Co-sponsor(s) / Implementing Agency

Solano Transportation Authority is the project sponsor and implementing agency.

Project Purpose

The I-80/I-680/SR-12 Interchange experiences traffic congestion due to San Francisco Bay Area commuter traffic, regional traffic using the interstate system, and recreational traffic traveling between the San Francisco Bay Area and Lake Tahoe. The objectives of the proposed project are to alleviate congestion, improve safety, and provide for existing and proposed traffic demand by upgrading the capacity of the freeway, including Express Lanes or HOT Lanes and completing a local roadway system that will provide local travelers alternatives to using the freeways for local trips.

Express Lanes or HOT lanes require single-occupant vehicles to pay a toll that varies based on demand, called congestion pricing. The tolls change throughout the day according to real-time traffic conditions to manage the number of cars in the lanes and keep them free of congestion, even during rush hour. The concept is an expansion of HOV lanes and an effort to maximize their efficiency in moving vehicles. HOV lanes are designed to promote vehicle sharing and use of public transport by creating areas of lower road use as an incentive, but they have been criticized because some are underused. The Express Lanes or HOT lanes provide a mobility option for single occupant vehicles to provide reliable travel at a variable price. Drivers who do not utilize the lane can also benefit from having it fully utilized, thus taking more traffic out of the mixed flow lanes, in contrast to the sometimes underutilized HOV lanes. By linking together disconnected HOV networks, Express Lanes can allow public transportation vehicles (such as buses) and carpools more reliability to get to destinations on time.

Regional Measure 2 – INITIAL PROJECT REPORT

Project Description (please provide details, expand box as necessary)

The I-80/I-680/State Route (SR) 12 Interchange Project proposes improvements to address traffic operations and congestion in the existing interchange complex, which is located in Solano County. Alternatives being considered in the Environmental Impact Report (EIR) may include the following components: modification of existing interchanges, adding freeway lanes, constructing new interchanges, auxiliary lanes, high-occupancy vehicle (HOV) lanes and frontage roads within and adjacent to existing freeway rights of way, and constructing a direct connector roadway from I-680 to SR 12 East, southeast of the existing interchange. Alternatives will include options for reconfiguration of the existing truck scales within the project area to improve ingress and egress of the truck traffic. The Project will also include the PA/ED for the Express Lanes or HOT Lanes thru Fairfield and Vacaville.

Project Graphics to be sent electronically with This Application

Impediments to Project Completion

The major impediment to accomplish the project completion will be the securing of funds to complete the interchange improvements. However, there are deliverable phases of this project that are serviceable, provide independent utility and have logical termini. Some of these phases (as discussed below) can be delivered by currently identified fund sources.

The STA is expending TCRP funds and RM2 funds for the preparation of five environmental documents for the I-80/I-680/SR 12 Interchange (I/C) improvements.

The STA is currently delivering the I-80 HOV Lanes Project, the North Connector Project, and the I-80 Eastbound Truck Scales Relocation Project, and the I-80 Express Lanes as independent projects. Caltrans and the FHWA have concurred with this approach. The balance of the I-80/I-680/SR12 I/C improvements are being evaluated under a fifth and separate environmental document, with the expectation that the balance of the I/C improvements will need to be constructed with multiple construction packages.

Operability

The North Connector Project will be owned and operated by local jurisdictions, as it is off the State Highway system. Caltrans will be responsible for owning and operating the mainline I/C and Truck Scale improvements.

Regional Measure 2 – INITIAL PROJECT REPORT

II. PROJECT PHASE DESCRIPTION and STATUS

Environmental –

Does NEPA Apply: Yes No

As mentioned above, the project will need to be constructed with multiple construction packages. All three alternatives identified in the Corridor Study/Major Investment Study include a North Connector that connects SR 12 (W) with SR 12 (E), I-80 HOV Lanes and the I-80 Eastbound (EB) Truck Scales Relocation. As a result, STA is currently proceeding with five environmental documents simultaneously, one for the North Connector Project (CEQA only - COMPLETED), one for the I-80 HOV Lanes Project (COMPLETED), one for the I-80 Eastbound (EB) Truck Scales Relocation (COMPLETED), one for the I-80 Express Lanes and one for the I-80/I-680/SR12 Interchange.

North Connector Project - (Abernathy to Green Valley Road) – The Environmental Impact Report (EIR) for the North Connector was certified in May 2008. This project will be implemented in phases. The first phase will extend from Abernathy to Suisun Creek and will be funded with RM2 funds.

I-80 HOV Lanes Project (Red Top Road to Airbase Parkway) - The environmental document for the I-80 HOV Lanes Project is an Initial Study/Mitigated Negative Declaration (IS/MND) for CEQA and a Category Exclusion (CE) for NEPA. The final CEQA document was approved in February 2007 and the final NEPA document was approved in April 2007 (COMPLETED).

I-80 Eastbound (EB) Truck Scales Relocation - The environmental document for the I-80 Eastbound Truck Scales Relocation is an EIR/EA. The final EIR/EA was approved in October 2009.

I-80 Express Lanes Project (Red Top Road to I-505) - Environmental clearance for the I-80 Express Lanes may be completed in one or two documents, since the portion from Red Top Road to Airbase Parkway will be a conversion of HOV Lanes to Express Lanes and the portion from Airbase Parkway to I-505 will be newly constructed lanes.

I-80/I-680/SR12 Interchange Project - The environmental document for the balance of the I-80/I-680/SR12 I/C Project is currently being prepared and will be an EIR/EIS. The document will evaluate the entire project (excluding the North Connector, the I-80 HOV Lanes, the I-80 EB Truck Scales, and the I-80 Express Lanes), but a Record of Decision can only be issued for a fundable phase. A Notice of Determination (NOD) will be approved for the entire project. The Draft EIR/EIS is scheduled to be circulated in mid 2010 with the Final EIR/EIS scheduled for approval in the December 2010 or January 2011 time frame.

Design –

Final Design for the I-80 HOV Lanes was completed in January 2008, with the exception of the Advanced Construction Package for the Green Valley Bridge Widening and the Ramp Metering component. Final Design for the Green Valley Bridge Widening was completed in spring 2007 and Final Design for the Ramp Metering component was completed in October 2009. Final Design for the North Connector project was started in May 2008 and completed in March 2009. Final Design for the I-80 EB Truck Scales is underway and expected to be completed in late summer/early fall 2010. Detailed preliminary engineering for I-80/I-680/SR12 Interchange project started in late 2008.

Regional Measure 2 – INITIAL PROJECT REPORT

Right-of-Way Activities / Acquisition –

Project right-of-way activities for the North Connector started in May 2008 and is proceeding well. Since the I-80 HOV Lanes is being constructed in the median, no right-of-way acquisition was needed for the I-80 HOV Lanes Project. Right-of-way activities for the I-80 EB Truck Scales are underway. Right-of-way activities for the I-80/I-680/SR12 Interchange are expected to start in January 2011.

Construction / Vehicle Acquisition -

Construction has been completed for the Advanced Construction Package – Green Valley Bridge Widening and the I-80 HOV Lanes, with the exception of the Ramp Metering work, which is expected to be completed in spring 2011. Construction of the North Connector started in July 2009 and is expected to be completed by December 2010.

III. PROJECT BUDGET

Project Budget (Escalated to year of expenditure)

	Total Amount - Escalated - (Thousands)
Phase: TOTAL PROJECT	
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$ 46,104
Design - Plans, Specifications and Estimates (PS&E)	177,112
Right-of-Way Activities /Acquisition (R/W)	126,000
Construction / Rolling Stock Acquisition (CON)	1,308,312
Total Project Budget (in thousands)	\$1,657,528

Project Budget (Escalated to year of expenditure)

	Total Amount - Escalated - (Thousands)
Phase: NORTH CONNECTOR	
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$5,500
Design - Plans, Specifications and Estimates (PS&E)	3,300
Right-of-Way Activities /Acquisition (R/W)	8,000
Construction / Rolling Stock Acquisition / Operating Service (CON)	39,400
Total Project Budget (in thousands)	\$56,200

Project Budget (Escalated to year of expenditure)

	Total Amount - Escalated - (Thousands)
Phase: I-80 HOV LANES	
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$4,475
Design - Plans, Specifications and Estimates (PS&E)	4,525
Right-of-Way Activities /Acquisition (R/W)	0
Construction / Rolling Stock Acquisition (CON)	49,927
Total Project Budget (in thousands)	\$58,927

Regional Measure 2 – INITIAL PROJECT REPORT

Project Budget (Escalated to year of expenditure)

Phase: I-80 Eastbound Truck Scales Relocation	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$7,800
Design - Plans, Specifications and Estimates (PS&E)	15,700
Right-of-Way Activities /Acquisition (R/W)	3,000
Construction / Rolling Stock Acquisition (CON)	74,400
Total Project Budget (in thousands)	\$100,900

Project Budget (Escalated to year of expenditure)

Phase: I-80 Express Lanes	Total Amount - Escalated - (Thousands)
Preliminary Eng (PE)	\$1,100

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – CPI	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$22,300
Design - Plans, Specifications and Estimates (PS&E)	4,200
Right-of-Way Activities /Acquisition (R/W)	15,000
Construction / Rolling Stock Acquisition (CON)	149,625
Total Project Budget (in thousands)	\$191,125

Regional Measure 2 – INITIAL PROJECT REPORT

IV. OVERALL PROJECT SCHEDULE

North Connector	Planned (Update as Needed)	
Phase-Milestone	Start Date	Completion Date
Environmental Document	10/02	05/08
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	10/02	05/08
Final Design - Plans, Specs. & Estimates (PS&E)	05/08	03/09
Right-of-Way Activities /Acquisition (R/W)	05/08	07/10
Construction (CON)	07/09	12/10

I-80 HOV Lanes	Planned (Update as Needed)	
Phase-Milestone	Start Date	Completion Date
Environmental Document	06/02	04/07
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02	04/07
Final Design - Plans, Specs. & Estimates (PS&E)	04/07	01/08
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – MAJOR PROJECT (Green Valley Bridge Widening –2007)	01/08	12/09

I-80 Eastbound Truck Scales Relocation	Planned (Update as Needed)	
Phase-Milestone	Start Date	Completion Date
Environmental Document	05/03	09/09
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	05/03	10/09
Final Design - Plans, Specs. & Estimates (PS&E)	10/09	05/11
Right-of-Way Activities /Acquisition (R/W)	10/09	04/11
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – MAJOR PROJECT	08/11	12/13

Regional Measure 2 – INITIAL PROJECT REPORT

I-80 Express Lanes	Planned (Update as Needed)	
	Start Date	Completion Date
Phase-Milestone		
Environmental Document	03/10	03/12
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	03/10	03/12
Final Design - Plans, Specs. & Estimates (PS&E)	N/A	N/A
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – MAJOR PROJECT (Green Valley Bridge Widening –2007)	N/A	N/A

Phase: I-80/I-680/SR12 I/C Improvements – CP1	Planned (Update as Needed)	
	Start Date	Completion Date
Phase-Milestone		
Environmental Document	06/02	01/11
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02	01/11
Final Design - Plans, Specs. & Estimates (PS&E)	01/11	12/11
Right-of-Way Activities /Acquisition (R/W)	01/11	05/12
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – CP1	10/12	12/14

V. ALLOCATION REQUEST INFORMATION

Detailed Description of Allocation Request

FY 2009-10: An allocation of \$2.9 million is being requested for Utility Relocation (Gordon Water Line) for the I-80/I-680/SR12 Interchange Project.

Amount being requested (in escalated dollars)	\$2,900,000
Project Phase being requested	PAED
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	February 2010

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Month/year being requested for MTC Commission approval of allocation	May 2010
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Status of Previous Allocations (if any)

Work is progressing well with the previous allocations.

Workplan

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
1	N. Connector	Final ED	05/08 (A)
2	N. Connector	Final Design	03/09 (A)
3	N. Connector	Right of Way Acquisition	07/10
4	N. Connector	Construction	12/10
5	I-80 HOV Lanes	Final ED	04/07 (A)
6	I-80 HOV Lanes	Final Design	01/08 (A)
7	I-80 HOV Lanes	Construction	12/09 (A)
8	I-80 EB Truck Scales	Draft ED	01/09 (A)
9	I-80 EB Truck Scales	Final ED	10/09 (A)
10	I-80 EB Truck Scales	Final Design	05/11
11	I-80 EB Truck Scales	Construction	12/13
12	I-80/I-680/SR12 I/C	Draft ED	06/10
13	I-80/I-680/SR12 I/C	Final ED	01/11

(A) = Actual Date

Impediments to Allocation Implementation

No impediments. The STA is prepared to move expeditiously to complete the Utility Relocation (Gordon Water Line) for the I-80/I-680/SR12 Interchange Project. This is the highest priority project for the STA.

VI. RM-2 FUNDING INFORMATION

RM-2 Funding Expenditures for funds being allocated

X The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included

Next Anticipated RM-2 Funding Allocation Request

March 2010 – Detailed Preliminary Engineering for two additional construction packages for the I-80/I-680/SR12 Interchange.

Regional Measure 2 – INITIAL PROJECT REPORT

VII. GOVERNING BOARD ACTION

Check the box that applies:

X Governing Board Resolution attached

Governing Board Resolution to be provided on or before:

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Janet Adams
Phone: (707) 424-6010
Title: Director of Projects
E-mail: jadams@sta-snci.com

Information on Person Preparing IPR

Name: Dale Dennis
Phone: (925) 686-0619
Title: STA Project Management Consultant
E-mail: dodennis@dataclonemail.com

Applicant Agency's Accounting Contact

Name: Susan Furtado
Phone: (707) 424-6075
Title: Accounting Manager
E-mail: SFurtado@STA.local

Revised IPR 09.28.07.doc

Instruction Sheet

Cover Page

Project Title and Number - Project name familiar with project sponsor, as displayed in the federal Transportation Improvement Program (TIP) or other funding/planning documents. Provide RM2 project number for the individual project(s).

Allocation History and Current Allocation Request- Include information on past allocations and current allocation request. Add additional entries as necessary.

I. Overall Project Information

Project Title- Project name familiar with project sponsor, as displayed in the federal Transportation Improvement Program (TIP) or other funding documents. If this project is subset of a larger RM2 project, please state and summarize overall project but fill out this report for the individual project(s).

Project Sponsor/ Co-sponsor(s)/Implementing Agency- Identify Project Sponsor and any co-sponsor(s) as specified in statute. Identify a Lead Sponsor responsible for ensuring the delivery of the RM-2 project and responsible for addressing any funding shortfalls. If different from the sponsor, identify the Implementing Agency responsible for delivering the project. If multiple agencies identify agency responsibilities for delivering the project or project elements, and if necessary, specify the agency responsible for seeking and processing the RM2 allocation(s).

Project Purpose- Describe the project purpose, including the problem being addressed and specific accomplishment to be achieved and resulting benefits, as well as the value of the project to the region or corridor, and an explanation of the project as a worthy transportation investment.

Project Description- Highlight any differences or variations from the RM-2 legislated project description, or changes in project scope since the previous IPR. If the RM-2 funding is for a deliverable phase or useable segment of the larger project, the RM-2 segment should be described separately as a subset of the overall project description. It must be demonstrated that the RM-2 funded component or phase will result in an operable or useable segment. Include a summary of any prior completed phases and/or future phases or segments associated with the RM-2 segment. Check off whether project graphics information is included in the application.

Impediments to Project Completion - Discussion should include, but not be limited to, the following potential issues that may adversely affect the proposed project or the ability of the sponsor or implementing agency to carry out such projects:

- Any uncommitted future funding needs
- Significant foreseeable environmental impacts/issues
- Community or political opposition
- Relevant prior project funding and implementation experience of sponsor/implementing agency
- Required public or private partnerships
- Right of way constraints
- Timeliness of delivery of related transportation projects
- Availability and timeliness of other required funding
- Ability to use/access other funding within required deadlines
- Legal impediments and any pending or threatened litigation.

Regional Measure 2 – INITIAL PROJECT REPORT

Operability- Discuss ability to operate and maintain the transportation investment once completed, including timeframe and expected fund source and amount needed to support the continued operations and maintenance of the delivered project.

II. Project Phase and Status

Describe the status of each phase of the RM-2 funded phase or operable/useable segment.

- **Environmental** – Discuss status and type of environmental document (indicate if NEPA applies by checking the correct box), scheduled date of circulation of draft document and expected final document date. Explanation of environmental issues requiring special attention. Identification of Lead Agency under CEQA.
- **Design** – Discuss status of project design, including identification of special design considerations, such as design-build or design sequencing, and any special circumstances for the design of the RM-2 funded operable/useable segment.
- **Right-of-Way Activities / Acquisition** – Discuss status of right of way acquisition including any right of way constraints for the RM-2 funded operable/useable segment.
- **Construction / Vehicle Acquisition / Operating Service** - Discuss status or special circumstances for project construction, equipment / vehicle acquisition or service operations for the RM-2 funded operable/useable segment.

III. Total Project Budget Information

Provide the total cost estimates for the four phases (ENV, PS&E, R/W and CON / Operating). The estimate shall be in both escalated (to the year of expenditure including prior expenditures) and current (at time of the preparation of the IPR) dollars. If the project is for planning activities, include the amount in environmental phase.

IV. Project Schedule

Provide planned start and end dates for key milestones of project phases (as applicable). The RM-2 funded phase or component must result in a useable or operable segment. Information shall be provided by month and year.

V. Allocation Request Information

Provide a description of the phase; include an expanded description outlining the detailed scope of work, status of work, work products. Include any prior completed phases and/or future phases or segments associated with the RM-2 segment. Indicate whether there are non-RM2 funds in the phase by checking the correct box. It must be demonstrated that the RM-2 funded component or phase will be fully funded and result in an operable or useable segment. Include details such as when the board of the Implementing Agency will approve the allocation request and the month/year being requested for the MTC to approve the request noting that this will normally take sixty days from the submission of the request.

Status of Previous Allocations - Please provide an update of the previous allocations for this project or subproject, referencing the outcome, approval dates of important actions, and pertinent completed documents.

Regional Measure 2 – INITIAL PROJECT REPORT

Workplan - Either populate the table below or attach a workplan in a comparable format. If a consultant is being hired to complete the workplan, please indicate such and enclose a copy of that plan to MTC. If the workplan is to be detailed out by the Regional Measure 2 allocation, please fill out the work plan to the best of your knowledge and indicate when a more detailed workplan will be submitted.

Impediments to Allocation Implementation - Include a summary of any impediments to complete the phase. Summary should include, but not be limited to, discussion of any potential cost increases, significant environmental impacts/issues, community or political opposition, viability of the project sponsor or implementing agency, relevant prior project funding and implementation experience, required public or private partnerships, potential project implementation issues including right of way constraints, timeliness of delivery of related transportation projects, availability and timeliness of other required funding, ability to use/access other funding within required deadlines, legal impediments, and any pending or threatened litigation which might in any way adversely affect the proposed project or the ability of the sponsor or implementing agency to carry out such projects.

VI. RM-2 FUNDING INFORMATION

RM-2 Funding Spreadsheet - To capture the funding data for your project, you will need to refer to the Microsoft Excel spreadsheet that is part of this IPR. The spreadsheet comprises of five tabs that needs to be completed or updated. Instructions are included on the accompanying Excel file to the IPR. Confirm that the required fundingspreadsheet (Microsoft Excel) is completed and enclosed by checking the box.

Next Anticipated RM-2 Funding Allocation Request - Summarize the approximate timing of the RM-2 funding need. If previously allocated RM-2 funds were not fully expended in the year for which an allocation was made, or there is a balance of unexpended RM-2 allocations, provide a status of the non-expenditure of RM-2 allocations, and the expected expenditure date(s). Explain any impacts to RM-2 funding needs as a result of any project delays or advances.

VII. GOVERNING BOARD ACTION

The IPR must be approved by the board or governing body of the agency responsible for preparing and submitting the IPR prior to MTC approval of the IPR and allocation of funds. Check the box on whether verification of the governing board action is attached. If not, indicate when the verification will be available

VIII. CONTACT / PREPARATION INFORMATION

Provide applicable contact information including agency, contact/project manager names, phone numbers, e-mail, and mailing addresses. Also provide the date the report was prepared, agency and name of person preparing this report.

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RM2 - Initial Project Report

TOTAL PROJECT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title: Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange													Project ID: 7		
Agency: Solano Transportation Agency													Plan Date: 29-Jan-10		
TOTAL PROJECT: COMMITTED + UNCOMMITTED															
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
COMMITTED FUNDING PLAN															
TCRP	ENV	8,400	3,000												11,400
STIP	ENV	400													400
Local - N. Conn	PS&E			2,300											2,300
Local - N. Conn	R/W			1,000											1,000
Local - N. Conn	CON					18,900									18,900
RM2 - N. Conn	ENV			2,500											2,500
RM2 - N. Conn	PS&E					1,000									1,000
RM2 - N. Conn	R/W					7,000									7,000
RM2 - N. Conn	CON					2,300	18,200								20,500
RM2 - N. Conn	CON														
STIP - N. Conn	CON														
RM2 - HOV Lanes	ENV			3,475	1,000										4,475
RM2 - HOV Lanes	PS&E					4,525									4,525
RM2 - HOV Lanes	CON					2,000									2,000
CMIA - HOV Lanes	CON						24,324	8,226							32,550
Federal - HOV Lanes	CON						15,377								15,377
BR Tolls - Interchange (CP 1)	ENV					8,300		5,200							13,500
BR Tolls - Interchange (CP 1)	PS&E									4,200					4,200
BR Tolls - Interchange (CP 1)	R/W							2,900	12,100						15,000
BR Tolls - Interchange (CP 1)	CON									73,700					73,700
STIP - Interchange (CP-1)	CON									11,412					11,412
Federal - Interchange (CP 1)	CON														
CMIA - (CP 1)	CON									24,013					24,013
TCRP - EB Truck Scales	ENV					600									600
Br Tolls - EB Truck Scales	ENV					5,200		2,000							7,200
Br Tolls - EB Truck Scales	PS&E							15,700							15,700
Br Tolls - EB Truck Scales	R/W							3,000							3,000
Br Tolls - EB Truck Scales	CON									24,600					24,600
TCIF/SHOPP	CON									49,800					49,800
Br Tolls - I 80 Express Lanes	ENV							1,100							1,100
UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)															
Federal, State - Interchange (CP 1)	CON									40,500					40,500
FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)															
Local, Federal or STIP	ENV											2,637	2,292		4,929
Local, Federal or STIP	PS&E												149,309		149,309
Local, Federal or STIP	R/W												100,000		100,000
Local, Federal or STIP	CON												995,391		995,391
TOTAL PROJECT: COMMITTED + UNCOMMITTED															
		8,800	3,000	9,275	7,525	83,001	18,200	38,126	16,300	224,025			2,637	1,246,992	1,657,881

Comments:

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

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DATE: January 29, 2010
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2009-10 Transportation Development Act (TDA)
Matrix – February 2010

Background:

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

In addition to using TDA funds for member agencies' local transit services and streets and roads, most agencies have shared in the cost of various transit services (e.g., intercity paratransit service and SolanoExpress intercity routes) that support more than one agency in the county through the use of a portion of their individual TDA funds.

Although each agency within the county and the Solano Transportation Authority (STA) submit individual claims for TDA Article 4/8 funds, STA is required to review the claims and submit them to the Solano County Paratransit Coordinating Council (PCC) for review prior to forwarding to Metropolitan Transportation Commission (MTC), the state designated RTPA for the Bay Area, for approval. Because different agencies have been authorized to "claim" a portion of another agency's TDA for shared service, a composite TDA matrix is developed each fiscal year to assist STA and the PCC in reviewing the member agency claims. MTC uses the STA approved TDA matrix to evaluate the claims as part of their approval process. TDA claims submitted to MTC must be equal to or lower than shown on the TDA matrix prepared by STA.

The attached matrix (Attachment A) includes the updated TDA revenue estimates approved by MTC for FY 2009-10 in July. This includes reductions in the amount of funds estimated to be carried over from FY 2008-09 as well as the new TDA revenue that is expected to be generated. Combined, these create the TDA funds available for allocation for each jurisdiction. In total, \$18.1 million is available for allocation in FY 2009-10, \$14.5 million new and \$3.5 million carryover. The July 2009 estimate of \$18.1 million is \$1.8 million lower than the February 2009 estimate – a 10% reduction to the county overall.

In October, the STA Board approved the latest version of the FY 2009-10 TDA matrix which included the local jurisdictions' contributions to the STA, the Intercity Transit Funding agreement contributions for FY 2009-10, and Dixon, Fairfield-Suisun, Rio Vista, Vacaville, Vallejo, and the County of Solano FY 2009-10 TDA claims. A FY 2009-10 TDA claim remains outstanding from the City of Benicia.

TDA funds are generated from a percentage of sales tax. Actual and estimates have been decreasing the past couple of years. STA staff will continue to monitor the TDA estimates, update the matrix accordingly, and bring these updates forward through the SolanoExpress Transit Consortium, STA TAC, and STA Board. Unless there is some contingency in their local transit budgets, local jurisdictions are cautioned to not request an allocation for the full TDA balance to avoid budget shortfalls if actual TDA revenue comes in lower than estimated. As local jurisdictions prepare their TDA claim, the TDA matrix will be updated and presented to the STA Board for approval prior to being forwarded to MTC.

Discussion:

For the past several months, Solano's transit operators have been developing a subsidized intercity taxi program for ambulatory American Disabilities Act (ADA) eligible Solano residents. Although grants have been submitted to fund this new program, to implement the program in February, local TDA funds will be used. Each City will pay for the cost of the service to their residents using their local TDA funds. The City of Vacaville is coordinating the centralized purchasing of the new taxi program's scrip which involves claiming the TDA funds from the other jurisdictions. The amounts to be claimed by Vacaville on the behalf of others have been agreed to among these organizations. The February 2010 TDA matrix update includes these amounts to inform MTC, who will process the Vacaville TDA claim amendment. This action will authorize Vacaville to make these claims of TDA funds to fund the Taxi Scrip Program.

Fiscal Impact:

Local jurisdictions' TDA claims must be consistent with the TDA matrix for Solano County to allow capacity for claims by other jurisdictions for shared-cost services.

Recommendation:

Approve the February 2010 TDA Matrix which includes the ADA subsidized taxi program.

Attachment:

- A. February 2010 Solano TDA Article 4/8 Matrix for FY 2009-10 (An enlarged and color copy of this attachment has been provided to the Board members under separate enclosure. You may obtain a copy by contacting the STA at (707) 424-6075.)

FY2009-10 TDA Matrix - February version

021010 - v9

FY 2009-10

AGENCY	TDA Est from MTC	Projected Carryover	Available for Allocation ⁽¹⁾	Paratransit		Local Service						Intercity						STA Planning	STA/VV STIP swap	Transit Capital	Streets & Roads	Total	Balance					
				ADA Subsidized Taxi Phase I	Paratransit	Benicia Breeze	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	Vallejo Transit	FAST Rt 20	FAST Rt 30	FAST Rt 40	Vjo T Rt. 78	Vjo T Rt. 80	Vjo T Rt 85							FAST Rt. 90	FAST Intercity Subtotal	VJO T Intercity Subtotal		
				(2)		(4)			(4)			(13)			(5)									(13)	(8)	(8)	(10)	(11)
Benicia	956,199	0	956,199	5,355									\$ 3,395	\$ 18,289	\$ 4,718	\$(124,110)	\$ 37,551	\$ 7,231	\$ 3,774	\$ 30,177	\$(79,327)	\$ 27,279					\$ (16,517)	972,716
Dixon	600,726	0	600,726	2,635			435,000						\$ 2,132	\$ 58,510	\$ 5,609	\$ 2,585	\$ 8,946	\$ 5,734	\$ 4,054	\$ 70,306	\$ 17,265	\$ 17,548		15,000			\$ 557,754	42,972
Fairfield	3,648,477	2,225,455	5,873,932	44,115	1,027,357			622,307					\$ 67,208	\$ 105,886	\$ 97,359	\$ 20,635	\$ 103,216	\$ 94,959	\$ 260,598	\$ 531,051	\$ 218,810	\$ 105,446		2,373,287			\$ 4,922,373	951,559
Rio Vista	275,841	37,666	313,507	2,805					154,697				0	0	0	0	0	0	0	0	0	\$ 7,364		14,740	25,000		\$ 204,606	108,901
Suisun City	963,547	0	963,547		246,253			544,264					\$ 12,206	\$ 13,669	\$ 26,100	\$ 5,386	\$ 25,430	\$ 24,288	\$ 38,244	\$ 90,219	\$ 55,104	\$ 27,707					\$ 963,547	0
Vacaville	3,311,904	1,333,530	4,645,434	25,500	344,227					505,269			\$ 140,611	\$ 84,744	\$ 81,412	\$ 15,492	\$ 57,050	\$ 22,753	\$ 50,808	\$ 357,575	\$ 95,295	\$ 96,254	\$ 750,000	1,196,320			\$ 3,370,440	1,274,994
Vallejo	4,138,709	0	4,138,709	31,875	468,296						227,876		\$ 17,616	\$ 37,339	\$ 11,875	\$ 141,753	\$ 537,601	\$ 182,105	\$ 16,919	\$ 83,750	\$ 861,459	\$ 120,921				\$ 1,794,177	2,344,532	
Solano County	689,791	0	689,791	1,785	25,000								\$ 12,493	\$ 16,111	\$ 11,253	\$ 16,492	\$ 48,542	\$ 16,955	\$ 16,205	\$ 56,062	\$ 81,989	\$ 19,706			505,000	\$ 689,542	249	
Total	14,585,194	3,596,651	18,181,845																								\$ 12,485,922	5,695,923

NOTES:

Background colors on Rt. Headings denote operator of intercity route
Background colors denote which jurisdiction is claiming funds

- (1) MTC July 22, 2009 estimate; Reso 3886
- (2) Claimed by Vacaville; amounts as agreed to by local jurisdictions
- (3)
- (4) Includes flex routes, paratransit, subsidized taxi
- (5)
- (6)
- (7)
- (8) Consistent with FY2009-10 Intercity Transit Funding Agreement and FY2007-08 Reconciliation
- (9)
- (10) Claimed for STA from all agencies per formula
- (11) Transit Capital purchases include bus purchases, maintenance facilities, etc.
- (12) TDA funds can be used for repairs of local streets and roads if Solano County does not have transit needs that can reasonably be met.
- (13) Fairfield may not claim amounts from other jurisdictions (dark shaded) until Rt. 30/90 agreement issue resolved

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DATE: January 29, 2010
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano Senior and Disabled Transportation Study Budget Amendment

Background:

The STA's initial Comprehensive Transportation Plan (CTP) Transit Element, completed and adopted by the STA Board on May 8, 2002, recommended a further study to focus on new or updated senior and disabled transportation services. The purpose of the study was to develop a concept or vision for future senior and disabled service through extensive public outreach, data collection, projected service demand, and projected funding needed for service providers. The current Senior and Disabled Transportation Study was completed and approved by the STA Board in June 2004.

The CTP is currently being updated. Transportation services for seniors and the disabled have changed, and will continue to change, since the completion of the last Senior and Disabled Transportation Study six years ago. The large response to the two Senior Summits held in 2009 further indicates it is still an important topic and an update to the Senior and Disabled Transportation Study would be timely.

Discussion:

The proposed update to the Senior and Disabled Transportation Study will provide implementation recommendations that may be incorporated into or provide direction to:

1. The update of the CTP;
2. Solano County transit providers' short- and long-range transit plans;
3. Identifying new funding revenues for transit services and setting priority for service once these funding sources are identified; and
4. Provide direction to the STA, and others, for coordinating senior and disabled transportation services in the county.

The preliminary scope of work (Attachment A) is separated into five distinct phases:

1. Research and Data Collection
2. Public Outreach
3. Community Prioritization of Needs and Strategies
4. Draft Report and Outreach
5. Final Report

Public input and involvement during this study effort is key. The input already collected from the June and October 2009 Senior Summits will support this study. These events have also identified an extensive list of stakeholders including public, private and non-profit organizations that should be invited to participate in identifying the needs and prioritizing solutions as they relate to Senior and Disabled Transportation.

In July 2009, the STA Board authorized the distribution of a Request for Proposals (RFP) and authorized the Executive Director to enter into an agreement not-to-exceed \$50,000. Based on the STA's staff extensive involvement in helping to organize the two Senior Summits and the range of issues being indentified, staff postponed the release of the RFP until after the two Senior Summits were completed. Staff is recommending expanding the public outreach process for this project and coordinating the study with the new Senior and Disabled Advisory Committee recently formed by the STA. Additional funding has been identified to supplement the original amount; \$70,000 is now available. The additional funds will allow significant public outreach that this project will require.

Fiscal Impact:

The Senior and Disabled Transportation Study update will be funded with State Transit Assistance Funds-Northern Counties/Solano and Surface Transportation Program (STP) Planning funds both of which are in the Fiscal Year (FY) 2009-10 Budget.

Recommendation:

Authorize the Executive Director to release a Request for Proposals and enter into a contract for an amount not-to-exceed \$70,000 to update the Solano Senior and Disabled Transportation Study.

Attachment:

- A. Preliminary Draft Senior and Disabled Transportation Study Scope of Work

PRELIMINARY DRAFT

SCOPE OF WORK
for
Solano Senior and Disabled Mobility Study Update

Purpose:

The STA completed the first Solano Comprehensive Transportation Plan (CTP) in May 2002. The CTP provides the basis for a long range, multi-modal transportation plan for Highways and local roads, Transit, and Alternative Modes in Solano County. The CTP's Transit Element recommended a further study to focus on new or updated senior and disabled transit services. In addition, this study was included as part of the STA's Overall Work Program. As such the STA determined that a senior and disabled transit study be developed to provide implementation recommendations that will be incorporated into or provide data for: 1.) future updates of the CTP Transit Element, 2.) Solano County transit providers' short- and long-range transit plans, 3.) helping prioritize new funding revenues and programs for senior and disabled transit services, and 4) implementation plans for the future paratransit and mobility services. The first Senior and Disabled Study was completed in June 2004. The CTP is currently being updated and an update of the Senior and Disabled Study would complement this effort.

Tasks:

- 1. Confirm Project Goals and Finalize Scope of Services and Work Plan**
- 2. Identify Existing and Projected Mobility Needs of Senior and Disabled through Quantitative and Qualitative Methods**
 - Review and compile all current data concerning Solano seniors and the disabled including, but limited to, the following: the follow up surveys associated with the 2000 U.S. Census, regional studies on senior and disabled needs, Solano Transit Ridership Surveys, existing Senior and Disabled Transit Study, Short Range Transit Plans, Solano Senior Coalition studies, Senior Summit 2009 data, and other information from senior centers, non-profit groups, and private sector specializing in senior and disabled issues.
 - Identify existing and project mobility needs from 2010 to 2035 of Seniors and Disabled through surveys and public outreach.
- 3. Identify Existing and Planned Services for providing mobility to Solano residents who are Seniors and the Disabled**
 - Inventory existing public transit services (fixed-route, paratransit, taxi, and related programs) that serve seniors and the disabled and planned services as identified in Short Range Transit Plans and other planning documents as well as outreach to transit operators.
 - Inventory and survey senior services, senior centers, non-profit groups, volunteer programs, health groups, taxi services, private businesses, web-based services, and other organizations that provide mobility for senior and disabled individuals throughout Solano County.

- 4. Prioritize Senior and Disabled Individuals' Mobility Needs and Strategies**
 - Identify Senior and Disabled Stakeholders and create Stakeholder Working Group
 - Meet with Stakeholders and inform them of existing and projected demand for mobility services and existing and planned services
 - Identify potential solutions
 - Prioritize needs and preliminary potential solutions
 - Identify cost and implementation issues associated with solutions
 - Work with Stakeholders to create initial draft of re-prioritized needs and solutions

- 5. Public Outreach**
 - Present findings and seek input at the STA's Paratransit Coordinating Committee (PCC), Senior and Disabled Advisory Committee, and other STA committees as well as STA Board and at approximately seven senior and disabled community groups throughout Solano County.
 - Organize and facilitate public meetings and prepare meeting summaries

- 6. Draft Study**
 - Present the demand data and services inventory.
 - Present stakeholders and public outreach process
 - Present the Prioritized mobility needs and strategies
 - Develop a 25 year Implementation Plan, with five year increments which will include a funding plan
 - Organize and facilitate at least four public workshops/meetings, in partnership with the Senior Coalition and the PCC, on the Draft Plan and obtain input from various Senior and Disabled groups in Solano County, the Solano PCC and other STA Committees and STA Board.

- 7. Final Study**
 - Finalize the report incorporating input from public review of draft study
 - Prepare the report for electronic and hard copy distribution.



DATE: January 28, 2010
 TO: STA Board
 FROM: Liz Niedziela, Transit Program Manager
 RE: Paratransit Coordinating Council (PCC) Member Re-Appointments

Background:

Paratransit Coordinating Council (PCC) is a citizen’s advisory committee to the Solano Transportation Authority (STA) that represents the seniors and disabled residents of Solano County. The members of the PCC are volunteers from the local community and local social service agencies. The PCC By-Laws set the term of service on the PCC Council as three years. A member may continue to serve through reappointment by the STA Board.

The following is a list of current PCC member terms and their Committee expiration dates:

Social Service Provider	George Bartolome	Jan. 2010
Elderly and Disabled Advisory Committee (EDAC) Representative	Richard Burnett	Jan. 2010
Public Agency - Education	Catarina Evanson	Jan. 2010
Member at Large	Jim Simon	Jan. 2010
Member at Large	James Williams	Jan. 2010
Transit User	Tom Morgan	June 2010
Transit User	Shirley Stacy	Jan. 2011
Social Service Provider	Jamie Johnson	Dec, 2011
Transit User	Kurt Wellner	Oct. 2012
Public Agency/County of Solano	Vacant - seeking 1 member	
Social Service Provider	Vacant - seeking 1 member	

Discussion:

The five PCC members whose terms have recently expired were invited to serve another 3-year term. Two longstanding PCC members, Catarina Evanson and Jim Simon, are still interested in attending PCC meetings, but are not interested in committing to another 3-year term as a PCC member. Three PCC members, George Bartolome, Richard Burnett, and James Williams are interested in serving another term of three years. At the January 2010 PCC meeting, the PCC members unanimously voted to forward a recommendation to the STA Board to reappoint George Bartolome, Richard Burnett, and James William to the PCC for another 3-year term.

Fiscal Impact:

None.

Recommendation:

Reappoint the following members to the Paratransit Coordinating Council:

- George Bartolome as Social Service Provider, term expiring in January 2013
- Richard Burnett as EDAC Representative, term expiring in January 2013
- James Williams as Member at Large, term expiring in January 2013



DATE: January 28, 2010
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: 2010 Paratransit Coordinating Council (PCC) Work Plan

Background/Discussion:

In preparation for 2010, the STA staff and the Paratransit Coordinating Council (PCC) has updated the PCC's Work Plan. The 2010 PCC Work Plan continues to focus on outreach activities. The purpose of these outreach activities are to promote awareness of the PCC and its advisory function and to encourage persons with disabilities, seniors and others to take advantage of the opportunity to provide comments on Solano County's transportation system.

At the January 2010 PCC meeting, the PCC unanimously voted to forward a recommendation to the STA Board to approve the 2010 PCC Work Plan (Attachment A). The PCC may wish to add tasks to the Work Plan throughout the year, as they deem necessary. After approval of any changes to the Work Plan by the PCC, the modifications to the Work Plan would be presented to the STA Board for action.

Fiscal Impact:

The 2010 Work Plan expenses are included the FY 2009-10 budget.

Recommendation:

Approve the 2010 PCC Work Plan as shown in Attachment A.

Attachment:

- A. 2010 PCC Work Plan

STA 2010 PCC Work Plan

Activity	Tasks	2010 Timeline
Administrative	Elect PCC Officers	January 2010
Outreach	Develop a strategy to increase/maintain PCC Membership. (i.e., press releases, letters of outreach, etc.). Increase public awareness of the PCC through marketing strategies. Outreach to Solano Community College. Outreach to senior centers and disabled groups. Develop stronger presence on the STA Website.	January – December Until vacancies are filled. January – December January – December January – December January – December
Projects	Participate in studies that impact transportation for seniors and the disabled. Develop expertise and understanding of the range of transportation services for Solano seniors and disabled.	January – December January – December
Funding	Establish FTA Section 5310 application review committee. Review FTA Section 5310 applications. Review TDA Article 4/8 Claims for Cities and County of Solano. Monitor the MTC Unmet Transit Needs Process.	TBA TBA January – December January - December



DATE: February 26, 2010
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: Bicycle Advisory Committee (BAC) Member Appointments

Background:

The STA Bicycle Advisory Committee (BAC) is responsible for providing funding and policy recommendations to the STA Board on bicycle related issues and for monitoring, implementing, and updating the Countywide Bicycle Plan.

Membership consists of representatives from each of the seven (7) cities, the County, as well as a member-at-large appointments. The representatives are nominated either by their respective organization's mayor or city council before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board. Attachment A shows the BAC membership including the current nominations.

Discussion:

The following cities and agencies have nominated the following citizens of their jurisdictions to participate as their representative on the STA BAC. Attachment B includes the nomination letters for each agency as follows:

- City of Dixon – Jim Fisk
- City of Rio Vista – Larry Mork
- City of Suisun City – Jane Day
- City of Vacaville – Ray Posey
- County of Solano – Michael Segala
- STA Member-At-Large – Barbara Wood

Upon approval by the STA Board, each applicant will be appointed for a three-year term (from February 2010 through February 2013).

The City of Benicia appointment is currently expired; however, the Benicia City Clerk has indicated that the City is processing the paperwork to appoint their representative.

Fiscal Impact:

None.

Recommendation:

Appoint the following members to the STA Bicycle Advisory Committee, for a three-year term expiring in February 2013:

- City of Dixon – Jim Fisk
- City of Rio Vista – Larry Mork
- City of Suisun City – Jane Day

- City of Vacaville – Ray Posey
- County of Solano – Michael Segala
- STA BAC Member-At-Large – Barbara Wood

Attachments:

- A. STA Bicycle Advisory Committee Membership/Terms
- B. Agency Nomination Letters

STA Bicycle Advisory Committee (BAC) Membership Terms

Jurisdiction	Member	Term Expires
Member-at-Large	Barbara Wood	Dec-09*
Benicia	J.B. Davis	Dec-09
Dixon	Jim Fisk	Dec-09*
Fairfield	VACANT	VACANT
Suisun City	Jane Day	Dec-09*
Rio Vista	Larry Mork	Dec-09*
Vacaville	Ray Posey	Dec-09*
Vallejo	Mick Weninger	Dec-10
Solano County	Michael Segala	Dec-09*

* Nominated for Appointment or Reappointment

MAYOR JACK BATCHELOR, JR.
VICE MAYOR RICK C. FULLER
COUNCILMEMBER DANE BESNEATTE



COUNCILMEMBER KAY FULFS CAYLER
COUNCILMEMBER MICHAEL CEREMELLO, JR.
CITY TREASURER DAVID DINGMAN

RECEIVED

JAN 25 2010

SOLANO TRANSPORTATION
AUTHORITY

COPY

January 22, 2010

Johanna Masiclat, Clerk of the Board
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

RE: *Nomination to the Bicycle Advisory Committee*

Dear Ms. Masiclat:

This letter is to confirm that Dixon Mayor Jack Batchelor nominates Jim Fisk as Dixon's representative to the Solano Transportation Authority Bicycle Advisory Committee. If you have any questions, please feel free to call.

A handwritten signature in cursive script that reads "Janice Beaman".

Janice Beaman, CMC
City Clerk

cc: Jim Fisk

City of Dixon

600 East A Street • Dixon, California • 95620-3697
(707) 678-7000 • FAX (707) 678-0960 • TTY (707) 678-1489

Rio Vista City Council
REVISED AGENDA
Thursday, November 5, 2009 at 7:00 p.m.
City Council Chambers
One Main Street
Rio Vista, California 94571

- Speaker cards are available for those who wish to address the Council during public comments or regarding an agenda item. These cards will assist the City Clerk with proper spelling of names as well as provide contact information for any necessary follow up.
- At such time as an agenda item is reached and prior to action being taken thereon, all members of the public may address the Council concerning the matter by approaching the microphone and waiting to be recognized.

Roll Call

Flag Salute

1. **Public Comment**
The Brown Act, with certain exceptions, does not permit the City Council to discuss or take action on issues that are not on the agenda.
2. **City Council Reports / Staff Reports**
3. **City Commission Reports / Chamber of Commerce Report**
4. **Consent Calendar**
 - a. **September 17, 2009 Regular City Council Meeting Minutes**
 - b. **September 23, 2009 Special City Council Meeting Minutes**
 - c. **October 1, 2009 Regular City Council Meeting Minutes**
 - d. **October 15, 2009 Regular City Council Meeting Minutes**
 - e. **Accepting the Waterfront Pilot Project Contract as Complete and Authorizing the Public Works Director to File the Notice of Completion, with Resolution for adoption**
5. **Re-appoint Larry Mork to Solano Transportation Authority's Pedestrian Advisory Committee and Bicycle Advisory Committee for term ending December 31, 2010.**
6. **Authorizing the City Manager to execute an Interagency Cooperative Agreement through Solano Transportation Authority (STA) for the establishment of the Model Technical Advisory Committee (MTAC) and the Model Land Use Committee (MLUC), with Resolution for adoption.**
7. **Approve an amendment to the Solano Transportation Authority's revised Joint Powers Agreement and repeal Resolution 2009 - 089, with Resolution for adoption.**

CITY COUNCIL

Pedro "Pete" M. Sanchez, Mayor
Jane Day, Mayor Pro-Tem
Sam Derting
Michael J. Hudson
Michael A. Segala



CITY OF SUISUN CITY

701 Civic Center Blvd.
Suisun City, California 94585

Incorporated October 9, 1868

CITY COUNCIL MEETING

First and Third Tuesday
Every Month

RECEIVED

JAN 12 2010

SOLANO TRANSPORTATION
AUTHORITY

January 11, 2010

Johanna Masiclat, Clerk of the Board
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

**RE: Nomination for Appointment to the Solano Transportation Authority (STA)
Bicycle Advisory Committee (BAC)**

Dear Ms. Masiclat:

This letter is to confirm that Suisun City's nomination of Jane Day as Suisun City's representative to the STA Bicycle Advisory Committee.

For questions regarding the City's nomination, please contact Donna Pock at (707) 421-7302.

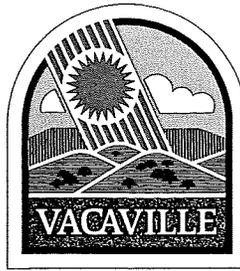
Sincerely,

Donna Pock
City Deputy Clerk

DEPARTMENTS: AREA CODE (707)

ADMINISTRATION 421-7300 ■ PLANNING 421-7335 ■ BUILDING 421-7310 ■ FINANCE 421-7320
FIRE 425-9133 ■ RECREATION & COMMUNITY SERVICES 421-7200 ■ POLICE 421-7373 ■ PUBLIC WORKS 421-7340
REDEVELOPMENT AGENCY 421-7309 FAX 421-7366

COUNCIL MEMBERS
LEN AUGUSTINE, Mayor
CURTIS HUNT, Vice Mayor
PAULINE CLANCY
DILENNA HARRIS
RON ROWLETT



RECEIVED

JAN 15 2010

SOLANO TRANSPORTATION
AUTHORITY

CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

January 13, 2010

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

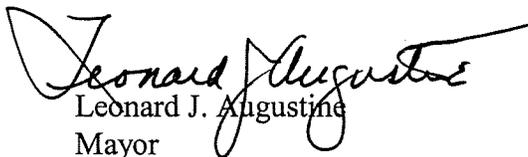
Subject: Vacaville's Representative to the Solano Transportation Authority Bicycle Advisory Committee (BAC)

Dear Daryl:

At our City Council meeting of January 12, 2010, the Vacaville City Council unanimously approved the reappointment of Ray Posey to serve as our community's representative to the STA Bicycle Advisory Committee.

Should you have any questions or need additional information, you may contact our City Clerk Michelle Thornbrugh at 707-449-5110 or via e-mail at cityclerk@cityofvacaville.com.

Sincerely,


Leonard J. Augustine
Mayor

BOARD OF SUPERVISORS

John M. Vasquez (Dist. 4), Chair
(707) 784-6129
Michael J. Reagan (Dist. 5), Vice-Chair
(707) 784-6130
Barbara Kondylis (Dist. 1)
(707) 553-5363
Linda J. Seifert (Dist. 2)
(707) 784-3031
James P. Spring (Dist. 3)
(707) 784-6136



County Administrator
MICHAEL D. JOHNSON
(707) 784-6100
Fax (707) 784-6665

675 Texas Street, Suite 6500
Fairfield, CA 94533-6342
www.SolanoCounty.com

**THIS MEETING WILL BE HELD IN THE BOARD OF SUPERVISORS CHAMBERS,
675 Texas Street, Fairfield, California**

SOLANO COUNTY BOARD OF SUPERVISORS
HOUSING AUTHORITY, SPECIAL DISTRICTS,
SOLANO FACILITIES CORPORATION, AND
IN-HOME SUPPORTIVE SERVICES PUBLIC AUTHORITY

February 2, 2010

Temporary parking permits for the County Parking Garage are available from the Board Clerk for visitors attending the Board of Supervisors' meeting for more than 2 hours.

The County of Solano does not discriminate against persons with disabilities and is an accessible facility. If you wish to attend this meeting and you will require assistance in order to participate, please call the Office of the Clerk of the Board of Supervisors at 707-784-6100 at least 24 hours in advance of the event to make reasonable arrangements to ensure accessibility to this meeting.

Non-confidential materials related to an item on this Agenda submitted to the Board after distribution of the agenda packet are available for public inspection at the Solano County Government Center, 6th Floor Receptionist's Desk, 675 Texas Street, Fairfield, during normal business hours.

If you wish to address any item listed on the Agenda, or Closed Session, please submit a Speaker Card to the Board Clerk before the Board considers the specific item. Cards are available at the entrance to the Board chambers.

Please limit your comments to three minutes.

For items not listed on the Agenda, please see items from the public below.

AGENDA

CALL TO ORDER 8:30 a.m.

ROLL CALL

CLOSED SESSION

1. Conference with Labor Negotiators:

In-Home Supportive Services Public Authority representatives: Bruce Heid and Donald Turko

Employee organization: SEIU Local 6434, In Home Support Services Unit

RECONVENE

9:00 a.m.

REPORT OF ACTION IN CLOSED SESSION (IF APPLICABLE)

SALUTE TO THE FLAG AND A MOMENT OF SILENCE

PRESENTATIONS

Health and Social Services

2. Adopt and present a plaque of appreciation honoring Caren Clark, Social Worker II, for 10 years of service to Solano County (Supervisor Kondylis)
3. Adopt a resolution and present a plaque of appreciation honoring Marie Taylor, Social Services Supervisor, for 23 years of service to Solano County (Supervisor Seifert)
4. Adopt a resolution and present a plaque of appreciation honoring Francoise Jackson, Social Worker II, for 24 years of service to Solano County (Supervisor Sperring)

ITEMS FROM THE PUBLIC

This is your opportunity to address the Board on a matter not listed on the Agenda, but it must be within the subject matter jurisdiction of the Board. Please submit a Speaker Card before the first speaker is called and limit your comments to three minutes. The Board will hear public comments for up to fifteen minutes. Any additional public comments will be heard at the conclusion of the meeting.

ADDITIONS TO OR DELETIONS FROM THE AGENDA

APPROVAL OF THE AGENDA

PUBLIC COMMENT ON CONSENT CALENDAR

Each speaker shall have 3 minutes to address any or all items on the Consent Calendar.

APPROVAL OF THE CONSENT CALENDAR

The Board considers all matters listed under the Consent Calendar to be routine and will adopt them in one motion. There will be no discussion on these items before the Board votes on the motion unless Board members request specific items be discussed and/or removed from the Consent Calendar.

CONSENT CALENDAR

GENERAL GOVERNMENT

Clerk of the Board of Supervisors:

5. Approve the minutes of the Board of Supervisors meetings of December 8, 2009, January 5, 2010, and January 12, 2010; Solano County Facilities Corporation Minutes of January 5, 2010; and Budget Study Session Minutes of January 19, 2010

6. Receive and file the Meeting Attendance Reports for the month of December, 2009 from the members of the Board of Supervisors as required for compliance with Government Code Section 53232.3(d)

Treasurer-Tax Collector-County Clerk:

7. Accept the Solano County Treasurer's Quarterly Report for the period of October 1, 2009 through December 31, 2009

HEALTH AND SOCIAL SERVICES

Health and Social Services:

8. Approve \$450,000 in contract amendments with Children's Nurturing Project, Child Haven, and FamiliesFirst to increase early childhood mental health services to clients aged 0-5 for a term ending June 30, 2010

9. Adopt a resolution to amend the Position Allocation List to add 20.0 FTE Eligibility Benefits Specialist II (Limited Term Regular) through September 30, 2010 to the Employment and Eligibility Services Division
10. Approve a \$462,490 Appropriation Transfer Request in unanticipated revenue for the Women, Infants and Children program (4/5 vote required)
11. Approve the certification statement regarding composition of the Solano Child Care Planning Council membership

CRIMINAL JUSTICE

Probation:

12. Approve an increase in appropriations of \$32,400 from unanticipated revenue from the AB2010 Domestic Violence Oversight fund to cover the cost of a contract to develop and submit grant funding proposals for the Solano Family Justice Center project and participation in the National Family Justice Center Conference (4/5 vote required)
13. Adopt a resolution authorizing the Office of Family Violence Prevention to submit a two-year grant application for a maximum of \$400,000 to the U.S. Department of Justice for the period October 1, 2010 through September 30, 2012; and authorize the Family Violence Prevention Officer to sign the Grant Agreement and any extensions or amendments

LAND USE/TRANSPORTATION

Resource Management:

14. Authorize the Director of Resource Management to approve contract change orders in the amount of up to \$231,000 with Lister Construction, Inc. for additional improvements as part of the Old Town Cordelia Improvement Project
15. Authorize the Director of Resource Management to advertise for bids for the construction of various transportation improvement projects; and Award and execute contracts with the lowest responsible bidders

REGULAR CALENDAR

Rescheduled Consent Items:

16. Consider the following:

A)

B)

GENERAL GOVERNMENT

Human Resources:

17. Receive report on the results of the Early Retirement Incentive Offering to eligible employees from August 26, 2009 through December 23, 2009; and Adopt a resolution amending the Position Allocation List to delete sixty-five positions

General Services:

18. Public Hearing to review and consider adopting the Updated Solano County 5-Year Capital Facilities Improvement Plan for FY 2009-10 through FY 2013-14

HEALTH AND SOCIAL SERVICES

Health and Social Services:

19. Receive a presentation and consider approval of the Child Welfare System Improvement Plan

LAND USE/TRANSPORTATION

Resource Management:

20. Consider authorizing the County representative of the Delta Counties Coalition to participate in a joint Federal Appropriations Request for technical assistance and a potential project up to a total amount of \$2 million; and Approve inclusion of an additional priority to Solano County's 2010 Legislative Platform

MISCELLANEOUS ITEMS

Board of Supervisors:

21. Consider the appointment of Earl Kilmer to the Suisun-Fairfield-Rockville Cemetery District, representing District 3 (Supervisor Spering)
22. Consider the appointment of Kelly Rhoads-Poston to the Solano County Planning Commission, representing District 3 (Supervisor Spering)
23. Consider the appointment of Margaret Vestal, RD to the Solano County Maternal Child Adolescent Health Advisory Board, representing District 2 (Supervisor Seifert)

24. Consider the reappointment of Angel Goss to the Area 4 Board on Developmental Disabilities

25. Consider the nomination of Michael Segala as the County's representative on the Solano Transportation Authority's Bicycle Advisory Committee (Chair Vasquez)

BOARD MEMBER COMMENTS AND REPORTS ON MEETINGS

ADJOURN: to the Board of Supervisors Meeting of February 9, 2010 at 8:00 a.m., Board Chambers, 675 Texas Street, Fairfield



BICYCLE ADVISORY COMMITTEE MEMBER NOMINATION FORM

Nominee: Barbara Wood

Address: 400 Reed Court, Benicia, CA 94510

Phone: (707) 745-6353

E-mail: phinkudo@aol.com

Please provide a brief statement regarding the nominee's interest in participating with the Bicycle Advisory Committee (BAC):

Ms. Wood has expressed her interest in continuing her service on the BAC. She is an avid cyclist and desires to serve the community through advocacy for cyclists throughout Solano County. STA staff would like to recommend the reappointment of Ms. Wood as the BAC Member-At-Large.

Nomination Submitted by: STA staff, Sara Woo, (707) 399-3214, swoo@sta-snci.com



DATE: February 1, 2010
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: Pedestrian Advisory Committee (PAC) Member Appointments

Background:

The Solano Transportation Authority's (STA) Pedestrian Advisory Committee (PAC) membership currently has vacant positions. The committee is responsible for providing funding and policy recommendations to the STA Board on pedestrian related issues for monitoring, implementing, and updating the Countywide Pedestrian Plan.

Membership consists of representatives from a city, agency, and/or advocacy group, as well as a member-at-large. The representatives are nominated either by their respective organization's mayor or city council before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board.

Discussion:

The following cities and agencies have nominated the following citizens from their jurisdictions to participate as their representative on the STA PAC. Attachment B includes the nomination letters for each agency as follows:

- City of Rio Vista – Larry Mork
- City of Vallejo – Lynne Williams
- Solano Land Trust – Frank Morris
- STA Member-At-Large – Allan Deal

Upon approval by the STA Board, each citizen will be appointed for a 3-year term (from February 2010 through February 2013). STA staff will continue to seek new members to fill vacancies until all PAC appointments are filled.

Fiscal Impact:

None.

Recommendation:

Appoint the following members to the STA Pedestrian Advisory Committee, for a three-year term expiring in February 2013:

- City of Rio Vista – Larry Mork
- City of Vallejo – Lynne Williams
- Solano Land Trust – Frank Morris
- STA PAC Member-At-Large – Allan Deal

Attachments:

- A. STA Pedestrian Advisory Committee Membership/Terms
- B. Agency Nomination Letters

Pedestrian Advisory Committee (PAC) Membership Terms

Jurisdiction	Member	Term Expires
Member-at-Large	Allan Deal	Dec-09*
Benicia	Carol Day	Dec-10
Dixon	Michael Smith	Dec-10
Fairfield	VACANT	VACANT
Rio Vista	Larry Mork	Dec-09*
Suisun City	Mike Hudson	Dec-10
Vacaville	VACANT	VACANT
Vallejo	Lynne Williams	Dec-09*
Solano County	VACANT	VACANT
<u>Other Agency PAC Representation:</u>		
Tri City and County Cooperative Planning Group	Brian Travis	Dec-11
Solano Land Trust	Frank Morris	Dec-09*
San Francisco Bay Trail Program	Maureen Gaffney	Dec-10
Bay Area Ridge Trail Council	VACANT	VACANT
Solano County Agriculture Commission	VACANT	VACANT
Solano Community College	VACANT	VACANT

*Nominated for Appointment or Reappointment

Rio Vista City Council
REVISED AGENDA
Thursday, November 5, 2009 at 7:00 p.m.
City Council Chambers
One Main Street
Rio Vista, California 94571

- Speaker cards are available for those who wish to address the Council during public comments or regarding an agenda item. These cards will assist the City Clerk with proper spelling of names as well as provide contact information for any necessary follow up.
- At such time as an agenda item is reached and prior to action being taken thereon, all members of the public may address the Council concerning the matter by approaching the microphone and waiting to be recognized.

Roll Call

Flag Salute

1. **Public Comment**
The Brown Act, with certain exceptions, does not permit the City Council to discuss or take action on issues that are not on the agenda.
2. **City Council Reports / Staff Reports**
3. **City Commission Reports / Chamber of Commerce Report**
4. **Consent Calendar**
 - a. **September 17, 2009 Regular City Council Meeting Minutes**
 - b. **September 23, 2009 Special City Council Meeting Minutes**
 - c. **October 1, 2009 Regular City Council Meeting Minutes**
 - d. **October 15, 2009 Regular City Council Meeting Minutes**
 - e. **Accepting the Waterfront Pilot Project Contract as Complete and Authorizing the Public Works Director to File the Notice of Completion, with Resolution for adoption**
5. **Re-appoint Larry Mork to Solano Transportation Authority's Pedestrian Advisory Committee and Bicycle Advisory Committee for term ending December 31, 2010.**
6. **Authorizing the City Manager to execute an Interagency Cooperative Agreement through Solano Transportation Authority (STA) for the establishment of the Model Technical Advisory Committee (MTAC) and the Model Land Use Committee (MLUC), with Resolution for adoption.**
7. **Approve an amendment to the Solano Transportation Authority's revised Joint Powers Agreement and repeal Resolution 2009 - 089, with Resolution for adoption.**



CITY OF VALLEJO

OSBY DAVIS
MAYOR

COPY

555 SANTA CLARA STREET • P.O. BOX 3068 • VALLEJO • CALIFORNIA • 94590-5934 • (707) 648-4377

RECEIVED

MAR - 9 2009

SOLANO TRANSPORTATION
AUTHORITY

March 3, 2009

Sara Woo, Planning Assistant
Solano Transportation Authority
1 Harbor Center, Suite 130
Suisun, CA 94586

RE: Nomination for Appointment to the Solano Pedestrian Advisory Committee

Dear Ms. Woo:

This letter is to confirm Vallejo's nomination of Lynne Williams as Vallejo's representative to the Solano Pedestrian Advisory Committee.

For questions regarding the City's nomination, please contact Jean Miller, Exec. Asst. to the Mayor at 707 648-4377.

Sincerely,

Osby Davis
Mayor

cc: file



RECEIVED

January 6, 2010

JAN - 8 2010

Johanna Masiclat, Clerk of the Board
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585-2473

SOLANO TRANSPORTATION
AUTHORITY

**Board
Members**

Officers
Bob Berman
President

Ian Anderson
Vice President

Jane Hicks
Secretary

Frank Morris
Treasurer

Sean Quinn
Immediate Past
President

Directors
Frank J.
Andrews Jr.
Darrin Berardi
Jeff Dittmer
John Isaacson
Russell Lester
John Vasquez

**RE: Nomination for Appointment to the Solano Transportation Authority (STA)
Pedestrian Advisory Committee**

Dear Ms. Masiclat:

This letter is to confirm Solano Land Trust's nomination of Frank Morris as Solano Land Trust's representative to the STA Pedestrian Advisory Committee.

For questions regarding Solano Land Trust's nomination, please contact Anne DeLozier at 707-432-0150 x209.

Sincerely,

Nicole Byrd
Executive Director

Support the Land. Support the Land Trust.

NB/ad



PEDESTRIAN ADVISORY COMMITTEE MEMBER NOMINATION FORM

Nominee: Allan Deal

Address: 680 West J Street, Benicia, CA 94510

Phone: (707) 746-5821

E-mail: anjdeal@juno.com

Please provide a brief statement regarding the nominee's interest in participating with the Pedestrian Advisory Committee (PAC):

Mr. Deal has expressed his interest in continuing his service on the PAC. He is a retired landscape architect and avid trail user in Solano County. By participating on the PAC, he wishes to serve the community through advocacy for pedestrians throughout Solano County. STA staff would like to recommend the reappointment of Mr. Deal as the PAC Member-At-Large.

Nomination Submitted by: STA staff, Sara Woo, (707) 399-3214, swoo@sta-snci.com



DATE: February 1, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Priority Federal Economic Stimulus Projects in Solano County

Background:

The economy across the country has declined over the last year. In reaction to this decline, the federal government provided funds to local governments, state, and regional transportation agencies for projects that would stimulate the economy by producing jobs. One of the sectors that received a federal investment was infrastructure, specifically transportation, including transit capital projects. The original federal economic stimulus funded projects are either completed or in process of completion. Attachment A provides details for the transportation projects for Solano County that have already received federal stimulus funding.

Discussion:

There has been discussion in Washington D.C. the past few months regarding the provision of additional stimulus funds for transportation. Attachment B is a Memorandum from the Metropolitan Transportation Commission (MTC) outlining the current status of the federal legislation on this issue. Based on a request from MTC staff, in preparation if this new round of funding occurs, Solano County was provided a target of \$9.7 million. 50% (Tier 1) of the proposed funds would be required to be under contract within 90 days. The remaining 50% (Tier 2) would be required to be under contract within a year. Using MTC's Local Streets and Roads (LS&R) formula distribution, listed below is the calculated share by jurisdiction rounded to the nearest \$5,000:

Agency	ARRA II est.
Solano County	\$1.315 M
Benicia	\$460,000
Dixon	\$375,000
Fairfield	\$2.125 M
Rio Vista	\$100,000 *
Suisun City	\$785,000
Vacaville	\$1.735 M *
Vallejo	\$2.835 M
TOTAL	\$9,730,000

* The City of Rio Vista's \$100,000 is proposed to be swapped with the City Vacaville at \$0.90/\$1.00 ratio. This swap would be included in the fund agreement for ARRA with a 2-year payment term.

In addition to these new potential funds, Cycle 1 federal funds for LS&R is also under discussion as part of MTC's Regional Block Grant Program. The Cycle 1 Regional Block Grant funds will be programmed by the STA Board in the next several months.

Attachment C reflects the summary of the proposed programming of ARRA II at the target of \$9.73 M, with 50% (Tier 1) of the work required to be under contract in 90 days. Tier 1 minimum is \$4.865 M for the county as a whole.

Attachment C is based on guidance from MTC, however, it is important to note that the ARRA II target is expected to be changed based on any final legislation and that there is a push to program 75% of the targets into Tier 1. As changes occur, STA staff will work closely with the TAC members for updating communications and adjustments to projects.

At the January 27, 2010 Technical Advisory Committee (TAC), this proposed action received unanimous support to send a recommendation to the STA Board to approve Federal Economic Stimulus Project List for Solano County. Minor adjustments requested by the TAC have been made to Attachment C.

Fiscal Impact:

None, as this action does not affect any expenditure of funds by the STA.

Recommendation:

Approve the Federal Economic Stimulus Solano County project list for transportation as shown on Attachment C.

Attachments:

- A. Existing Solano County Federal Economic Stimulus Projects
- B. MTC Memorandum dated January 4, 2010
- C. Priority Solano County Federal Economic Stimulus Projects – January 2010

Existing ARRA Local Street & Road Projects

Tier	Local Agency	Project Title/Description/Location	ARRA \$	Status as of January
T1	City of Benicia	Benicia - East 2nd Street Overlay	\$400,000	In Construction
T1	City of Dixon	Dixon - Various Streets and Roads Rehabilitation	\$300,000	Complete
T1	City of Fairfield	Fairfield - Gateway Boulevard Resurfacing	\$900,000	Awarded
T1	City of Fairfield	Fairfield - East Tabor Ave Resurfacing	\$900,000	In Construction
T1	County of Solano	Solano County - Various Streets Overlay	\$2,000,000	Complete
T1	City of Suisun City	Suisun City - Sunset Avenue Road Rehabilitation	\$700,000	In Construction
T1	City of Vacaville	Vacaville - Peabody Road/Marshall Rd Pedestrian Safety Imps	\$260,000	Complete
T1, T2	City of Vacaville	Vacaville - Various Streets Overlay	\$1,330,000 + \$46,000	In Construction
T1	City of Vacaville	Vacaville - GPS EVP System project	\$320,000	In Construction
T1, T2	City of Vallejo	Vallejo - Downtown Vallejo Streetscape	\$1,600,000 + \$538,000	Awarded
T1	City of Vallejo	Vallejo - Various Streets Overlay	\$1,020,000	In Construction
Tier	Local Agency	Project Title/Description/Location	ARRA \$	Status as of January
T2	City of Dixon	Stratford Avenue Rehabilitation	\$218,000	Advertised
T2	City of Fairfield	Suisun Valley Rehabilitation	\$538,000	Pending Environmental Clearance
T2	County of Solano	Stimulus Overlay Project Phase 2	\$360,000	Advertised
T2	City of Suisun City	Main Street Rehabilitation	\$170,000	Received E-76

Existing ARRA Local Street & Road Projects

Tier	Local Agency	Project Title/Description/Location	ARRA \$	Status as of January
TE	City of Benicia	State Park Bridge Overcrossing	\$320,000	Awarded
Safety	City of Fairfield	McGary Road Safety Improvement	\$1,000,000	Received E-76
TE	City of Fairfield	McGary Road Enhancement	\$640,000	Received E-76
TE	County of Solano	Old Town Cordelia Enhancement Phase 2	\$800,000	Open Bid on Nov.

Existing ARRA Transit Tier 1 Projects

Agency	Project	Amount	Contract Award Date	Anticipated Award Date
Fairfield	FAST Preventive Maintenance	\$550,000	Existing	
Fairfield	MCI bus repower (9)	\$1,150,000		*11/30/2009
Fairfield	Bus Purchase/replacements (3)	\$417,747		*11/30/2009
Fairfield	GFI Fareboxes	\$1,017,238		*11/30/2009
Vacaville	Fixed Route bus replacement	\$1,734,372	3/31/2009	
Vacaville	Vacaville Intermodal Station	\$482,702		11/11/2009
Vallejo	Rehab/Preventative Maintenance	\$4,000,000	Existing	
Vallejo	Ferry Terminal ADA, Rehab	\$800,000		10/27/2009
Vallejo	Bus Maintenance Facility	\$812,324		10/27/2009
Vallejo	Repower Ferry Engines	\$2,000,000		10/27/2009
Benicia	Fueling Station Upgrade	\$60,000		9/30/2009
Benicia	Replace 12 Bus Shelters	\$72,000		9/30/2009

*Reviewing several piggyback options

Existing ARRA Transit Tier 2

ARRA Tier 2 Contingency Projects may be funded if any region projects in Tier 1 experience delivery obstacles.

Agency	Project	Amount
Fairfield	Bus Replacement (6)	\$ 788,484
Vacaville	Vacaville Intermodal	\$ 527,655
Vallejo	Vallejo Station	\$2,009,466

ARRA Supplemental Funding

Agency	Project	Amount	TEAM Grant Started	FTA Transfer Requested	Obligated in Grant Deadline
Fairfield	GFI Fareboxes	\$172,340	Yes	In progress	11/30/09
Vacaville	Electronic Fareboxes	\$115,330	Yes	Yes	11/30/09
Vallejo	Vallejo Transit Center	\$439,212	Yes	Yes	11/30/09

ARRA FTA Section 5311

Agency	Projects	Amount	Anticipated Contract Award Date
Dixon	Preventative Maintenance	\$48,000	Existing
Dixon	Municipal Service Center	\$381,676	11/30/2009
Rio Vista	Preventative Maintenance	\$75,000	Existing
STA	Paratransit Buses	\$300,000	*11/30/2009

*Waiting for State contract for buses to be awarded by Caltrans

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METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 5b

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: January 4, 2010

FR: Executive Director

RE: H.R. 2847 (Mollohan): Jobs for Main Street Act

On December 16, the U.S. House of Representatives passed, by a narrow 217-212 margin, H.R. 2847 to provide a second round of economic stimulus funding focused on job creation. The bill redirects to a variety of purposes \$75 billion in unused Troubled Asset Relief Program (TARP) funds appropriated by Congress in early 2009. Of the \$75 billion, \$37.3 billion (50 percent) would be directed to the U.S. Department of Transportation, with \$27.5 billion for the Federal Highway Administration (FHWA), \$8.4 billion for the Federal Transit Administration (FTA), \$800 million for Amtrak and \$500 million for the Federal Aviation Administration. The FTA and FHWA amounts are the same as provided under the first economic stimulus legislation, the American Recovery & Reinvestment Act (ARRA), which provided a total of \$787 billion for various economic stimulus purposes.

Region Would Receive Larger Share of Transit Funding Than Under ARRA

Although the total amount directed to FTA is the same as under ARRA, the funds are distributed differently and this change favors the Bay Area, as shown in the table below:

Dollars in millions

FTA Program	ARRA	HR 2847
Transit Capital Assistance (5307/5311/5340)	\$6,800	\$6,050
Fixed Guideway (5309)	\$750	\$1,750
Capital Investment Grants (New and Small Starts)	\$750	\$500
Transit Greenhouse Gas Reduction Grants	\$100	\$100
Total	\$8,400	\$8,400
Bay Area Share	\$340	\$397

Due to a much larger share of the FTA funds going to the Fixed Guideway Program (FGM) — \$1 billion more than under ARRA — we estimate the Bay Area's share would be approximately \$397 million, about \$57 million more than under ARRA. The FGM program is heavily skewed towards existing high-density rail systems from the more populous states, so it tends to be more strongly supported in the House than the Senate. Therefore, it should not come as a surprise if the Senate proposes a much smaller share of funds for this program.

Region's Ultimate Share of Highway Funds Unknown

With regard to the highway funds, the bill follows the precedent set by ARRA, requiring that three percent of the total funds be reserved for Transportation Enhancements and 30 percent of each state's total highway funds be suballocated to regions by population. California's share would be approximately \$2.6 billion, but the Bay Area's final share of the highway program is unknown at this time given the potential for subsequent state legislation, similar to AB 3x20 (Bass) passed in early 2009 that could distribute a larger share of the state's highway funds to regions than required by the bill. Under AB 3x20, regions were able to increase the suballocated share to 62.5 percent, the same percentage required under the Surface Transportation Program. If we are able to enact a law similar to AB 3x20, the region's share under the House bill would grow from approximately \$150 million to \$300 million.

Stringent Use-It-Or-Lose It Provisions

The bill contains much stricter "use-it-or-lose-it" provisions than ARRA. Whereas ARRA required 50 percent of highway and transit funds to be "obligated" (i.e. officially approved by a federal agency) within 180 days and the remainder obligated within a year, H.R. 2847 requires that 50 percent of such funds be "under contract" within 90 days and the remainder "under contract" within a year.

Extension of SAFETEA and Buy America Requirement

As part of the FY 2010 Defense Appropriations bill signed into law at the end of December 2009, Congress extended the current transportation act — Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, better known as SAFETEA — through the end of February 2010. H.R. 2847 would extend the program through the remainder of the federal fiscal year, carrying the program through September 2010. It would also transfer \$19.5 billion in General Fund revenues to the Highway Trust Fund, estimated to be equivalent to the foregone interest since 1998. Lastly, the bill includes a revised "Buy America" requirement that would apply to the Bay Bridge East Span project as a whole, and would therefore, affect all future East Span contracts. Under current law, only those individual bridge contracts that use federal funds are subject to this requirement.

Next Steps

The Senate is not expected to take up this legislation before the House and Senate reach agreement on the final terms of the health care bill. In the meantime, we will keep you informed of any new developments.



Steve Heminger

Potential Projects Submitted to MTC for Future Stimulus Funds

Sponsor	Project Name	Type of Project	Tier 1 (90 Day Under Contract)	Tier 2 (1 Year Under Contract)
City of Fairfield \$2,125,000	Traffic Signal Pre-emption (Various Locations)	Rehab	\$500,000	
	2010 AC overlay – Various Locations	Rehab		\$1,625,000
City of Suisun City \$785,000	Main Street Rehabilitation Phase 2 (From Solano Street to Lotz Way)	Rehab	\$785,000	
City of Vacaville * \$1,835,000	Upgrade Traffic Signal Controllers- Various Locations	Rehab	\$400,000	
	2010 AC Overlay - Various Locations	Rehab		\$675,000
	Ulatis Creek Bike Path - Ulatis Drive to Leisure Town Road	Bicycle/Pedestrian		\$760,000
City of Dixon \$375,000	West A Street Pavement Rehab	Rehab	\$375,000	
City of Vallejo \$2,835,000	DOWNTOWN STREETScape PHASE 2 (Virginia St. from Marin to Sacramento; Sacramento St. mid-block between York and Georgia to Georgia; Sacramento St. mid-block between York and Maine to Maine; and Marin from Virginia to Georgia)	Bike/Pedestrian	\$1,880,000	
	VARIOUS STREETS OVERLAY (Mini Dr. from Jack London to Sonoma Blvd.; Mini Dr. from Broadway to Marine World Parkway; Redwood St. from Tuolumne to I-80; Broadway from RR tracks to SR37; Sacramento St. from Tennessee to Virginia.)	Rehabilitation		\$955,000
City of Benicia \$460,000	Industrial Way Overlay (From 400' north of Teal Drive to South of Lake Herman Road)	Rehab		\$460,000
Solano County \$1,315,000	ARRA Stimulus Overlay Project Phase 2	Rehab	\$1,315,000	
\$ 9,730,000			\$ 5,255,000	\$ 4,475,000

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DATE: February 1, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Approval of I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR12 Interchange Complex. In order to advance phased improvements to the Interchange in a timely fashion, four separate environmental documents have either been completed or are underway, one of which is for the I-80 EB Cordelia Truck Scales project (subject of this staff report).

Caltrans is the Lead Agency for California Environmental Quality Act (CEQA) compliance for the I-80 EB Cordelia Truck Scales Relocation project. In addition, FHWA's responsibility for environmental review under National Environmental Policy Act (NEPA) has been carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S. Code (USC) 327. The STA is the project sponsor and will be providing funding for construction of the I-80 EB Cordelia Truck Scales Relocation Project. As such, the STA is a Responsible Agency under CEQA for this project.

Discussion:

Caltrans, in cooperation with the STA, prepared an Environmental Impact Report/Environmental Assessment (EIR/EA) for the I-80 EB Cordelia Truck Scales Relocation Project, which was made available for agency and public review on January 30, 2009. The public and agency comment period ended on March 18, 2009. Thirteen comment letters and e-mails were received. The comment letters/e-mails and the associated responses are included in Chapter 5 of the Final EIR/EA.

Caltrans approved the EIR/EA on October 16, 2009. STA staff is now recommending the STA Board, as a Responsible Agency, approve the EIR/EA for the I-80 EB Cordelia Truck Scales project and file a Notice of Determination (NOD).

At the January 27, 2010 Technical Advisory Committee (TAC), this proposed action received unanimous support to send a recommendation to the STA Board to approve the EIR/EA as a responsible agency.

Fiscal Impact:

The I-80 EB Cordelia Truck Scales Relocation Project is being funded with Bridge Tolls and Proposition 1B Trade Corridors Improvement Funds (TCIF).

Recommendation:

1. **APPROVE** Resolution No. 2010-02, including acceptance of the Environmental Impact Report prepared by Caltrans for the Project, Exhibit A: Findings of Fact and Exhibit B: Mitigation Monitoring Program; and
2. **DIRECT** that upon approval of Resolution No. 2010-02, that the Executive Director File a Notice of Determination with the County Clerk of Solano County and with the State Office of Planning and Research and Authorize payment of the filing fees.

Attachments:

- A. Resolution No. 2010-02, including Exhibit A: Findings of Fact and Exhibit B: Mitigation Monitoring Program
- B. Project Report (Copy provided to the Board Members, copy available upon request)
- C. Final EIR/EA Environmental Document (Copy provided to the Board Members, copy available upon request)

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2010-03**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE FUNDING ALLOCATION REQUEST FOR REGIONAL
MEASURE 2 FUNDS FROM THE METROPOLITAN TRANSPORTATION
COMMISSION TO THE I-80/I-680/SR12 INTERCHANGE PROJECT**

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests or transfers for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, Solano Transportation Authority is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, the Solano I-80/I-680 Corridor Improvements is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC allocate Regional Measure 2 funds; and

RESOLVED, that Solano Transportation Authority, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that Solano Transportation Authority certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that Solano Transportation Authority approves the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that Solano Transportation Authority is authorized to submit an application for Regional Measure 2 funds for Solano I-80/I-680 Corridor Improvements in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that there is no legal impediment to Solano Transportation Authority making allocation requests for Regional Measure 2 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Solano Transportation Authority to deliver such project; and be it further

RESOLVED that Solano Transportation Authority indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that Solano Transportation Authority shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased,

which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

RESOLVED, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation request to MTC for Regional Measure 2 funds in the amount of \$2,900,000.00 for utility relocation (Gordon Water Line) for the I-80/I-680/SR12 Interchange project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Solano Transportation Authority application referenced herein.

Pete Sanchez, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of February 10, 2010.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10th day of February, 2010 by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masielat
Clerk of the Board

Regional Measure 2 Initial Project Report (IPR)

Project Title:

Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange

RM2 Project No.

7

Allocation History:

	MTC Approval Date	Amount	Phase
#1:	January 2006	\$5,975,000	PA/ED (I-80 HOV Lanes and North Connector)
#2	September 2006	\$1,000,000	PA/ED (I-80 HOV Lanes)
#3	February 2007	\$6,525,000	Final Design (I-80 HOV Lanes) and Construction for Advanced Package (Green Valley Bridge Widening)
#4	October 2007	\$8,300,000	PA/ED for I-80/I-680/SR12 Interchange (\$5.2 million being transferred to I-80 EB Truck Scales)
#5	May 2008	\$10,300,000	Final Design, R/W Acquisition, and Advanced Construction Package for N. Connector Project
#6	October 2008	\$5,200,000	PA/ED for I-80 EB Cordelia Truck Scales Relocation
#7	January 2009	\$18,204,000	Construction for the N. Connector Project
#8	April 2009	\$20,700,000	Design and ROW Acquisition for the I-80 Eastbound Truck Scales Project
#9	June 2009	\$1,100,000	Preliminary Engineering for the I-80 Express Lanes
#10	July 2009	\$1,000,000	PA/ED for I-80 EB Cordelia Truck Scales Relocation
#11	September 2009	\$1,000,000	PA/ED for I-80 EB Cordelia Truck Scales Relocation
#12	September 2009	\$5,200,000	PA/ED for I-80/I-680/SR12 Interchange

Total: \$84,504,000

Regional Measure 2 – INITIAL PROJECT REPORT

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
February 2010	\$2,900,000	Utility Relocation for I-80/I-680/SR12 Interchange

I. OVERALL PROJECT INFORMATION

Project Sponsor / Co-sponsor(s) / Implementing Agency

Solano Transportation Authority is the project sponsor and implementing agency.

Project Purpose

The I-80/I-680/SR-12 Interchange experiences traffic congestion due to San Francisco Bay Area commuter traffic, regional traffic using the interstate system, and recreational traffic traveling between the San Francisco Bay Area and Lake Tahoe. The objectives of the proposed project are to alleviate congestion, improve safety, and provide for existing and proposed traffic demand by upgrading the capacity of the freeway, including Express Lanes or HOT Lanes and completing a local roadway system that will provide local travelers alternatives to using the freeways for local trips.

Express Lanes or HOT lanes require single-occupant vehicles to pay a toll that varies based on demand, called congestion pricing. The tolls change throughout the day according to real-time traffic conditions to manage the number of cars in the lanes and keep them free of congestion, even during rush hour. The concept is an expansion of HOV lanes and an effort to maximize their efficiency in moving vehicles. HOV lanes are designed to promote vehicle sharing and use of public transport by creating areas of lower road use as an incentive, but they have been criticized because some are underused. The Express Lanes or HOT lanes provide a mobility option for single occupant vehicles to provide reliable travel at a variable price. Drivers who do not utilize the lane can also benefit from having it fully utilized, thus taking more traffic out of the mixed flow lanes, in contrast to the sometimes underutilized HOV lanes. By linking together disconnected HOV networks, Express Lanes can allow public transportation vehicles (such as buses) and carpools more reliability to get to destinations on time.

Regional Measure 2 – INITIAL PROJECT REPORT

Project Description (please provide details, expand box as necessary)

The I-80/I-680/State Route (SR) 12 Interchange Project proposes improvements to address traffic operations and congestion in the existing interchange complex, which is located in Solano County. Alternatives being considered in the Environmental Impact Report (EIR) may include the following components: modification of existing interchanges, adding freeway lanes, constructing new interchanges, auxiliary lanes, high-occupancy vehicle (HOV) lanes and frontage roads within and adjacent to existing freeway rights of way, and constructing a direct connector roadway from I-680 to SR 12 East, southeast of the existing interchange. Alternatives will include options for reconfiguration of the existing truck scales within the project area to improve ingress and egress of the truck traffic. The Project will also include the PA/ED for the Express Lanes or HOT Lanes thru Fairfield and Vacaville.

Project Graphics to be sent electronically with This Application

Impediments to Project Completion

The major impediment to accomplish the project completion will be the securing of funds to complete the interchange improvements. However, there are deliverable phases of this project that are serviceable, provide independent utility and have logical termini. Some of these phases (as discussed below) can be delivered by currently identified fund sources.

The STA is expending TCRP funds and RM2 funds for the preparation of five environmental documents for the I-80/I-680/SR 12 Interchange (I/C) improvements.

The STA is currently delivering the I-80 HOV Lanes Project, the North Connector Project, and the I-80 Eastbound Truck Scales Relocation Project, and the I-80 Express Lanes as independent projects. Caltrans and the FHWA have concurred with this approach. The balance of the I-80/I-680/SR12 I/C improvements are being evaluated under a fifth and separate environmental document, with the expectation that the balance of the I/C improvements will need to be constructed with multiple construction packages.

Operability

The North Connector Project will be owned and operated by local jurisdictions, as it is off the State Highway system. Caltrans will be responsible for owning and operating the mainline I/C and Truck Scale improvements.

Regional Measure 2 – INITIAL PROJECT REPORT

II. PROJECT PHASE DESCRIPTION and STATUS

Environmental –

Does NEPA Apply: Yes No

As mentioned above, the project will need to be constructed with multiple construction packages. All three alternatives identified in the Corridor Study/Major Investment Study include a North Connector that connects SR 12 (W) with SR 12 (E), I-80 HOV Lanes and the I-80 Eastbound (EB) Truck Scales Relocation. As a result, STA is currently proceeding with five environmental documents simultaneously, one for the North Connector Project (CEQA only - COMPLETED), one for the I-80 HOV Lanes Project (COMPLETED), one for the I-80 Eastbound (EB) Truck Scales Relocation (COMPLETED), one for the I-80 Express Lanes and one for the I-80/I-680/SR12 Interchange.

North Connector Project - (Abernathy to Green Valley Road) – The Environmental Impact Report (EIR) for the North Connector was certified in May 2008. This project will be implemented in phases. The first phase will extend from Abernathy to Suisun Creek and will be funded with RM2 funds.

I-80 HOV Lanes Project (Red Top Road to Airbase Parkway) - The environmental document for the I-80 HOV Lanes Project is an Initial Study/Mitigated Negative Declaration (IS/MND) for CEQA and a Category Exclusion (CE) for NEPA. The final CEQA document was approved in February 2007 and the final NEPA document was approved in April 2007 (COMPLETED).

I-80 Eastbound (EB) Truck Scales Relocation - The environmental document for the I-80 Eastbound Truck Scales Relocation is an EIR/EA. The final EIR/EA was approved in October 2009.

I-80 Express Lanes Project (Red Top Road to I-505) - Environmental clearance for the I-80 Express Lanes may be completed in one or two documents, since the portion from Red Top Road to Airbase Parkway will be a conversion of HOV Lanes to Express Lanes and the portion from Airbase Parkway to I-505 will be newly constructed lanes.

I-80/I-680/SR12 Interchange Project - The environmental document for the balance of the I-80/I-680/SR12 I/C Project is currently being prepared and will be an EIR/EIS. The document will evaluate the entire project (excluding the North Connector, the I-80 HOV Lanes, the I-80 EB Truck Scales, and the I-80 Express Lanes), but a Record of Decision can only be issued for a fundable phase. A Notice of Determination (NOD) will be approved for the entire project. The Draft EIR/EIS is scheduled to be circulated in mid 2010 with the Final EIR/EIS scheduled for approval in the December 2010 or January 2011 time frame.

Design –

Final Design for the I-80 HOV Lanes was completed in January 2008, with the exception of the Advanced Construction Package for the Green Valley Bridge Widening and the Ramp Metering component. Final Design for the Green Valley Bridge Widening was completed in spring 2007 and Final Design for the Ramp Metering component was completed in October 2009. Final Design for the North Connector project was started in May 2008 and completed in March 2009. Final Design for the I-80 EB Truck Scales is underway and expected to be completed in late summer/early fall 2010. Detailed preliminary engineering for I-80/I-680/SR12 Interchange project started in late 2008.

Regional Measure 2 – INITIAL PROJECT REPORT

Right-of-Way Activities / Acquisition –

Project right-of-way activities for the North Connector started in May 2008 and is proceeding well. Since the I-80 HOV Lanes is being constructed in the median, no right-of-way acquisition was needed for the I-80 HOV Lanes Project. Right-of-way activities for the I-80 EB Truck Scales are underway. Right-of-way activities for the I-80/I-680/SR12 Interchange are expected to start in January 2011.

Construction / Vehicle Acquisition -

Construction has been completed for the Advanced Construction Package – Green Valley Bridge Widening and the I-80 HOV Lanes, with the exception of the Ramp Metering work, which is expected to be completed in spring 2011. Construction of the North Connector started in July 2009 and is expected to be completed by December 2010.

III. PROJECT BUDGET

Project Budget (Escalated to year of expenditure)

	Total Amount - Escalated - (Thousands)
Phase: TOTAL PROJECT	
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$ 46,104
Design - Plans, Specifications and Estimates (PS&E)	177,112
Right-of-Way Activities /Acquisition (R/W)	126,000
Construction / Rolling Stock Acquisition (CON)	1,308,312
Total Project Budget (in thousands)	\$1,657,528

Project Budget (Escalated to year of expenditure)

	Total Amount - Escalated - (Thousands)
Phase: NORTH CONNECTOR	
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$5,500
Design - Plans, Specifications and Estimates (PS&E)	3,300
Right-of-Way Activities /Acquisition (R/W)	8,000
Construction / Rolling Stock Acquisition / Operating Service (CON)	39,400
Total Project Budget (in thousands)	\$56,200

Project Budget (Escalated to year of expenditure)

	Total Amount - Escalated - (Thousands)
Phase: I-80 HOV LANES	
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$4,475
Design - Plans, Specifications and Estimates (PS&E)	4,525
Right-of-Way Activities /Acquisition (R/W)	0
Construction / Rolling Stock Acquisition (CON)	49,927
Total Project Budget (in thousands)	\$58,927

Regional Measure 2 – INITIAL PROJECT REPORT

Project Budget (Escalated to year of expenditure)

	Total Amount - Escalated (Thousands)
Phase: I-80 Eastbound Truck Scales Relocation	
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$7,800
Design - Plans, Specifications and Estimates (PS&E)	15,700
Right-of-Way Activities /Acquisition (R/W)	3,000
Construction / Rolling Stock Acquisition (CON)	74,400
Total Project Budget (in thousands)	\$100,900

Project Budget (Escalated to year of expenditure)

	Total Amount - Escalated - (Thousands)
Phase: I-80 Express Lanes	
Preliminary Eng (PE)	\$1,100

Project Budget (Escalated to year of expenditure)

	Total Amount - Escalated (Thousands)
Phase: I-80/I-680/SR12 I/C Improvements – CPI	
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$22,300
Design - Plans, Specifications and Estimates (PS&E)	4,200
Right-of-Way Activities /Acquisition (R/W)	15,000
Construction / Rolling Stock Acquisition (CON)	149,625
Total Project Budget (in thousands)	\$191,125

Regional Measure 2 – INITIAL PROJECT REPORT

IV. OVERALL PROJECT SCHEDULE

North Connector	Planned (Update as Needed)	
Phase-Milestone	Start Date	Completion Date
Environmental Document	10/02	05/08
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	10/02	05/08
Final Design - Plans, Specs. & Estimates (PS&E)	05/08	03/09
Right-of-Way Activities /Acquisition (R/W)	05/08	07/10
Construction (CON)	07/09	12/10

I-80 HOV Lanes	Planned (Update as Needed)	
Phase-Milestone	Start Date	Completion Date
Environmental Document	06/02	04/07
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02	04/07
Final Design - Plans, Specs. & Estimates (PS&E)	04/07	01/08
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – MAJOR PROJECT (Green Valley Bridge Widening –2007)	01/08	12/09

I-80 Eastbound Truck Scales Relocation	Planned (Update as Needed)	
Phase-Milestone	Start Date	Completion Date
Environmental Document	05/03	09/09
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	05/03	10/09
Final Design - Plans, Specs. & Estimates (PS&E)	10/09	05/11
Right-of-Way Activities /Acquisition (R/W)	10/09	04/11
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – MAJOR PROJECT	08/11	12/13

Regional Measure 2 – INITIAL PROJECT REPORT

I-80 Express Lanes	Planned (Update as Needed)	
	Start Date	Completion Date
Phase-Milestone		
Environmental Document	03/10	03/12
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	03/10	03/12
Final Design - Plans, Specs. & Estimates (PS&E)	N/A	N/A
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – MAJOR PROJECT (Green Valley Bridge Widening –2007)	N/A	N/A

Phase: I-80/I-680/SR12 I/C Improvements – CP1	Planned (Update as Needed)	
	Start Date	Completion Date
Phase-Milestone		
Environmental Document	06/02	01/11
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02	01/11
Final Design - Plans, Specs. & Estimates (PS&E)	01/11	12/11
Right-of-Way Activities /Acquisition (R/W)	01/11	05/12
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – CP1	10/12	12/14

V. ALLOCATION REQUEST INFORMATION

Detailed Description of Allocation Request

FY 2009-10: An allocation of \$2.9 million is being requested for Utility Relocation (Gordon Water Line) for the I-80/I-680/SR12 Interchange Project.

Amount being requested (in escalated dollars)	\$2,900,000
Project Phase being requested	PAED
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	February 2010

Regional Measure 2 – INITIAL PROJECT REPORT

Month/year being requested for MTC Commission approval of allocation	May 2010
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Status of Previous Allocations (if any)

Work is progressing well with the previous allocations.

Workplan

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
1	N. Connector	Final ED	05/08 (A)
2	N. Connector	Final Design	03/09 (A)
3	N. Connector	Right of Way Acquisition	07/10
4	N. Connector	Construction	12/10
5	I-80 HOV Lanes	Final ED	04/07 (A)
6	I-80 HOV Lanes	Final Design	01/08 (A)
7	I-80 HOV Lanes	Construction	12/09 (A)
8	I-80 EB Truck Scales	Draft ED	01/09 (A)
9	I-80 EB Truck Scales	Final ED	10/09 (A)
10	I-80 EB Truck Scales	Final Design	05/11
11	I-80 EB Truck Scales	Construction	12/13
12	I-80/I-680/SR12 I/C	Draft ED	06/10
13	I-80/I-680/SR12 I/C	Final ED	01/11

(A) = Actual Date

Impediments to Allocation Implementation

No impediments. The STA is prepared to move expeditiously to complete the Utility Relocation (Gordon Water Line) for the I-80/I-680/SR12 Interchange Project. This is the highest priority project for the STA.

VI. RM-2 FUNDING INFORMATION

RM-2 Funding Expenditures for funds being allocated

X The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included

Next Anticipated RM-2 Funding Allocation Request

March 2010 – Detailed Preliminary Engineering for two additional construction packages for the I-80/I-680/SR12 Interchange.

Regional Measure 2 – INITIAL PROJECT REPORT

VII. GOVERNING BOARD ACTION

Check the box that applies:

Governing Board Resolution attached

Governing Board Resolution to be provided on or before:

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Janet Adams
Phone: (707) 424-6010
Title: Director of Projects
E-mail: jadams@sta-snci.com

Information on Person Preparing IPR

Name: Dale Dennis
Phone: (925) 686-0619
Title: STA Project Management Consultant
E-mail: dodennis@dataclonemail.com

Applicant Agency's Accounting Contact

Name: Susan Furtado
Phone: (707) 424-6075
Title: Accounting Manager
E-mail: SFurtado@STA.local

Revised IPR 09.28.07.doc

Instruction Sheet

Cover Page

Project Title and Number - Project name familiar with project sponsor, as displayed in the federal Transportation Improvement Program (TIP) or other funding/planning documents. Provide RM2 project number for the individual project(s).

Allocation History and Current Allocation Request- Include information on past allocations and current allocation request. Add additional entries as necessary.

I. Overall Project Information

Project Title- Project name familiar with project sponsor, as displayed in the federal Transportation Improvement Program (TIP) or other funding documents. If this project is subset of a larger RM2 project, please state and summarize overall project but fill out this report for the individual project(s).

Project Sponsor/ Co-sponsor(s)/Implementing Agency- Identify Project Sponsor and any co-sponsor(s) as specified in statute. Identify a Lead Sponsor responsible for ensuring the delivery of the RM-2 project and responsible for addressing any funding shortfalls. If different from the sponsor, identify the Implementing Agency responsible for delivering the project. If multiple agencies identify agency responsibilities for delivering the project or project elements, and if necessary, specify the agency responsible for seeking and processing the RM2 allocation(s).

Project Purpose- Describe the project purpose, including the problem being addressed and specific accomplishment to be achieved and resulting benefits, as well as the value of the project to the region or corridor, and an explanation of the project as a worthy transportation investment.

Project Description- Highlight any differences or variations from the RM-2 legislated project description, or changes in project scope since the previous IPR. If the RM-2 funding is for a deliverable phase or useable segment of the larger project, the RM-2 segment should be described separately as a subset of the overall project description. It must be demonstrated that the RM-2 funded component or phase will result in an operable or useable segment. Include a summary of any prior completed phases and/or future phases or segments associated with the RM-2 segment. Check off whether project graphics information is included in the application.

Impediments to Project Completion - Discussion should include, but not be limited to, the following potential issues that may adversely affect the proposed project or the ability of the sponsor or implementing agency to carry out such projects:

- Any uncommitted future funding needs
- Significant foreseeable environmental impacts/issues
- Community or political opposition
- Relevant prior project funding and implementation experience of sponsor/implementing agency
- Required public or private partnerships
- Right of way constraints
- Timeliness of delivery of related transportation projects
- Availability and timeliness of other required funding
- Ability to use/access other funding within required deadlines
- Legal impediments and any pending or threatened litigation.

Regional Measure 2 – INITIAL PROJECT REPORT

Operability- Discuss ability to operate and maintain the transportation investment once completed, including timeframe and expected fund source and amount needed to support the continued operations and maintenance of the delivered project.

II. Project Phase and Status

Describe the status of each phase of the RM-2 funded phase or operable/useable segment.

- **Environmental** – Discuss status and type of environmental document (indicate if NEPA applies by checking the correct box), scheduled date of circulation of draft document and expected final document date. Explanation of environmental issues requiring special attention. Identification of Lead Agency under CEQA.
- **Design** – Discuss status of project design, including identification of special design considerations, such as design-build or design sequencing, and any special circumstances for the design of the RM-2 funded operable/useable segment.
- **Right-of-Way Activities / Acquisition** – Discuss status of right of way acquisition including any right of way constraints for the RM-2 funded operable/useable segment.
- **Construction / Vehicle Acquisition / Operating Service** - Discuss status or special circumstances for project construction, equipment / vehicle acquisition or service operations for the RM-2 funded operable/useable segment.

III. Total Project Budget Information

Provide the total cost estimates for the four phases (ENV, PS&E, R/W and CON / Operating). The estimate shall be in both escalated (to the year of expenditure including prior expenditures) and current (at time of the preparation of the IPR) dollars. If the project is for planning activities, include the amount in environmental phase.

IV. Project Schedule

Provide planned start and end dates for key milestones of project phases (as applicable). The RM-2 funded phase or component must result in a useable or operable segment. Information shall be provided by month and year.

V. Allocation Request Information

Provide a description of the phase; include an expanded description outlining the detailed scope of work, status of work, work products. Include any prior completed phases and/or future phases or segments associated with the RM-2 segment. Indicate whether there are non-RM2 funds in the phase by checking the correct box. It must be demonstrated that the RM-2 funded component or phase will be fully funded and result in an operable or useable segment. Include details such as when the board of the Implementing Agency will approve the allocation request and the month/year being requested for the MTC to approve the request noting that this will normally take sixty days from the submission of the request.

Status of Previous Allocations - Please provide an update of the previous allocations for this project or subproject, referencing the outcome, approval dates of important actions, and pertinent completed documents.

Regional Measure 2 – INITIAL PROJECT REPORT

Workplan - Either populate the table below or attach a workplan in a comparable format. If a consultant is being hired to complete the workplan, please indicate such and enclose a copy of that plan to MTC. If the workplan is to be detailed out by the Regional Measure 2 allocation, please fill out the work plan to the best of your knowledge and indicate when a more detailed workplan will be submitted.

Impediments to Allocation Implementation - Include a summary of any impediments to complete the phase. Summary should include, but not be limited to, discussion of any potential cost increases, significant environmental impacts/issues, community or political opposition, viability of the project sponsor or implementing agency, relevant prior project funding and implementation experience, required public or private partnerships, potential project implementation issues including right of way constraints, timeliness of delivery of related transportation projects, availability and timeliness of other required funding, ability to use/access other funding within required deadlines, legal impediments, and any pending or threatened litigation which might in any way adversely affect the proposed project or the ability of the sponsor or implementing agency to carry out such projects.

VI. RM-2 FUNDING INFORMATION

RM-2 Funding Spreadsheet - To capture the funding data for your project, you will need to refer to the Microsoft Excel spreadsheet that is part of this IPR. The spreadsheet comprises of five tabs that needs to be completed or updated. Instructions are included on the accompanying Excel file to the IPR. Confirm that the required fundingspreadsheet (Microsoft Excel) is completed and enclosed by checking the box.

Next Anticipated RM-2 Funding Allocation Request - Summarize the approximate timing of the RM-2 funding need. If previously allocated RM-2 funds were not fully expended in the year for which an allocation was made, or there is a balance of unexpended RM-2 allocations, provide a status of the non-expenditure of RM-2 allocations, and the expected expenditure date(s). Explain any impacts to RM-2 funding needs as a result of any project delays or advances.

VII. GOVERNING BOARD ACTION

The IPR must be approved by the board or governing body of the agency responsible for preparing and submitting the IPR prior to MTC approval of the IPR and allocation of funds. Check the box on whether verification of the governing board action is attached. If not, indicate when the verification will be available

VIII. CONTACT / PREPARATION INFORMATION

Provide applicable contact information including agency, contact/project manager names, phone numbers, e-mail, and mailing addresses. Also provide the date the report was prepared, agency and name of person preparing this report.

RM2 - Initial Project Report

TOTAL PROJECT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title: Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange														Project ID: 7	
Agency: Solano Transportation Agency														Plan Date: 29-Jan-10	
TOTAL PROJECT: COMMITTED + UNCOMMITTED															
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
COMMITTED FUNDING PLAN															
TCRP	ENV	8,400	3,000												11,400
STIP	ENV	400													400
Local - N. Conn	PS&E			2,300											2,300
Local - N. Conn	R/W			1,000											1,000
Local - N. Conn	CON					18,900									18,900
RM2 - N. Conn	ENV			2,500											2,500
RM2 - N. Conn	PS&E					1,000									1,000
RM2 - N. Conn	R/W					7,000									7,000
RM2 - N. Conn	CON					2,300	18,200								20,500
RM2 - N. Conn	CON														
STIP - N. Conn	CON														
RM2 - HOV Lanes	ENV			3,475	1,000										4,475
RM2 - HOV Lanes	PS&E					4,525									4,525
RM2 - HOV Lanes	CON					2,000									2,000
CMIA - HOV Lanes	CON						24,324	8,226							32,550
Federal - HOV Lanes	CON						15,377								15,377
BR Tolls - Interchange (CP 1)	ENV					8,300		5,200							13,500
BR Tolls - Interchange (CP 1)	PS&E									4,200					4,200
BR Tolls - Interchange (CP 1)	R/W							2,900	12,100						15,000
BR Tolls - Interchange (CP 1)	CON									73,700					73,700
STIP - Interchange (CP-1)	CON									11,412					11,412
Federal - Interchange (CP 1)	CON														
CMIA - (CP 1)	CON									24,013					24,013
TCRP - EB Truck Scales	ENV					600									600
Br Tolls - EB Truck Scales	ENV					5,200		2,000							7,200
Br Tolls - EB Truck Scales	PS&E							15,700							15,700
Br Tolls - EB Truck Scales	R/W							3,000							3,000
Br Tolls - EB Truck Scales	CON									24,600					24,600
TCIF/SHOPP	CON									49,800					49,800
Br Tolls - I 80 Express Lanes	ENV							1,100							1,100
UNCOMMITTED FUNDING PLAN (NON-PGRAMMED/ALLOCATED, BUT PLANNED FUNDING)															
Federal, State - Interchange (CP 1)	CON									40,500					40,500
FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)															
Local, Federal or STIP	ENV											2,637	2,292		4,929
Local, Federal or STIP	PS&E												149,309		149,309
Local, Federal or STIP	R/W												100,000		100,000
Local, Federal or STIP	CON												995,391		995,391
TOTAL PROJECT: COMMITTED + UNCOMMITTED															
		8,800	3,000	9,275	7,525	83,001	18,200	38,126	16,300	224,025			2,637	1,246,992	1,657,881

Comments:

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

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DATE: January 29, 2010
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: STA Climate Change Activities and Development of a Sustainable
Communities Strategy (SCS) for Solano County

Background:

There is substantial concern in the public, media, scientific and academic communities and amongst state and federal lawmakers that human-caused emissions of Greenhouse Gasses (GHG) are resulting in an increase in global temperatures. These temperature changes result in changes to the climate, including raising sea levels and disrupted precipitation patterns.

There are a number of State of California initiatives dealing with GHG emissions and climate change that impact STA, including the California Global Warming Initiative (aka AB 32), the Governor's Executive Order on climate change and, most recently, SB 375. In addition, STA partners with the Bay Area Air Quality Management District (BAAQMD) and Yolo Solano Air Quality Management District (YSAQMD) to administer clean air fund programs, some of which address GHG emissions. Finally, the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan identifies climate change as an area of major programmatic focus, and MTC plans to commit significant federal discretionary funds to implement a Bay Area climate change program.

On December 9, 2009, the STA Board reviewed a list of activities being taken by STA and member agencies to reduce air pollutant emissions, primarily focused on GHG. The activity list was reviewed by the City County Coordinating Committee (4Cs) on December 10, 2009.

Discussion:

Attachment A lists the activities that are currently being undertaken to address climate change issues, and those that STA and the member agencies have planned. It is recommended that the list be adopted as the Solano Climate Change Action Strategy. This strategy will help guide STA in making funding decisions related to climate change, and will help STA compete for regional clean air and climate change funds by providing an adopted plan.

The STA Technical Advisory Committee (TAC) reviewed the draft climate action strategy at its January 27, 2010 meeting. The TAC recommended that the STA Board adopt the recommendation as presented.

Fiscal Impact:

None at this time. Implementation of programs will each have their own fiscal impact analysis.

Recommendation:

Adopt the Solano Climate Action Strategy as shown in Attachment A.

Attachment:

A. Solano Climate Action Strategy

SOLANO CLIMATE CHANGE STRATEGY
February 10, 2010

Current Activities:

1. Solano Napa Commuter Information (SNCI) Programs. STA, in partnership with the Napa County Transportation and Planning Agency (NCTPA), provides rideshare and vanpool support services and markets the Solano Express Intercity Transit bus service through the Solano-Napa Commuter Information Program. SNCI has developed a partnership with nearly 500 employers in the two counties, and works with them on rideshare coordination and marketing. Twenty-six new vanpools traveling to, through, or from Solano, Napa, Yolo or Sacramento counties were formed in 2008, with 8 vanpools coming to employers in Solano County. SNCI administers two vanpool incentives including a vanpool seat subsidy for new vans and back-up driver incentives. STA is the local sponsor for Bike to Work Day. Solano County residents and employees are offered an incentive to cover 60% of the cost of a new bicycle, up to \$100, for commuting to work. SNCI programs are funded in partnership with the BAAQMD and the YSAQMD.

STA conducts a yearly employer-based Commute Challenge to encourage employer-based commute alternatives. The 2009 campaign is just concluding. For 2008, a total of 39 employers participated; 545 employees participated, and 302 met the challenge of using a commute alternative for at least 30 days over a three-month period.
2. Safe Routes to School Program. STA has developed a comprehensive Safe Routes to School Plan, involving every school district in Solano County. The SR2S Plan addresses the 4Es of Engineering, Encouragement, Education and Enforcement. STA is now working with each district, and 29 individual schools, to implement Phase 1 SR2S programs such as Bike Rodeos and Walk-and-Roll events, as well as projects such as radar feedback signs and street crossing safety improvements.
3. Alternative Fuel Fleets. There are several Alternative Fuel programs in Solano County. The City of Vacaville has developed a national reputation for alternative fuels because of its electric and Compressed Natural Gas (CNG) vehicle incentive programs; this program is also open to residents of Dixon, Rio Vista and eastern Solano County. In addition, Vacaville has purchased and runs a fleet of CNG buses for local transit, and operates electric vehicles for many daily City tasks. STA has secured a Congressional earmark for purchase of additional clean fuel buses for Solano Express intercity transit routes.
4. STA Solano County T-PLUS Program. In partnership with MTC, STA's T-PLUS program provides technical and financial assistance to STA member agencies to plan and implement transportation and land use strategies that promote smart growth concepts. To date, the STA has provided \$125,000 in planning grants and approximately \$4.4 million in capital grants under the STA's Transportation for Livable Communities (TLC) Program. Projects include development of a TLC

Toolkit and TLC workshops with each city, development of an expanded traffic model to include transit and alternative modes, partners in planning, Development of the award-winning Jepson Parkway TLC Corridor Plan and the North Connector TLC Corridor Concept Plan, and active involvement in creation of the Planning for the Northern California Megaregion - Coordinating Transportation and Land Use in the I-80/Capitol Corridor Plan (also known as the I-80 Smart Growth Corridor plan).

5. Benicia Climate Action Plan. The City of Benicia has conducted a Greenhouse Gas Emission Inventory, and adopted a comprehensive Climate Action Plan. While this is not an STA project, it is the first Climate Action Plan in the county, and does address several STA issues such as ridesharing. The STA will seek to assist Benicia in the implementation of their Climate Action Plan.

Planned Activities:

1. Solano Air Emission Inventory and Action Plan. Building on the success of the Benicia Climate Action Plan, STA and the County of Solano, in coordination with Solano City-County Coordinating Council, will conduct an inventory of air emissions (primarily GHG) for remaining 6 cities, and develop a transportation-sector emission reduction useable by all 7 cities and Solano County. The inventory and emission reduction plan is funded by the YSAQMD and MTC. STA will support Benicia's efforts to seek funds to implement transportation-related elements of their adopted Climate Action Plan. This project will be completed by the end of 2010.
2. Safe Routes to Transit Plan. STA will develop a countywide Safe Routes to Transit (SR2T) Plan, based upon intercity transit centers and designated Priority Development Areas. The SR2T Plan will include an inventory of traffic accidents, crimes and other safety issues around the selected centers and development of an action plan to reduce hazards and increase the attractiveness of transit as a commute choice. This ties in with the on-going Solano Rail Crossing Inventory and Improvement Plan, being developed in partnership with the Capitol Corridor Joint Powers Authority. Development of the Safe Routes to Transit Plan will begin in 2010, and is expected to take 6 to 9 months.
3. Safe Routes to School Phase 2. Work with school districts to expand the number of schools with detailed transportation studies, so that at least 80 schools have complete walking audits and local maps by the end of Fiscal Year 2011. Implement additional safety programs and construct additional improvements. Continue to contract for program coordinator position to assist school districts in project delivery. STA will work with MTC and other local agencies to expand SR2S programs and share effective techniques.
4. Solano Bicycle and Pedestrian Master Plans. STA has developed, and is updating, master plans for bicycle and pedestrian transportation. The bicycle master plan includes implementation of MTC's regional bicycle plan. It provides cross-county connectivity, as well as access to inter-city transit centers and Priority Development Areas. The update will be completed by the end of Fiscal Year 2009-10.

5. Proposed State Route (SR) 12 Jameson Canyon Transit and TDM Corridor. The soon-to-be expanded SR 12 through Jameson Canyon will largely solve traffic bottlenecks for this corridor, but it will also open up the possibility of a low-delay transit corridor between Solano and Napa counties. Currently, there is no transit service on this portion of SR 12. Because of the history of cooperation through Solano-Napa Commuter Information and the moderate distances involved, this may be a prime opportunity to create a transit corridor involving new bus service between Fairfield and Napa, and to create a more vibrant Transportation Demand Management program including additional rideshare matching between Solano residences and Napa jobs. In addition, STA and NCTPA are developing a SR 12 Jameson Canyon trail plan to coordinate bicycle and pedestrian connections in this corridor.

6. Solano County Priority Development Areas Implementation. STA is actively working with the 5 Solano cities that have designated PDAs (1 in Benicia, 1 in Vallejo, 1 in Suisun City, 4 in Fairfield and 2 in Vacaville) to develop appropriate transportation and land use projects in these locations. STA is also working with the cities of Benicia and Vallejo to develop 2 new PDAs. The Vallejo project is especially important because it will help implement ideas from the I-80 Smart Growth Corridor plan.

7. AB 811 Implementation. AB 811 program allows property owners to opt in to a voluntary property tax assessment program that will use the proceeds to fund energy improvements, such as the installation of solar panels, to the individuals property. The City of Benicia is pursuing implementation of and AB 811 program, with initial funds possibly coming from air quality fines levied by the Bay Area Air Quality Management District. Solano County may also pursue an AB 811 program.



DATE: February 1, 2010
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: Solano Highways Operations Study

Background:

Caltrans annually provides grant opportunities through the State Transportation Planning Grant Program for several categories including a Partnership Planning Grant program where corridor studies are eligible. In October 2006, STA staff, in partnership with the Metropolitan Transportation Commission (MTC), submitted a Partnership Planning Grant for a "I-80/I-680/I-780 Corridors Study Highway Operations Plan" to follow up on the STA's previous "I-80/I-680/I-780 Corridor Major Investment and Corridor Study" and MTC's "Freeway Performance Initiative (FPI)." In the Spring of 2007, Caltrans awarded \$250,000 for this grant project.

On January 9, 2008, the STA Board Authorized the Executive Director to:

1. Issue a Request for Proposals for consultant services for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study; and
2. Execute a consultant contract for an amount not to exceed \$300,000 for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study.

To develop the "I-80/I-680/I-780 Corridors Highway Operations Study & Implementation Plan" the STA and MTC created the Solano Highway Partnership (SoHIP) with the cities of Benicia, Dixon, Fairfield, Vacaville and Vallejo, and Caltrans Districts 3 & 4 to develop operational improvements and policy recommendations relating to a long range Intelligent Transportation System (ITS), ramp metering, High Occupancy Vehicle (HOV) network/lane extensions, and hardscape improvements that visually link corridor segments to areas of Solano County.

The scope of work tasks focus on the "Operational Improvement Analysis", "Landscape and Hardscape Recommendations" and "Public Outreach" tasks.

1. The Operations Improvement Analysis task requires analyzing recurrent (bottlenecks, poor operations infrastructure, etc.) and non-recurrent (Traffic Incidents, Special Events, etc.) causes of current and future corridor performance through the use of MTC's FPI recommendations, accident statistics, and the Napa-Solano Travel Demand Model results.
2. The Landscape and Hardscape Recommendations task require reviewing currently installed visual elements along the highway corridors, drafting concept drawings of potential visual elements, and recommending additional policies for landscape and hardscape improvements that promote a sense of place and quality of life as travelers drive through Solano County.

3. The Public Outreach task requires conducting at least two public meetings and the development of a multimedia “Operations Improvement Toolbox” to help educate the public about the recommended operations improvements (e.g, Ramp Metering educational website materials and pamphlets, ITS explanations, etc.).

The Solano Highways Partnership (SoHIP) met five times between June 2008 and April 2009 to develop, review and recommend the draft materials. Caltrans staff from various planning, operations, and maintenance units attended the SoHIP meetings, providing valuable feedback. MTC staff from their operations unit critiqued the accuracy of the modeling by comparing STA’s consultant results with MTC recently completed Freeway Performance Initiative results for the same corridors..

Both Caltrans and MTC staff have expressed preliminary support for adopting the study’s findings and implementation plan as part of their future project planning and funding priorities. Additional meetings with STA, MTC, and Caltrans on May 21st and June 8th, 2009 respectively helped develop the details of this multiple agency adoption process.

On July 8, 2009, the STA Board released the Draft I-80/I-680/I-780 Corridor Highway Operations Study & Implementation Plan for public comment. Comments from the public and partner agencies were due to the STA by August 12, 2009.

As part of the public outreach process, the STA held two public meetings and posted the website online. The release of the study was covered by local newspapers in Solano County and was featured in four news articles prior to two public meetings on July 28th and July 29th. Follow-up meetings were held with Caltrans and MTC staff to coordinate each agency’s work on similar studies (e.g., Caltran’s Corridor System Management Plans and MTC’s draft FPI for I-680).

After these meetings with MTC and Caltrans, STA staff agreed to shorten the study’s title to the “Solano Highways Operations Study”.

The Solano Highways Operation Study was provided to STA TAC members and Arterials, Highways, and Freeways subcommittee members in September 2009. The Arterials, Highways, and Freeways subcommittee, composed of various STA Board members and Board alternates, had two concerns: 1) the level of “feasibility analysis” that was conducted for the “operations study” and 2) the potential for some High Occupancy Vehicle (HOV) lanes to become reversible HOV Lanes (specifically on I-680).

Discussion:

On December 16, 2009, the STA TAC and STA staff discussed adding language regarding the Arterials, Highways, and Freeways subcommittee members concerns. STA staff recommended that the operation analysis conducted for the study is sufficient to identify project concepts prior to conducting a thorough feasibility analysis, which is part of Project Study Reports required by Caltrans.

STA staff also recommended adding language to the study stating that the feasibility of reversible HOV Lanes will be reviewed as part of specific Project Study Reports (PSR) for HOV Lane projects, with references to case studies, such as the San Diego I-15 Reversible HOV/HOT lane system and sections of the Federal Highway Administration (FHWA) Managed Lanes and Operations Handbook, examples of which are shown below:

Federal Highway Administration (FHWA) Managed Lanes and Operations Handbook, Section 8.2.5.5, Reversible Lanes:

[Pursue reversible lane alternatives in combination with ramp metering]

“If reversing a traffic lane is considered, the basic requirement is that off-peak traffic can be accommodated in the remaining lanes. If the traffic volume is too high to be accommodated in the remaining lanes and if severe traffic congestion exists in the peak direction, the feasibility of reversing the direction of a lane should still be investigated in conjunction with other measures, such as ramp metering, to reduce traffic in the off-peak direction.

[Conduct a benefit-cost analysis of potential reversible HOV lanes]

“Even if some congestion occurs in the off-peak direction as a result of implementing the contraflow lane, it can still be justified if there is a net benefit in the implementation of such a lane. In other words, the benefits derived from the additional lane in the peak direction exceed the disbenefits resulting from one fewer lane in the off-peak direction.”

The STA TAC and the Arterials, Highways, and Freeways subcommittee unanimously approved STA staff’s recommendation regarding additional study language and study adoption by the STA Board. Once the Solano Highways Operations Study is adopted, the study’s project recommendations will be reviewed for incorporation into the STA’s Comprehensive Transportation Plan (CTP).

Fiscal Impact:

None.

Recommendation:

Approve the following:

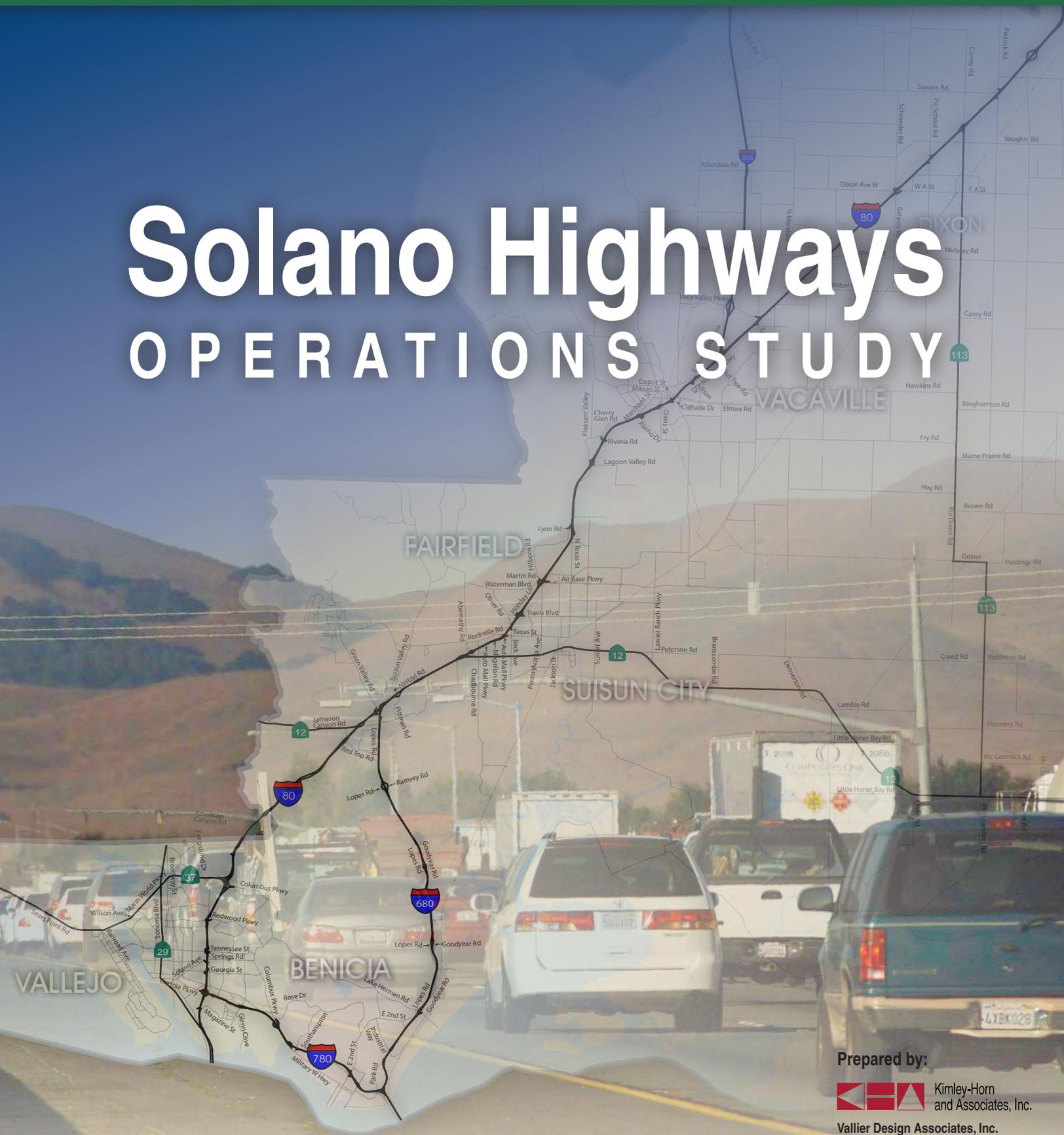
1. Add language to the Solano Highways and Operations Study recommending that Project Study Reports (PSR) drafted for recommended high-occupancy vehicle (HOV) lane projects review the feasibility of reversible HOV lanes for projects identified in the Solano Highways Operations Study; and
2. Adopt the Solano Highways Operations Study.

Attachment:

- A. Solano Highways Operations Study, Executive Summary

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Solano Highways OPERATIONS STUDY



Prepared by:



Kimley-Horn
and Associates, Inc.

Vallier Design Associates, Inc.
Koegel & Associates
DKS Associates

September 22, 2009

Prepared for:

And the Solano Highways Partnership:



Acknowledgments

This report was made possible by a Partnership Planning Grant awarded by the California Department of Transportation.

Solano Transportation Authority Board of Directors

Jim Spering, Chair, County of Solano
Pete Sanchez, Vice Chair, City of Suisun City
Elizabeth Patterson, City of Benicia
Jack Batchelor, Jr., City of Dixon
Harry Price, City of Fairfield
Jan Vick, Chair, City of Rio Vista
Len Augustine, City of Vacaville
Osby Davis, City of Vallejo

Technical Advisory Committee members

Charlie Knox, City of Benicia
Royce Cunningham, City of Dixon
Gene Cortright, City of Fairfield
Morrie Barr, City of Rio Vista
Dan Kasperson, City of Suisun City
Rod Moresco, City of Vacaville
Gary Leach, City of Vallejo
Paul Wiese, County of Solano

Solano Highways Partnership (SoHIP) Committee

Dan Schiada, City of Benicia
Janet Koster, City of Dixon
Wayne Lewis, City of Fairfield
Paul Wiese, County of Solano
Jeff Knowles, City of Vacaville
Gary Leach, City of Vallejo
Erik Alm, Caltrans District 4
Jeanne Gorham, Caltrans District 4
Alan Chow, Caltrans District 4
Cesar Pujol, Caltrans District 4
Richard Helman, Caltrans D3
Matt Carpenter, SACOG
Samson A. Okhade, SACOG
Jaime Maldonado, MTC

Landscape/Hardscape Subcommittee

Dan Shiada, City of Benicia
Jeanne Gorham, Caltrans District 4
Janet Koster, City of Dixon
Brian Miller, City of Fairfield
Erin Beavers, City of Fairfield
Wayne A. Lewis, City of Fairfield
Paul Wiese, Solano County
Missy Borel, UC Davis California Center for Urban Horticulture
Jim Irvine, City of Vacaville
Shawn Cunningham, City of Vacaville

MTC staff

Albert Yee, Director, Highway and Arterial Operations
Joy Lee, Senior Program Coordinator
Mike Kerns, Senior Program Coordinator

Caltrans staff

Cameron Oakes, Caltrans District 4
Joseph Aguilar, Caltrans District 4
Adrian Levy, Caltrans District 4
Bill Tournay, Caltrans Headquarters

Solano Transportation Authority Staff

Daryl Halls, Executive Director
Janet Adams, Director of Projects
Sam Shelton, Project Manager

Kimley-Horn and Associates

Anush Nejad, Principal
Kevin Aguigui, Project Manager
Kevin Thomas, Project Engineer
Alyssa Phaneuf, Project Engineer
Kalai Kubendran, Project Engineer
Kao Saeturn, Graphics

DKS Associates

Terry Klim, Principal
Paul Stanis, Project Engineer

Vallier Design and Associates

Marcia Vallier, President
Aimee Ruskewicz
Christina Jirachachawalwong

Koegel and Associates

Joanne Koegel, President

SOLANO HIGHWAY OPERATIONS STUDY - EXECUTIVE SUMMARY

This Executive Summary provides an overview of the Solano Highway Operations Study. The overall study consisted of four main parts: Background Research and Literature Review, Operations Improvement Analysis, Visual Design Guidelines and Public Outreach.

BACKGROUND

The Solano Transportation Authority's planning, programming and project delivery duties are guided by the Comprehensive Transportation Plan (CTP), which plans for all forms of transportation and prioritizes projects, identified in the following CTP plan elements:

- Arterials, Highways and Freeways
- Transit
- Alternatives Modes

Using the goals of the CTP for direction, STA staff completed studies and plans to identify priority transportation projects that will achieve those goals. The goal of the Arterials, Highways, and Freeways element is to *"Develop a balanced transportation system that reduces congestion and improves access and travel choices through the enhancement of roads"*.

Caltrans annually provides grant opportunities through the State Transportation Planning Grant program for several categories including a Partnership Planning Grant where corridor studies are eligible. The STA has completed the Solano Highway Operations Study to follow up and update the STA's previous I-80/I-680/I-780 Corridor Major Investment and Corridor Study (2004) and MTC's Freeway Performance Initiative (FPI) (2007). The Solano Highway Operations Study was developed cooperatively under the direction of the Solano Highways Partnership (SoHIP) consisting of representatives from STA, MTC, Caltrans (Districts 3 and 4), and the cities of Benicia, Dixon, Fairfield, Vacaville and Vallejo. Under this study, operational improvements and recommendations for a long range Intelligent Transportation System (ITS) including ramp metering, closed circuit television cameras (CCTV), vehicle detection and highway advisory radios (HAR) are presented.

OPERATIONS IMPROVEMENT ANALYSIS

The Solano County I-80 and I-680 North Freeway Performance Initiative (FPI) studies served as the primary source for the operational improvement assessment. The objective of the FPI was to develop freeway strategic plans for each corridor by performing a technical assessment that included identification of major bottlenecks, determination of the causes of traffic congestion, development of potential mitigation strategies, and an assessment of their effectiveness.

The Solano I-80 FPI study encompassed the 44-mile section of I-80 throughout Solano County from the Carquinez Bridge to the Solano/Yolo County line, and the I-680 North FPI study focused on the portion of I-680 located between the I-80 interchange in Solano County and the Alameda/ Contra Costa County line. Both FPI studies included an assessment of existing (2006/2007), future 2015 and future 2030 conditions. The existing conditions assessment relied on observed data from numerous sources including the Caltrans HICOMP reports, archived travel speed data from the MTC 511 Predict-a-Trip system, the Freeway Performance Monitoring System (PeMS), and a limited number of floating

SOLANO HIGHWAYS OPERATIONS STUDY - EXECUTIVE SUMMARY

vehicle travel time runs. For the future 2015 and 2030 analysis, the Solano Transportation Authority (STA) countywide travel demand model was used to develop forecasts, and a macroscopic simulation model (FREQ) was used to assess operating conditions. Accident data was derived from the TASAS database to assess safety concerns within the study corridor.

It is important to note that the existing conditions assessment conducted as a part of the I-680 North FPI study was performed prior to the opening of the new northbound span and toll plaza at the Benicia-Martinez Bridge. Since the opening, congestion has decreased in the area around the bridge and toll plaza. Subsequently, follow-up observations in this area were performed and used to update the existing conditions assessment presented in the FPI studies.

Because no FPI study was conducted for the I-780 corridor, additional primary analysis was undertaken as part of this study. This included the development of AM and PM peak period traffic operations models covering I-780 between I-80 and I-680. Existing Condition models were developed using freeway and ramp traffic count data available from the Caltrans Traffic Census and PeMS. The STA countywide travel forecasting model was used to determine traffic growth levels for use in the development of the traffic operations models reflecting projected 2015 and 2030 conditions. Accident data was derived from the TASAS database to assess safety concerns within the study corridor.

The FPI studies (I-80 and I-680) and the I-780 operations analysis conducted as part of this Solano Highway Operations Study identified mitigation strategies that were organized into improvement “packages” which included operational and system management improvements. Some of these improvement packages that were identified included auxiliary lanes, HOV lanes, ITS strategies, general purpose lanes, interchange intersection improvements and ramp metering.

Because the FPI studies only identified ITS deployments as a strategy measure, a Corridor-Level ITS Architecture and Implementation Plan was also developed as part of this study. This Architecture and Plan provides recommendations for policies and agreements that are necessary to ensure that ITS deployments are incorporated into operational improvements programmed along the three freeway corridors in Solano County. It also provides guidance for the design and deployment of specific ITS elements along the freeway corridors including any coordination and information sharing with the local cities, the County and the regional agencies.

OPERATIONAL IMPROVEMENT IMPLEMENTATION PLAN

Based on the findings of the FPI studies, the I-780 operations analysis and the ITS Architecture and Implementation Plan, an overall Operations Improvement Implementation Plan was developed. This Plan started with a review of the improvement packages developed as part of the operational analysis and the ITS Implementation Plan, and then combining or bundling the packages into discrete projects that could be funded and constructed separately. Once the project bundling was developed, each project was prioritized using several factors including the ability to improve congestion, cost and overall feasibility.

The costs for the operational improvements are significantly higher than other system management strategies (e.g., ITS). Moreover, the use of system management strategies greatly reduces the

SOLANO HIGHWAYS OPERATIONS STUDY - EXECUTIVE SUMMARY

impacts due to non-recurring congestion. Using costs as one of the factors for the bundling and sequencing of projects, system management strategies such as ITS improvements were deemed to be more practical improvements as either standalone projects or embedded within other operational improvements.

Figures E-1 to E-4 provides a graphical summary of the prioritized projects. Tables E-1 and E-2 provide a summary description of each of the projects and their order of magnitude costs under the horizon year 2015 and 2030, respectively.

In Figure E-2, the truck climbing lane has been constructed, and the HOV on I-80 is currently under construction. In Figure E-3, the Year 2015 roadway network includes all of the programmed improvements as shown in Figure E-2. In Figure E-5, the Year 2030 roadway network includes all of the programmed improvements as shown in Figure E-2.

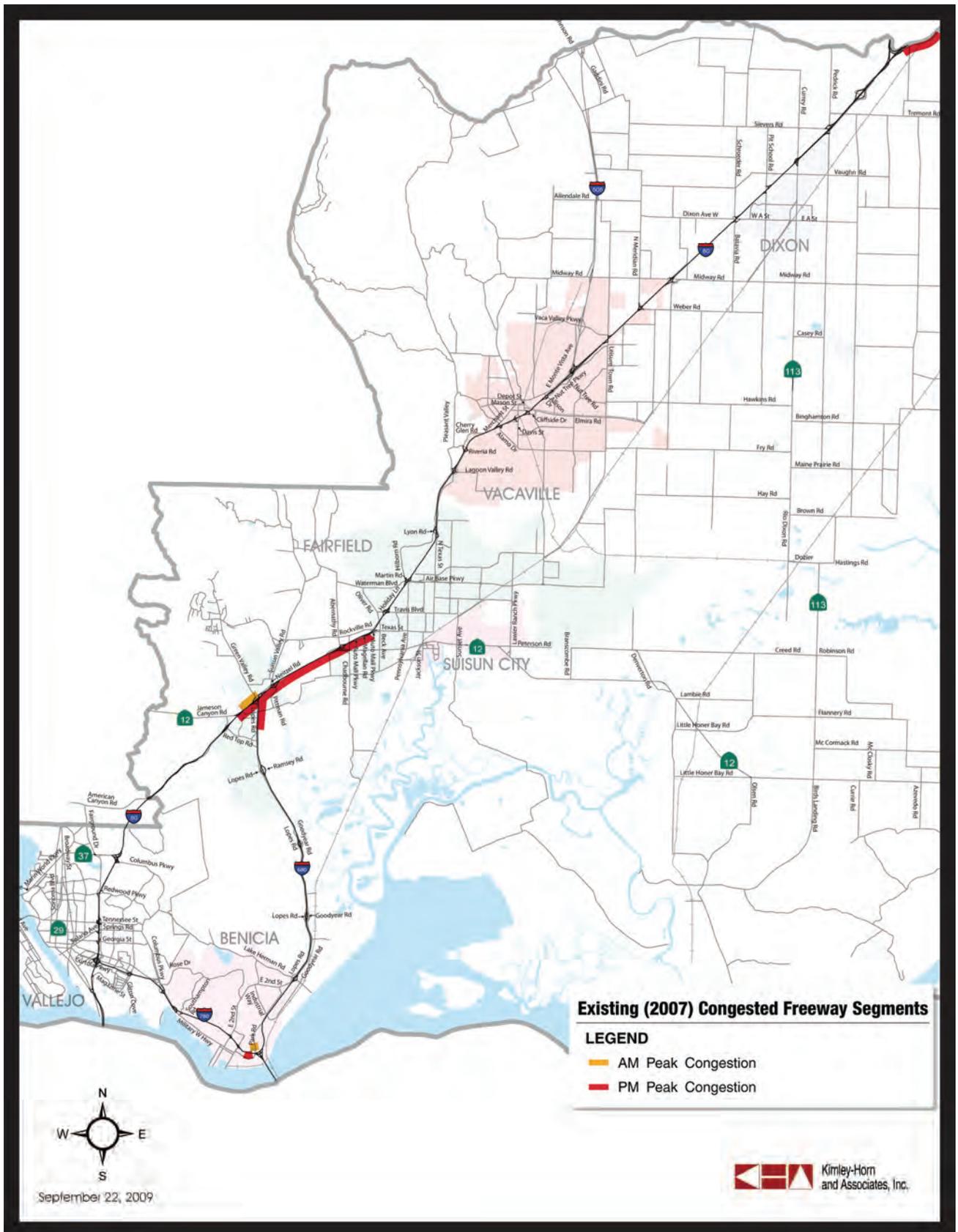


Figure E-1: Existing Congestion

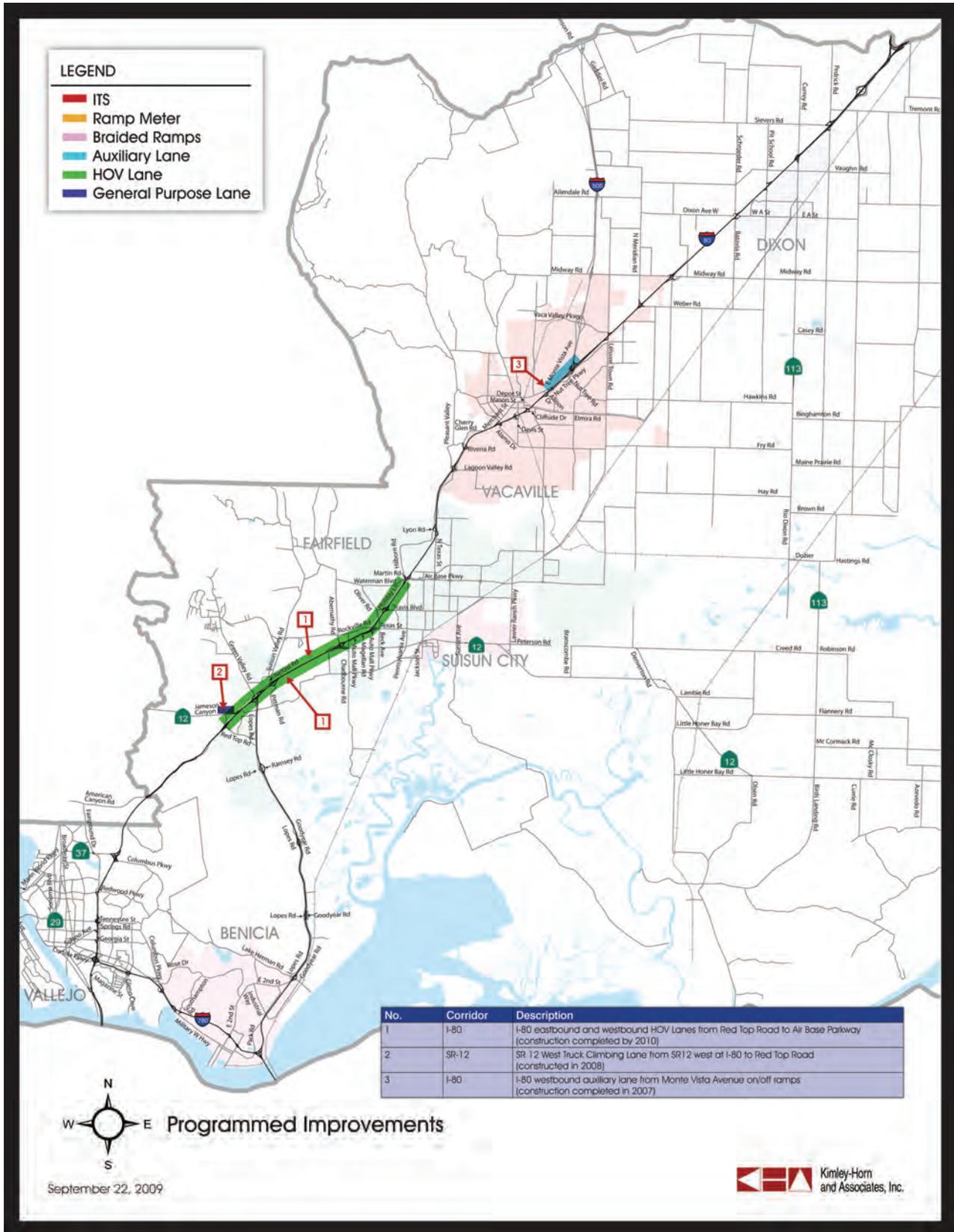


Figure E-2: Programmed Improvements

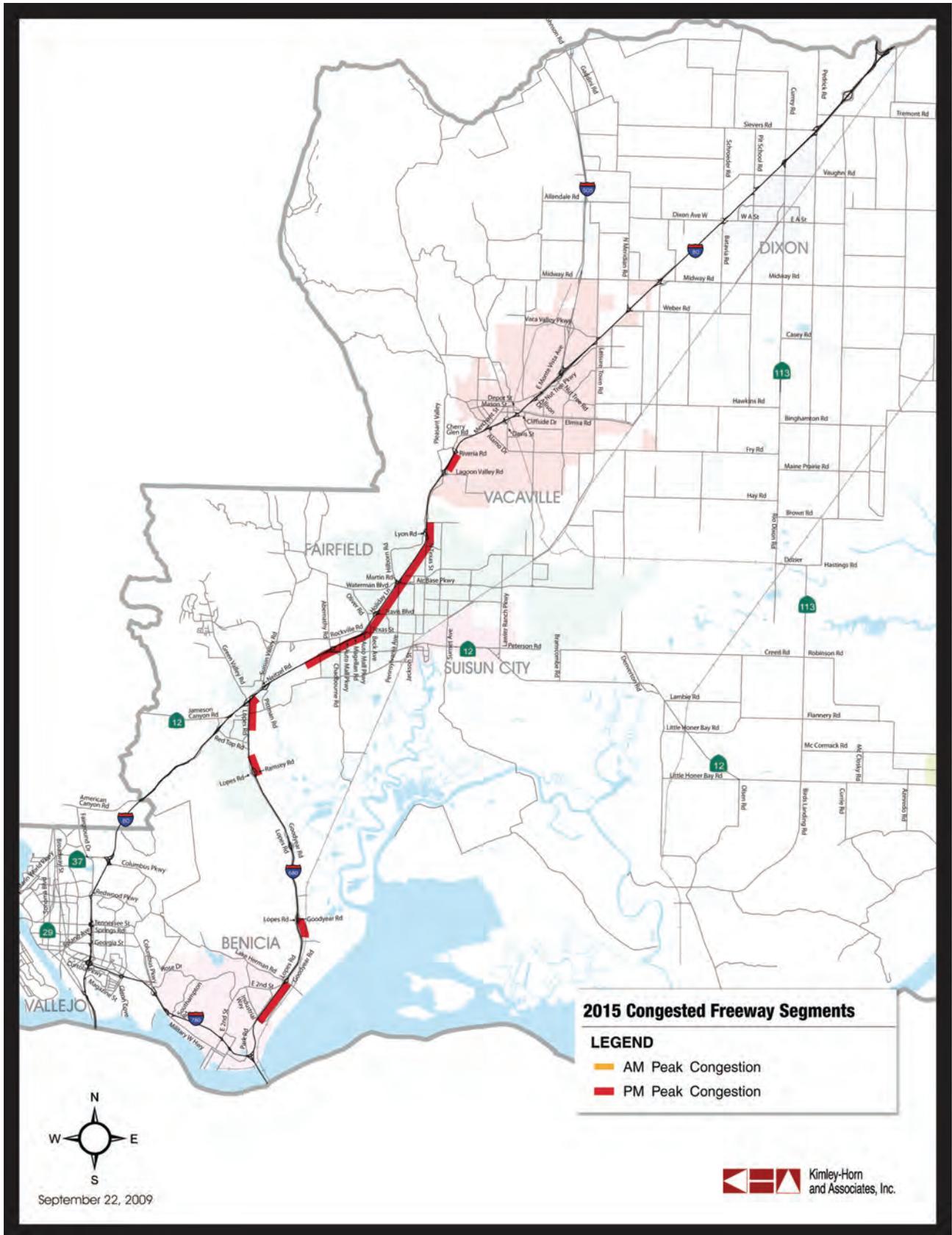


Figure E-3: Year 2015 Congestion

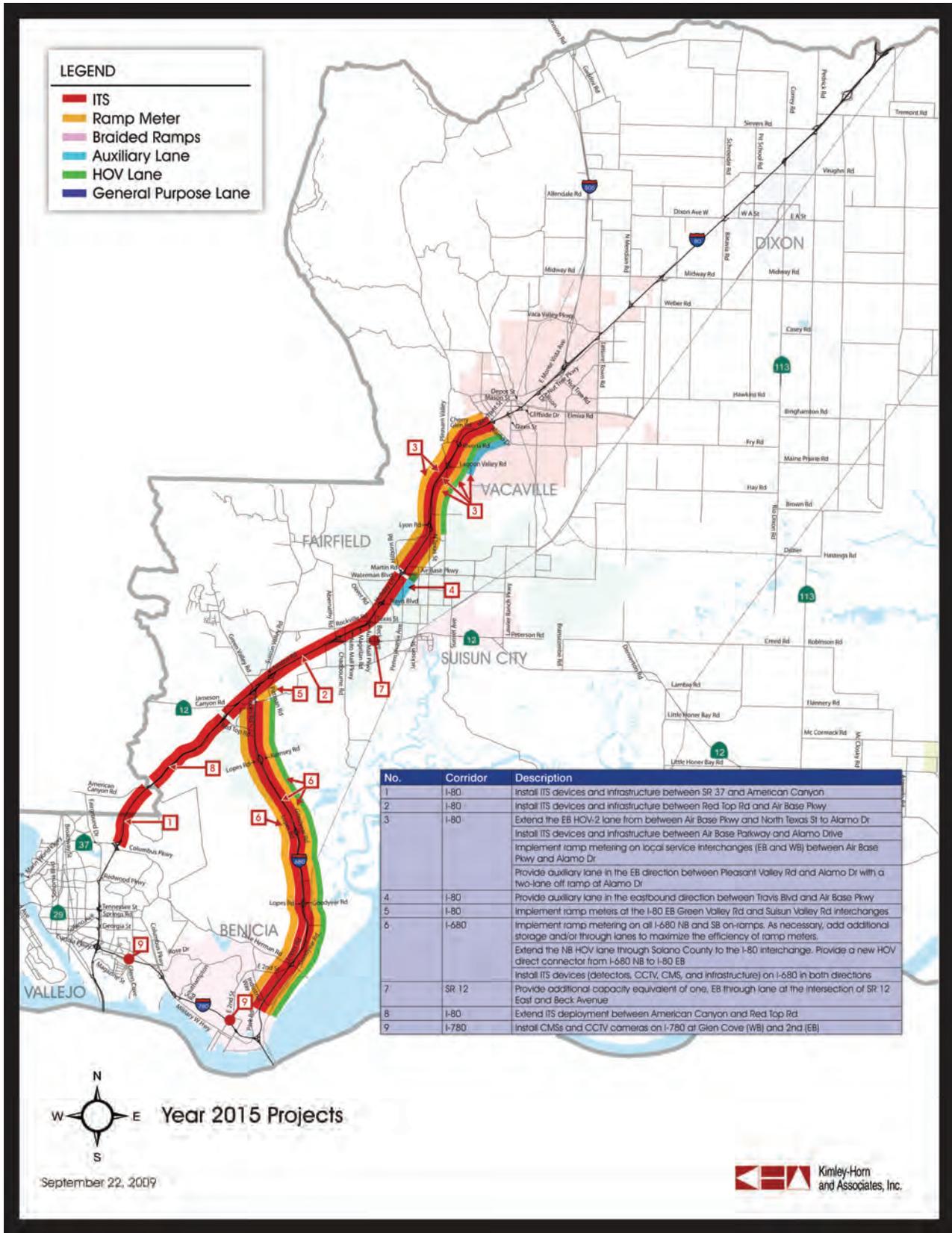


Figure E-4: Year 2015 Proposed Improvements

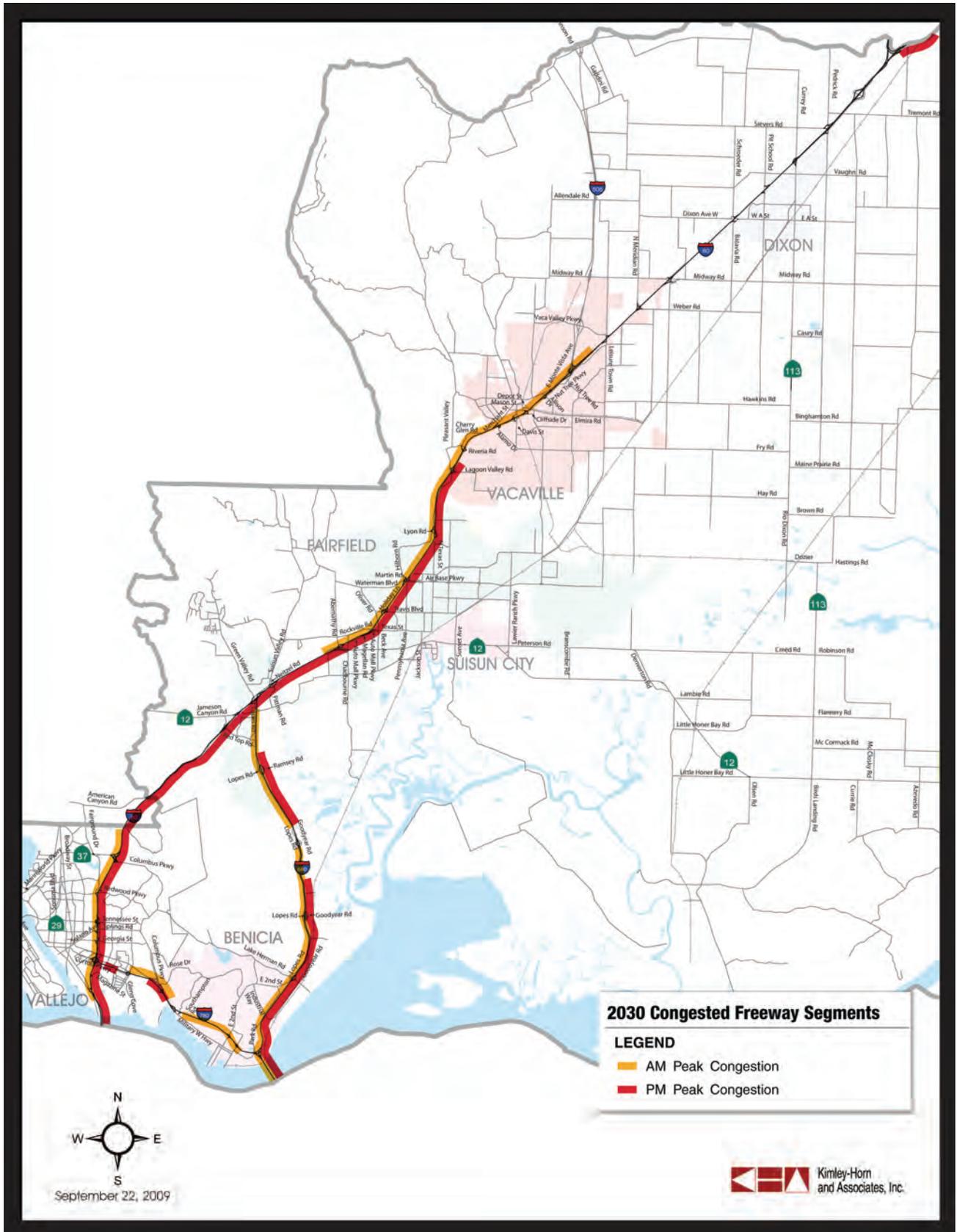


Figure E-5: Year 2030 Congestion

SOLANO HIGHWAYS OPERATIONS STUDY - EXECUTIVE SUMMARY

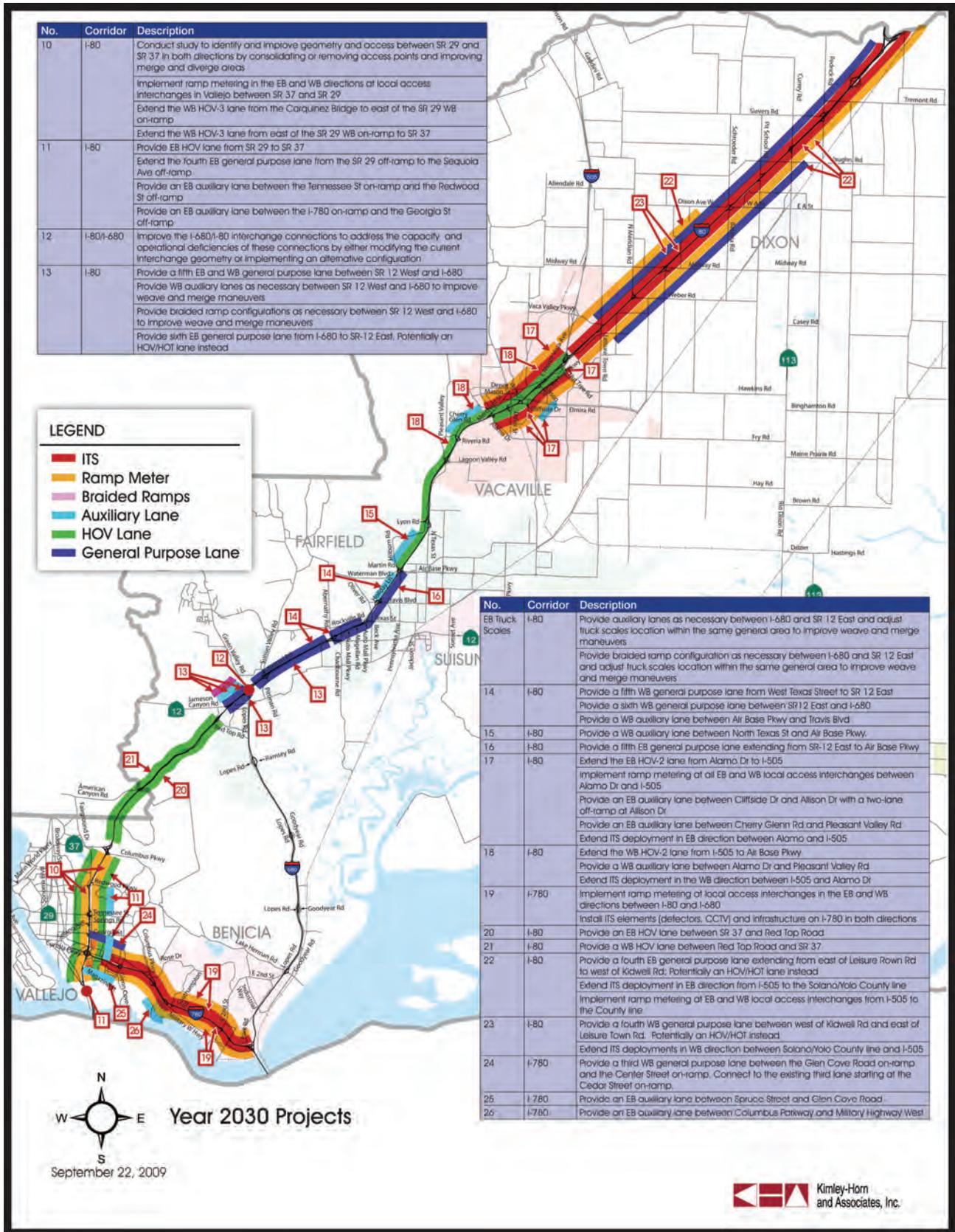


Figure E-6: Year 2030 Proposed Improvements

SOLANO HIGHWAYS OPERATIONS STUDY - EXECUTIVE SUMMARY

Table E-1: Year 2015 Prioritization of Projects			
Priority	Corridor	Description	Order of Magnitude Cost
1	I-80	Install ITS devices and infrastructure between SR 37 and American Canyon Road. This will consist of CCTV cameras, changeable message signs and communications infrastructure.	\$6,500,000
2	I-80	Install ITS gap between Red Top Road and Air Base Parkway. This will consist of CCTV cameras, Highway Advisory Radio and communications infrastructure.	\$6,000,000
3	I-80	Extend the EB HOV-2 lane from between Air Base Parkway and North Texas Street to Alamo Drive.	\$19,000,000
		Install ITS devices and infrastructure between Air Base Parkway and Alamo Drive	\$7,800,000
		Implement ramp metering on local service interchanges (EB and WB) between Air Base Parkway and Alamo Drive. This will include four interchanges with eight on-ramps.	\$2,200,000
		Provide an EB auxiliary lane between Pleasant Valley Road and Alamo Drive. Provide a two-lane off-ramp at Alamo Drive. This includes the EB auxiliary lane between Cherry Glen Road and Pleasant Valley Road.	\$7,200,000
		Subtotal No. 3:	\$36,200,000
4	I-80	Provide auxiliary lane in the EB direction between Travis Boulevard and Air Base Parkway. Install ITS devices and infrastructure.	\$18,000,000
5	I-80	Implement ramp meters at the I-80 EB Green Valley Road and Suisun Valley Road interchanges	\$550,000
6	I-680	Implement ramp metering on all I-680 NB and SB on-ramps. As necessary, add additional storage and/or through lanes to maximize the efficiency of ramp meters.	\$2,700,000
		Install ITS elements (detectors, CCTV, CMS & Infrastructure) on I-680 in both directions	\$9,200,000
		Extend the NB HOV lane through Solano County to the I-80 interchange. Provide a new HOV direct connector from I-680 NB to I-80 EB.	\$44,100,000
		Subtotal No. 6:	\$56,000,000
7	SR 12	Provide additional capacity equivalent of one, EB through lane at the intersection of SR 12 East and Beck Avenue	\$2,900,000
8	I-80	Extend ITS deployment between American Canyon and Red Top Road	\$3,600,000
9	I-780	Install CMS and CCTV cameras on I-780 at Glen Cove (WB) and 2nd Street (EB)	\$1,400,000
Total Year 2015 Improvements:			\$131,150,000

Table E-2: Year 2030 Prioritization of Projects			
Priority	Corridor	Description	Order of Magnitude Cost
10	I-80	Conduct study to identify and improve geometry and access between SR 29 and SR 37 in both directions by consolidating or removing access points and improving merge and diverge areas.	\$500,000
		Implement ramp metering in the EB and WB directions at local access interchanges in Vallejo between SR 37 and SR 29	\$3,500,000
		Extend the WB HOV-3 lane from the Carquinez Bridge to east of the SR 29 WB on-ramp	\$3,800,000
		Extend the westbound HOV-3 lane from east of the SR 29 westbound on-ramp to SR 37	\$14,900,000
		Subtotal No. 10:	\$22,700,000
11	I-80	Provide an EB HOV lane from SR 29 to SR 37	\$15,200,000
		Extend the fourth EB general purpose lane from the SR 29 off-ramp to the Sequoia Avenue off-ramp	\$3,000,000
		Provide an EB auxiliary lane between the Tennessee Street on-ramp and the Redwood Street off-ramp	\$13,800,000
		Provide an EB auxiliary lane between the I-780 on-ramp and the Georgia Street off-ramp	\$9,200,000
		Subtotal No. 11:	\$41,200,000
12	I-80/I-680	Improve the I-680/I-80 interchange connections to address the capacity and operational deficiencies of these connections by either modifying the current interchange geometry or implementing an alternative configuration	\$100M (allocated)
13	I-80	Provide a fifth EB and WB general purpose lane between SR 12 West and I-680.	\$23,000,000
		Provide WB auxiliary lanes as necessary between SR 12 West and I-680 to improve weave and merge maneuvers	\$2,600,000
		Provide WB braided ramp configurations as necessary between SR 12 West and I-680 to improve weave and merge maneuvers	\$4,200,000
		Provide sixth EB general purpose lane from I-680 to SR 12 East. <i>Potentially an HOV/HOT lane instead.</i>	\$36,800,000
		Subtotal No. 13:	\$66,600,000
EB Truck Scales	I-80	Provide EB auxiliary lanes as necessary between I-680 and SR 12 East and adjust truck scales location within the same general area to improve weave and merge maneuvers	(Part of EB Truck Scales Project)
		Provide EB braided ramp configuration as necessary between I-680 and SR 12 East and adjust truck scales location within the same general area to improve weave and merge maneuvers	(Part of EB Truck Scales Project)

Table E-2: Year 2030 Prioritization of Projects			
Priority	Corridor	Description	Order of Magnitude Cost
14	I-80	Provide a fifth WB general purpose lane from West Texas Street to SR 12 East	\$9,000,000
		Provide a sixth WB general purpose lane from SR 12 East to I-680	\$11,500,000
		Provide a WB auxiliary lane between Air Base Parkway and Travis Boulevard	\$12,000,000
		Subtotal No. 14:	\$32,500,000
15	I-80	Provide a WB auxiliary lane between North Texas Street and Air Base Parkway.	\$20,000,000
16	I-80	Provide a fifth EB general purpose lane extending from SR 12 East to Air Base Parkway	\$40,300,000
17	I-80	Extend the EB HOV-2 lane from Alamo Drive to I-505	\$19,200,000
		Implement ramp metering at all EB and WB local access interchanges between Alamo Drive and I-505	\$2,800,000
		Provide an EB auxiliary lane between Cliffside Drive and Allison Drive with a two-lane off-ramp at Allison Drive	\$3,500,000
		Provide an EB auxiliary lane between Cherry Glenn Road and Pleasant Valley Road	\$9,200,000
		Extend ITS in EB direction between Alamo Drive and I-505	\$2,300,000
		Subtotal No. 17:	\$37,000,000
18	I-80	Extend the WB HOV-2 lane from I-505 to Air Base Parkway	\$32,800,000
		Provide a WB auxiliary lane between Alamo Drive and Pleasant Valley Road	\$4,400,000
		Extend ITS in the WB direction between I-505 and Alamo Drive	\$2,000,000
		Subtotal No. 18:	\$39,200,000
19	I-780	Implement ramp metering at local access interchanges in the EB and WB directions between I-80 and I-680	\$4,400,000
		Install ITS elements (detectors, CCTV and infrastructure) on I-780 in both directions	\$6,700,000
		Subtotal No. 19:	\$11,100,000
20	I-80	Provide an EB HOV lane between SR 37 and Red Top Road	\$36,000,000
21	I-80	Provide a WB HOV lane between Red Top Road and SR 37	\$36,000,000
22	I-80	Provide a fourth EB general purpose lane extending from east of Leisure Town Road to west of Kidwell Road. <i>Potentially an HOV/HOT lane instead.</i>	\$78,000,000
		Extend ITS in EB direction from I-505 to the Solano County line	\$8,100,000
		Implement ramp metering at EB and WB local access interchanges from I-505 to the County line	\$4,700,000
		Subtotal No. 22:	\$90,800,000

Table E-2: Year 2030 Prioritization of Projects			
Priority	Corridor	Description	Order of Magnitude Cost
23	I-80	Provide a fourth WB general purpose lane between west of Kidwell Road and east of Leisure Town Road. <i>Potentially an HOV/HOT lane instead.</i>	\$132,300,000
		Extend ITS in WB direction between Solano/Yolo County line and I-505	\$8,000,000
		Subtotal No. 23:	\$140,300,000
24	I-780	Provide a third WB general purpose lane between the Glen Cove Road on-ramp and the Cedar Street on-ramp. Connect to the existing third lane starting at the Cedar Street on-ramp.	\$4,100,000
25	I-780	Provide an EB auxiliary lane between Spruce Street and Glen Cove Road	\$2,900,000
26	I-780	Provide an EB auxiliary lane between Columbus Parkway and Military Highway West	\$2,900,000
Total Year 2030 Improvements:			\$623,600,000

PROJECT IDENTIFICATION AND PRIORITIZATION PROCESS

The project identification and prioritization process involved packaging the list of strategy packages identified in the FPI studies and the Corridor Level ITS Architecture and Implementation Plan, developing specific projects and organizing them in priority order. The purpose of developing the specific projects is to combine strategies as appropriate in order to realize the potential synergies when constructing the projects. In addition, combining or bundling the packages into discrete projects will enable each project to be funded and constructed separately. For example, ITS strategies were combined with operational improvement strategies where practical. One such case is where the installation of an auxiliary lane lends itself well to the installation of ITS devices including communications infrastructure, CCTV cameras and vehicle detection.

System management strategies in the short-term scenarios (Year 2015) were left as individual projects. Under these cases, keeping these strategies as individual projects provides the ability to prioritize them in earlier years instead of combining them with an operational improvement that is slated for installation over the long-term (Year 2030).

Once the project bundling was developed, each project was prioritized using several factors including:

- Impact on reducing congestion;
- Cost;
- Balancing corridor improvements; and
- Overall Feasibility

Each project’s impact on reducing congestion during the horizon year forecasts was documented in the FPI studies. Thus, the prioritization of the projects focused more on the timing and location of the projects within those horizon years.

The prioritization for the most part followed the order of the improvement packages identified in the FPI studies. Where there were deviations, these included ranking projects such that other freeway corridors would receive improvements in order to balance the order of the improvements (e.g., Project #6 versus Project #8). Additionally, ITS improvements were combined with other FPI packages (e.g., Projects #17 and #18) in order to realize synergies when constructing the projects. Other HOV gap filling projects were ranked lower except in those cases where they would provide a level of continuity (e.g., Project #11).

ITS coverage alone does not relieve congestion. Thus, the project identification and prioritization process attempted to combine ITS elements with operational improvements. The prioritization also attempted to order the installation of the projects such that meaningful segments of the freeways are covered with successive projects. Additionally, the order of improvements along the different freeway corridors was prioritized such that a balance of improvements could be maintained across the three corridors.

The estimates of costs of each project and subset of each project was based on a high level estimate of quantities for each type of project. The items for the development of the 'Order of Magnitude' cost estimates included, where appropriate, widening, roadway and pavement sections, median and bridge modifications, overhead signs, communications infrastructure, lighting, pavement delineation, CCTV cameras, changeable message signs, and ramp meters. Each project cost includes allowances for project management, engineering, environmental, traffic control and a contingency.

Year 2015

The installation of system management strategies for the short-term was deemed the highest priority for the corridors, particularly for I-80. This was done, as system management are the most cost effective strategies for the corridor under the Year 2015 – this is supported by the mitigation strategies listed in the I-80 FPI report. These types of strategies reduce the amount of non-recurrent congestion as they provide the tools and means to identify, respond to and clear incidents in a timely manner before the incident causes congestion.

The operational improvements for the short term (2015) focused on relieving congestion in the Fairfield and Vacaville areas along I-80. Additionally, the forecast of a series of congested locations and bottlenecks on I-680 in the northbound direction resulted in the need for operational improvements. The I-80 operational improvements ranked higher than the I-680 improvements due to the levels of congestion and cost. With the goal of maintaining a balance between corridors in terms of the order of project priorities, improvements along I-680 (Project #6) were ranked slightly higher than one system management strategy along I-80 (Project #8).

Under Projects #3 and #6, ITS improvements were combined with other operational improvements including HOV lanes, auxiliary lanes and ramp metering. Additionally, ramp metering implementations were packaged such that both directions at each interchange would be combined. As an example, I-680 (Project #6) includes SB ramp metering, even though the implementation of ramp metering along I-680 in the SB direction is not recommended until Year 2030 in the FPI.

The other projects in Year 2015 consisted of standalone ITS improvements along I-80 and I-780, and improvements at the intersection of SR12 East and Beck Avenue. For I-780, the installation of CMS and CCTV cameras at two locations near I-80 and I-680 are intended to provide some form of system

management coverage in the short-term until such time as ITS improvements can be combined with other operational improvements.

For Year 2015, nine projects are recommended for deployment totaling approximately \$131,000,000. Under this year, full ITS coverage along I-680 in the County and on I-80 from the Carquinez bridge to Alamo Drive would be achieved.

Year 2030

Following the same process as Year 2015, the projects identified for Year 2030 were derived from bundling the improvement packages from the FPI and including system management strategies. As an example, Project #17 includes HOV lanes, auxiliary lanes, and ramp metering taken from the I-80 FPI Package F plus the implementation of ITS improvements.

For ramp metering, the projects were bundled such that both directions of the freeway corridors would implement ramp metering. Using Project #17 as an example, ramp metering in the WB direction was added to this project even though it was not part of FPI Package F.

The prioritization of projects was generally divided into segments along the freeway corridors. The areas through Vallejo were ranked the highest followed by areas through Fairfield and Vacaville (I-80 and I-680), through Benicia along I-780 and finally along I-80 to the county line.

The operational improvements along I-80 through Vallejo (Projects #10 and #11) were prioritized higher partly to balance the set of improvements along I-80 to the west along with the cost and amount of congestion forecast for this segment. Additionally, the corridor has been studied at length and based on the level of planning, it is anticipated that this segment may be the most prepared for the installation of the operational improvements. There is already ITS coverage including CCTV cameras, CMS and vehicle detection along this segment. The projects include HOV lanes as part of the project bundle mainly for continuity and synergy of projects, e.g., since auxiliary lanes and ramp metering are recommended, adding in the EB HOV lane (Project #11) would provide continuity of the HOV lane from the Carquinez Bridge.

The improvements at the I-80/680/SR12 interchange (Project #12), while prioritized lower than the I-80 segment through Vallejo, are currently being analyzed and developed, and the overall cost is anticipated to be significantly higher in comparison.

The improvements in the vicinity between SR 12 West and SR 12 East (Projects #13 and #14) are forecast to have significant congestion such that additional general purpose and auxiliary lanes are needed in both directions of I-80. This influenced the high ranking of projects along this segment. The recommendations from the I-80 FPI were modified based on direction in order to account for the segment of I-80 EB that is currently being designed as part of the EB truck scales relocation project. Under this project, auxiliary lanes and braided ramps will be included. However, a sixth EB general purpose lane is not part of the current design.

The operational improvements and ITS installations along I-80, east of Alamo Drive (Projects #17 and #18), round out the recommended priority projects. The HOV lanes in both directions along I-80 between SR 37 and Red Top Road were identified as gap filling projects and thus were prioritized accordingly (Projects #20 and #21).

Along I-780, the installation of ramp metering (Project #19) were ranked lower in priority as the levels of congestion forecast along this corridor are substantially less than the other corridors. However, this project, which includes full ITS coverage was prioritized ahead of the HOV gap filling projects along I-80 (Projects #20 and #21). A third general purpose lane on I-780 between Geln Cove and Cedar (Project #24) and auxiliary lanes along two segments (Projects #25 and #26) round out the list of projects.

For Year 2030, 17 projects are recommended for deployment totaling approximately \$623,000,000. Under this year, full ITS coverage would be achieved along all three freeway corridors in the County.

HOV LANE IMPLEMENTATION

The implementation of HOV (HOV-2 and HOV-3) lanes along the three corridors will take place in phases over the short and long term. The first HOV-2 lane implementation will open in 2009 between Red Top Road and Air Base Parkway. Figure E-7 illustrates the planned implementation of HOV lanes by corridor segment, horizon year and occupancy.

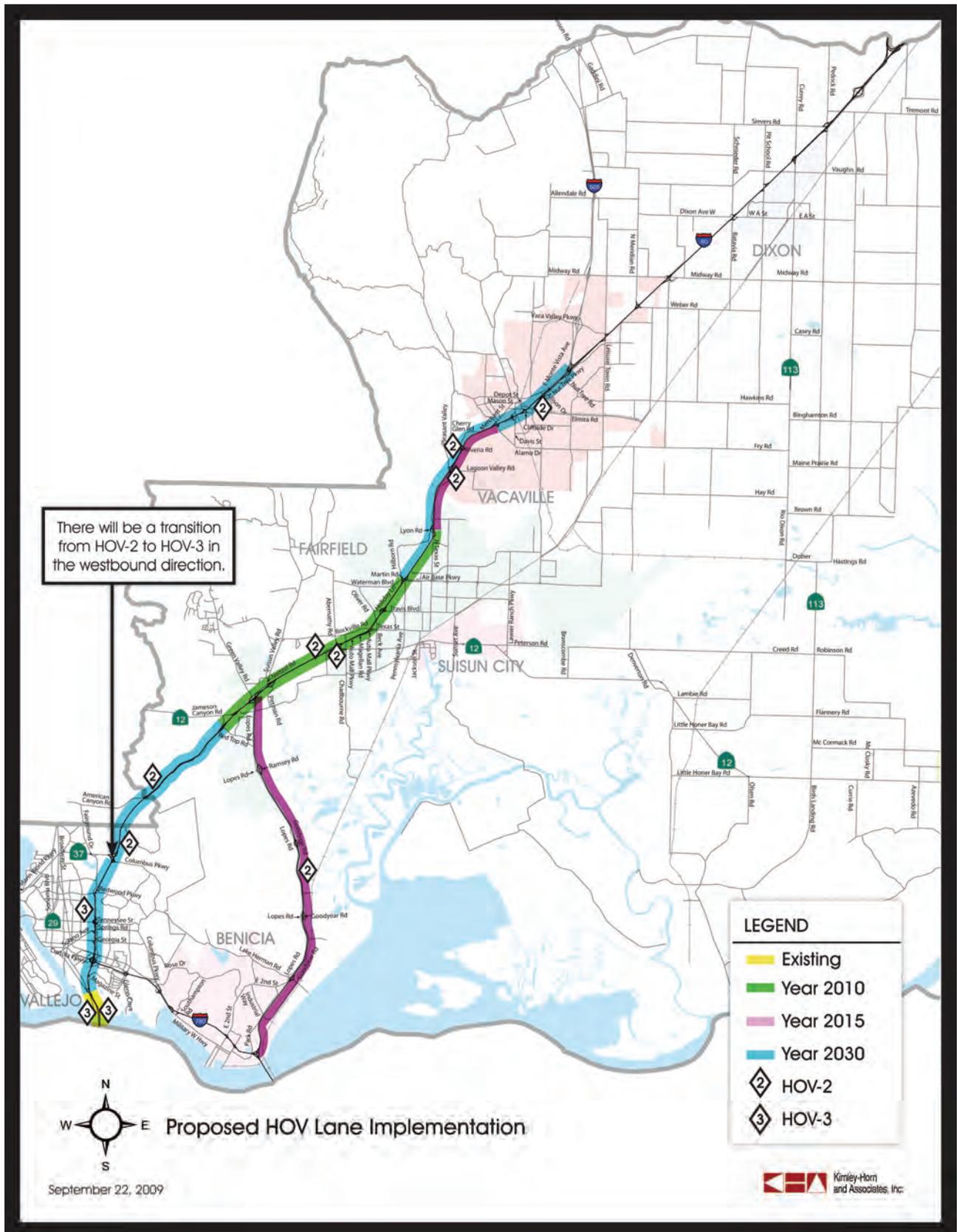


Figure E-7: HOV Lane Implementation

VISUAL DESIGN GUIDELINES

The Visual Design Guidelines are intended as a guide for use by the Cities along the corridor and engineering/design consultants responsible for preparing visual and aesthetic treatments along the corridors. The guidelines provide direction to design efforts so that the corridors maintain a strong sense of identity and character throughout phased development of construction projects. The guidelines are not intended as specifications therefore state and local codes and standards shall be followed by the designers, however, if a standard is specified in this document, it shall prevail.

Goals are broad recommendations that form the baseline for the design theme. Objectives refine the intent of goals by making specific recommendations. Together they help guide the design effort. The goals for the I-80/680/780 Corridor Design are:

- Develop a cohesive landscape and hardscape program for the entire project area
- Develop a gateway, landscape and hardscape palette that is unique and expresses the identity of each city, yet fits into the overall program
- Create a landscape and hardscape program using sustainable, environmentally friendly and maintenance friendly plants and materials

Gateways

The design of the landscape and other design elements will create a continuous impression throughout the I-80/680/780 Corridors. Again, repetition of colors, shapes, materials, textures, key plants and site improvements within each theme will create accents at gateway locations while relating to each other to create a cohesive impression along the interstates. Each gateway location highlights a city's entry point and unique plantings are used to accent main points of interest in each city along the interstate. In many locations, a sign accompanies the unique planting scheme.



Design Themes

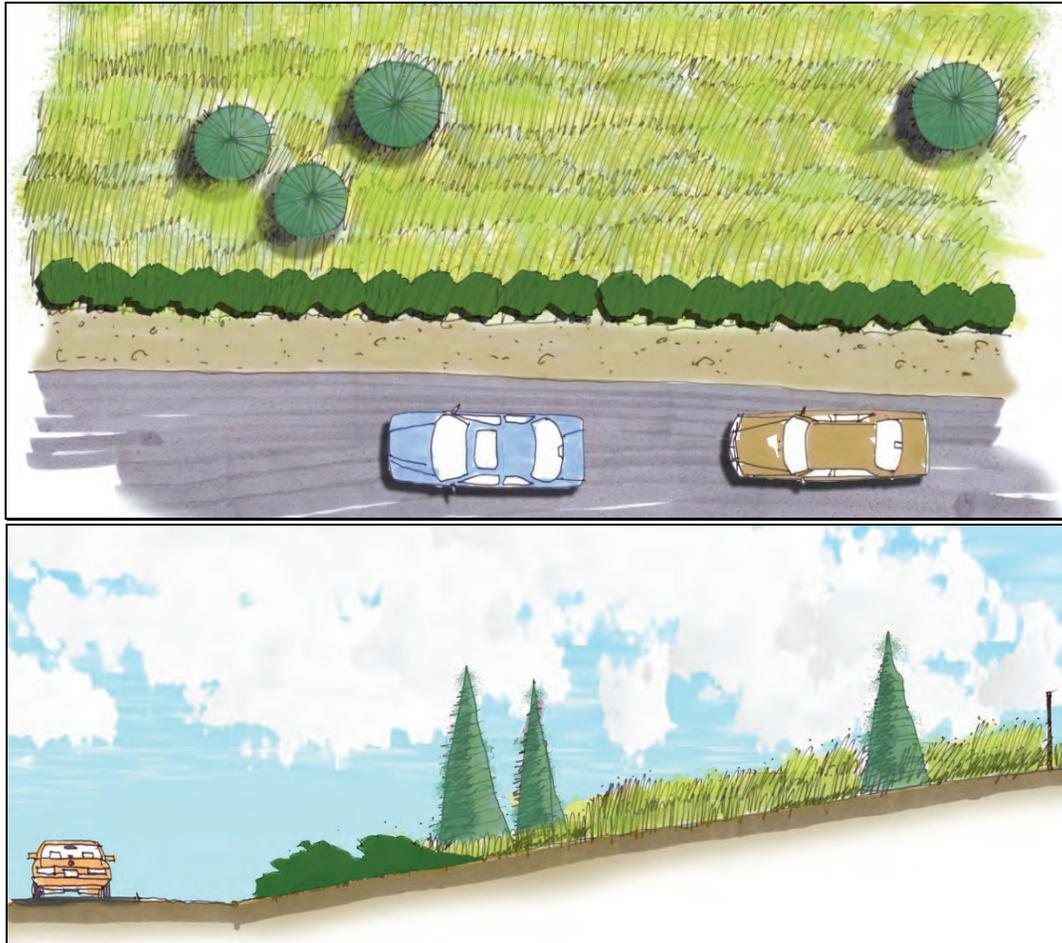
The design theme for the I-80/680/780 Corridors emphasizes strong planting schemes along the edges of the travel way as a unifying element and accents entry points to each City with gateway signage, overpass signage and/or special planting. The corridors were divided into three landscape themes: Nautical, Agricultural and Naturalistic. Within each area and jurisdiction, gateway locations have been identified along with identity colors for each jurisdiction that will be applied to site improvements.

Nautical Theme

The nautical theme is inspired by the ocean and the patterns ships make in the water. Undulating grasses and drifts of soft branched shrubs represent ocean waves. The 'waves' are interrupted by triangular conifer trees resembling the pointed sails of boats and ships. The grasses and shrubs are slightly monochromatic in color and change with the season from grey, yellow and/or green or by fall

or flower color. The planting scheme will be complimented by gateway signage and treatments that reflect the rich nautical history of both Vallejo, Benicia and Solano County.

The nautical theme is carried through the cities of Vallejo and Benicia. Accent bands or designs illustrate the City's identity color.

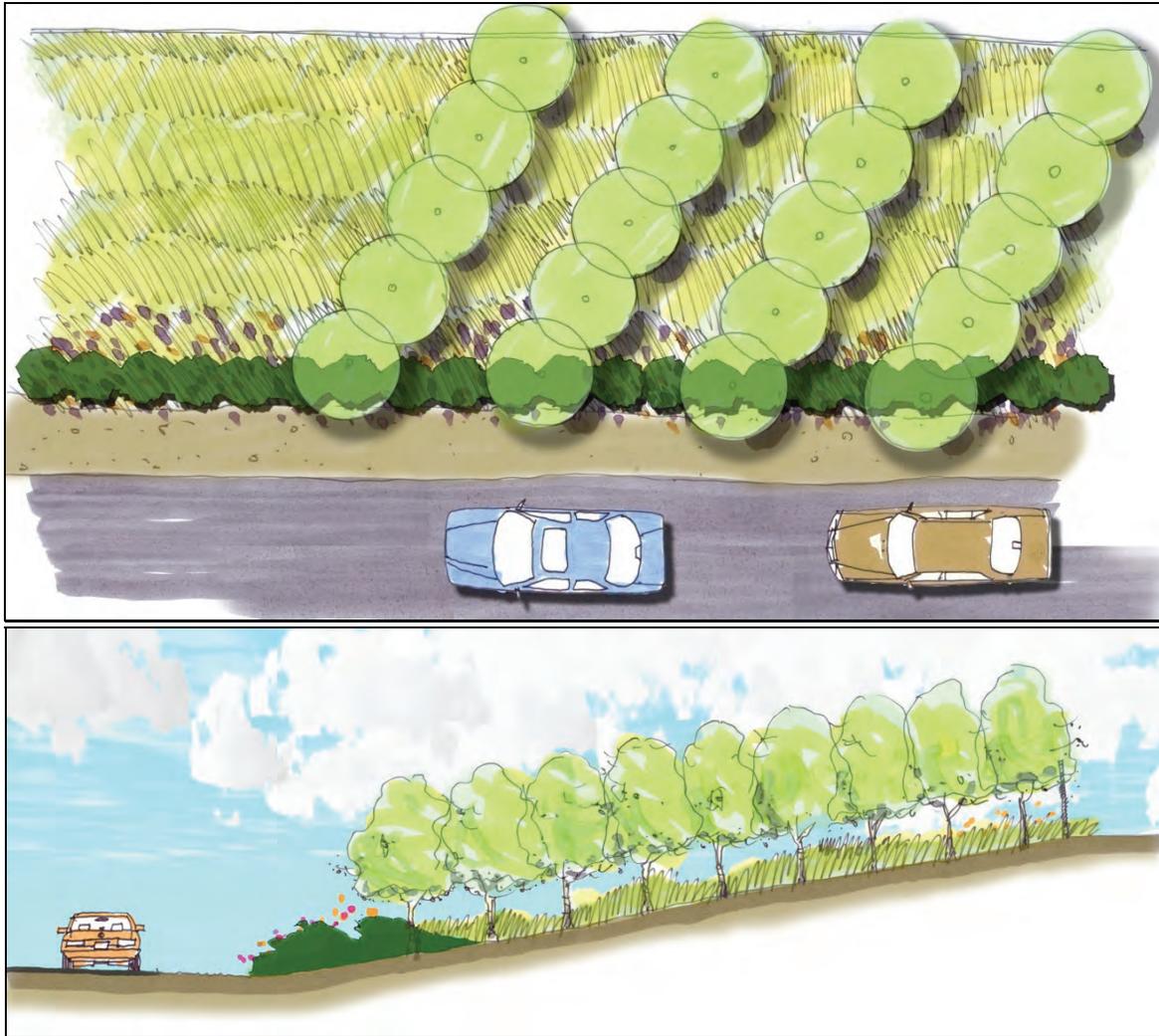


Nautical Theme

Agricultural Theme

The agricultural theme is inspired by the fields of crops and orchards along the Solano corridor. An orchard effect is represented using multiple lines of colorful hedges and flowering trees. Linear patterns of plantings are meant to not only mimic the nearby fruit and vegetable fields, but the tree rows also act as a wind break and visual barrier. The majority of the ground cover planting is of a neutral palette. In specific locations throughout the corridor, accent plantings in a linear pattern with seasonal color can be applied. The planting scheme will be complimented by gateway signage and treatments that reflect the agricultural roots in Dixon, Vacaville, Fairfield and Solano County.

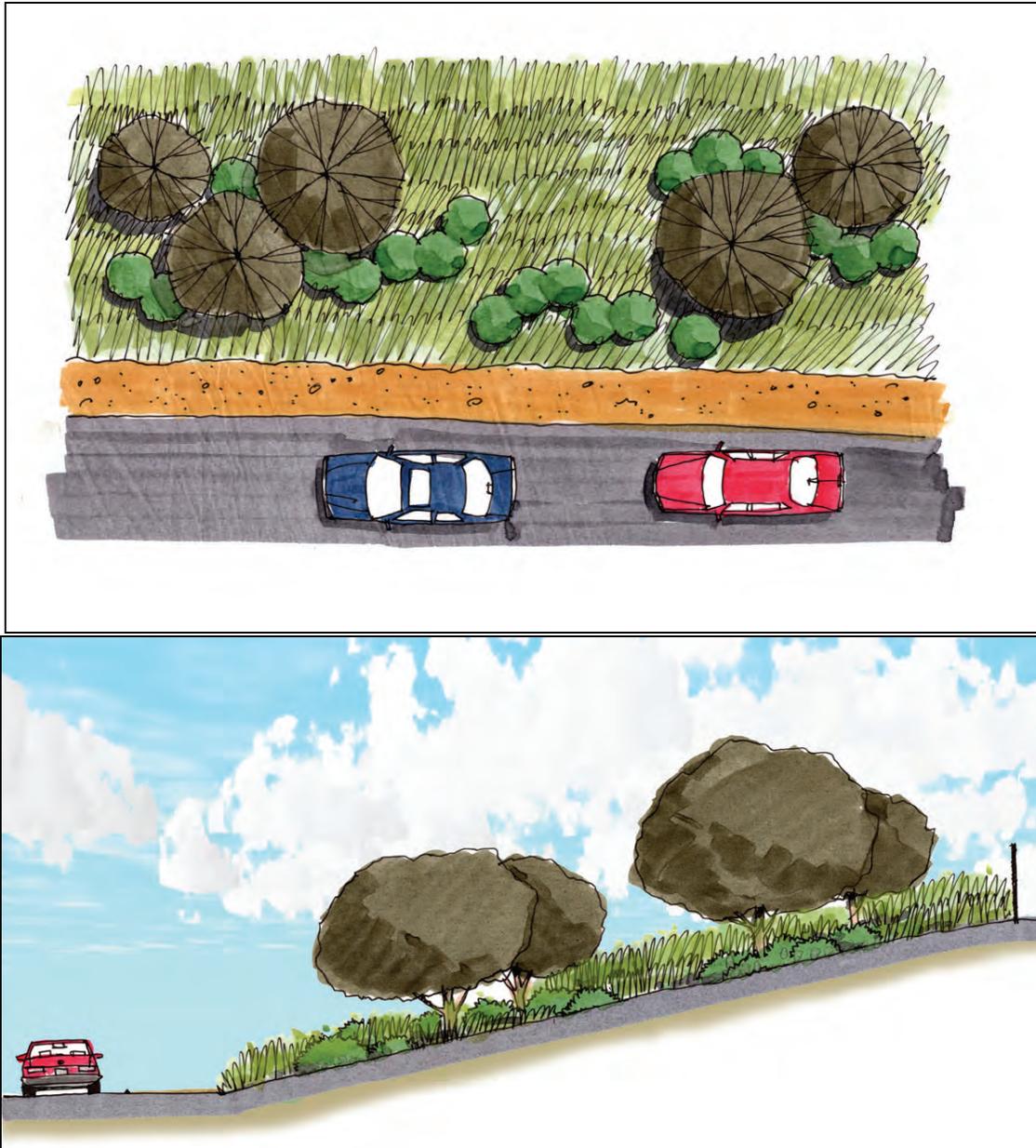
The agricultural theme is carried through the cities of Dixon and Vacaville. The agricultural themed gateways have a similar layout to the nautical themed gateways but differ due to variation in the planting palette and pattern.



Agricultural Theme

Naturalistic Theme

The naturalistic planting scheme is inspired by the native hillside landscape along the Solano corridor. A naturalistic arrangement of planting brings the hillside aesthetic to the road edge using native trees, shrubs, ground covers, wildflowers and grasses. The majority of the ground cover planting is of a neutral palette of drifts of native plants. The naturalistic theme is carried throughout unincorporated areas and in between the gateway landscaping locations in all jurisdictions along the corridors.



Naturalistic Theme

Solano County and City of Fairfield Gateways

The Solano County and Fairfield gateway are a combination of the nautical and agricultural themes. The Solano County gateway uses the stone wall, agricultural orchard planting and the nautical post with all the jurisdictional colors on it and metal cut out letters. The City of Fairfield gateway has an aeronautical theme with agricultural hedgerows planted in association with the gateway feature.

Design Elements

Several elements occur within the I-80/680/780 Corridor that contribute to the overall themes and create a unified image. These elements become a readable visual sequence along the corridor and help create a coherent image and identity for motorists.

This section outlines the recommended treatment of each element to be incorporated into the design of the I-80/680/780 Corridor. Consultant engineers and designers responsible for design and construction documents for the corridor should consult these guidelines for the recommended treatment of each element. A few of the design elements include:

- Retaining Walls
- Sound Walls
- Underpass Treatments and Abutments
- Structure Treatments – Supports and Railings
- Highway Signage Support Structure

Retaining Walls

Retaining walls are used to minimize grade or elevation changes that occur along the roadway. There will be two options for retaining walls:

- Cast in place concrete with typical panel of a fractured fin texture with a recessed accent band at the top of the wall or minimal design that is reflective of a community element such as the wall in Benicia
- Custom stamped design in retaining wall such as the walls in Vacaville

Sound Walls

The sound walls are grey with split face block face and cap accented with two rows of blocks that protrude from the face of the wall every other block to make a dashed pattern at the top of the wall in the third and fifth row from the top. There is a smooth face block band below the cap block and each jurisdiction may paint the surface with their signature color to identify the area as being part of the City.

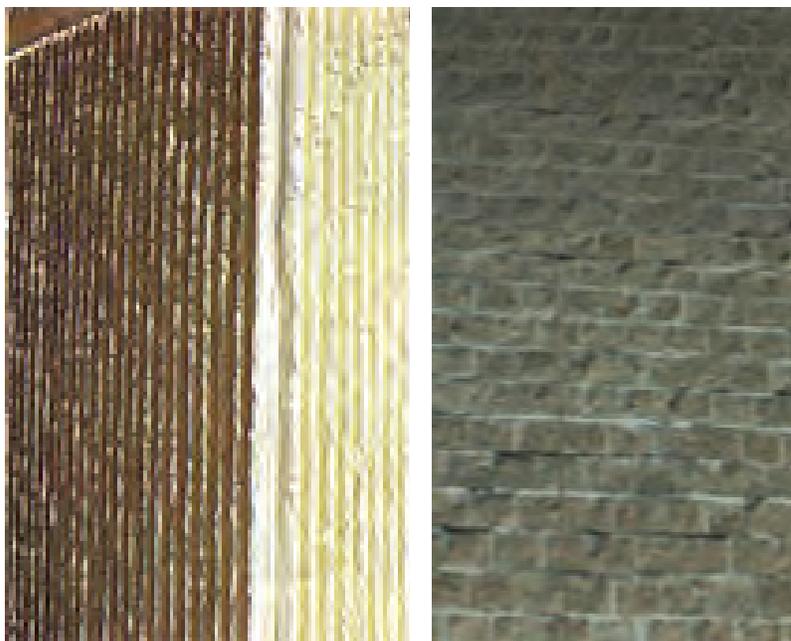


Sound Wall Treatment

Underpass Treatments

The split face texture will be surrounded by smooth concrete banding on all sides. Alternate treatment for the sloped paving may include artistic relief sculptures or designs for jurisdictional identity and enhancement. This would be done through special agreements with Caltrans.

The bridge abutment of the underpass when new will have the 'fractured fin' texture or the split face texture to match the retaining and sound walls. The fractured fin pattern is a standard Caltrans with a vertical pattern with $\frac{3}{4}$ " relief. The color will match the sound walls and will be surrounded by smooth bands of concrete on all sides.



Fractured Fin and Split Face Concrete Underpass Treatments

Structure Treatments – Supports and Railings

Consistent treatment of overpasses, underpasses and crossings reinforce the I-80/680/780 Corridor theme. Typical new structures should be the same and are natural colored concrete with split face or fractured fin accents consistent with the retaining and sound wall treatments, which further strengthens the relationship between individual elements and the overall themes. The fractured fin pattern is a standard vertical ribbed pattern with $\frac{3}{4}$ " relief. All structures shall have a smooth accent band running the length of the bridge parapet to allow for the application of identity colors. The pier column is to have rounded edges with an inset fractured fin accent band in the centre of the column on both sides.



Bridge Structure Treatment

Highway Signage Support Structure

Highway signage support structures hold directional and informational signage pertinent to the driver. The recommended structure is the "arc type" and should be used for new and replacement structures as improvements occur so that within 15-20 years signage structures will be unified along the study corridor.



Freeway Signage Support Structure Treatment

PUBLIC OUTREACH STRATEGIES

Information/Education Tools

To provide a rich educational and informative reference on the various operational improvements that will be considered, an “operations improvement tool box” was developed. This toolbox provides a menu of operational improvements considered and/or recommended for the freeway corridors. In addition, fact sheets were developed for ITS management strategies that include a description of the improvement, a brief synopsis of the pros and cons, identification of the benefits, application of the improvement in other areas of California and the US with specific emphasis on areas similar to study area corridors.

Toolbox

The toolbox is designed to be an interactive tool that works hand in hand with the fact sheets. The types of operational improvements that are part of the toolbox include:

OPERATIONAL IMPROVEMENTS

- HOV lanes
- Auxiliary lanes
- Truck climbing lane

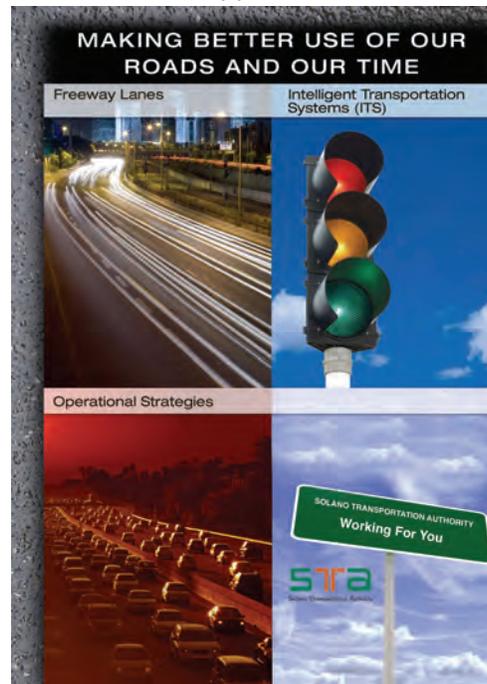
INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

- Ramp Meters
- Closed Circuit Television (CCTV) cameras
- Vehicle Detection Systems (VDS)
- Changeable Message Signs (CMS)
- Highway Advisory Radio (HAR)
- Communications Network

OPERATIONAL STRATEGIES

- Traffic Incident Management
- Emergency Management
- Active Traffic Management
- Diversion Management
- Lane Management
- Speed Harmonization – Variable Speed Limits
- Adaptive Ramp Metering
- Express Lanes (High Occupancy Toll or HOT Lanes)

The toolbox being an interactive tool will enable the STA to post it on the STA website and can also be provided to other agencies for posting on their websites and other public postings.



Fact Sheets

The purpose of the fact sheets is to provide brief summary material on the key ITS strategies. The intended audience includes the public and other non-technical readers who want more information on what these types of system management strategies are. The fact sheets provide valuable information on what the Solano Transportation Authority can use in its system management set of strategies to manage congestion.

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DATE: February 1, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Highway Projects Status Report:
1.) I-80/I-680/SR 12 Interchange
2.) I-80 EB Cordelia Truck Scales Relocation
3.) North Connector
4.) I-80 HOV Lanes: Red Top Road to Air Base Parkway
5.) I-80 HOV Lanes Vallejo/Fairgrounds Access
6.) Jepson Parkway
7.) State Route 12 (Jameson Canyon)
8.) State Route 12 East SHOPP Project
9.) I-80 SHOPP Rehabilitation Projects

Background:

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. With the passage of the Proposition 1B Bond in November 2006, the county was able to secure additional funding from the Corridor Mobility Improvement Account (CMIA) for the State Route (SR) 12 Jameson Canyon and the I-80 High Occupancy Vehicle (HOV) Lanes projects. In addition, the I-80 Eastbound Cordelia Truck Scales Relocation Project received nearly \$50 million in funding from the Trade Corridor Improvement Fund of Proposition 1B.

Discussion:

The following provides an update to major highway and reliever route projects in Solano County:

1.) I-80/I-680/SR 12 Interchange Project

The Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) Report is being reviewed by Caltrans with an anticipated release date of Late February/early March for a 60-day public comment period. Two full-build alternatives (Alternatives B and C) and two first phases (Alternative B Phase I and Alternative C Phase I) are currently being considered for the improvement of the I-80/I-680/SR 12 Interchange relocation, upgrade, and expansion of the westbound truck scales on I-80. Alternatives B and C each include an option (Option 1 or Option 2) for improvements to SR12 east (SR12E).

STA staff is working with Caltrans and the California Transportation Commission (CTC) to secure the \$24 million Proposition 1B CMIA savings from the I-80 High Occupancy Vehicle (HOV) Lanes Project to the Interchange. In addition, STA has initiated the environmental document for the Gordon Valley Waterline relocation work which is necessitated by the Interchange.

2.) I-80 EB Cordelia Truck Scales Relocation Project

The truck scales substantially contribute to the congestion and safety concerns on I-80 because of the large number of trucks exiting and entering I-80 and the close proximity of the scales to both the Suisun Valley Road and I-680 and SR 12 E interchanges. Congestion leads to closure of the truck scales when queuing trucks begin to back up onto the mainline freeway. The proposed project is to construct a larger, more efficient truck scale facility on eastbound I-80 approximately ½ mile to the east of the current facility in a large oval configuration. Associated on- and off-ramps would be constructed, and, upon completion of the project, the existing facility would be demolished.

The Environmental Impact Report/Environmental Assessment (EIR/EA) environmental document was approved by Caltrans in late October 2009. STA's consultants submitted the 65% Plans, Specifications & Estimate (PS&E) to Caltrans in late October. Right of Way appraisals by Caltrans are expected to begin over the next two months for the property acquisitions associated with this Project. Construction will begin by 2011. STA is initiating discussions with Caltrans to complete a cooperative agreement for the construction activities.

3.) North Connector Project

The North Connector Project is a new intra-city/county roadway to provide a parallel arterial to ensure the local roadway system can serve local traffic and I-80 can better serve regional traffic through the I-80/I-680/SR 12 interchange area.

The Project consists of four lanes from Chadbourne Road at SR 12 East heading north to Abernathy Road and continuing west (parallel to I-80) over a new bridge at Suisun Creek (this segment is the Suisun Parkway), the new road will connect to the local development project (Fairfield Corporate Commons Project). In addition, the North Connector would construct a two-lane roadway, west from the existing Business Center Drive to SR 12 (Jameson Canyon) at Red Top Road.

Construction on the East End began with the new signals and turn lanes at I-80 /Abernathy which was completed in the fall of 2009. Right-of-Way acquisition for the East End new 4-lane road and new bridge over Suisun Creek is on-going. Construction began in the Summer of 2009 with completion for this segment expected by late summer 2010. Coordination with the City of Fairfield's adjacent project has been on-going.

4.) I-80 HOV Lanes Project: Red Top Road to Air Base Parkway

This project includes an additional lane in each direction on I-80 for High Occupancy Vehicle (HOV) use between the I-80/Red Top Road Interchange East to approximately 0.5 miles east of the I-80/Air Base Parkway Interchange. The HOV lanes, 8.7 miles in length, was opened in November 2009.

5.) I-80 HOV Lanes/Fairgrounds Access

The Project Study Report (PSR) for the I-80 HOV Lane/Fairground Access Project was completed last year. The next step is to begin the environmental document for both elements of this PSR, the HOV lanes and the Fairground Access. These two elements can proceed independently as it has been determined no nexus exists between these two improvements.

The City of Vallejo, the County of Solano and STA are moving forward with the initiation of the environmental document for the I-80/Redwood Parkway interchange reconfiguration and the local road improvements. Caltrans has approved STA as the lead for the California Environmental Quality Act (CEQA), the necessary cooperative agreement with Caltrans has been developed and is being signed, and the three agencies are drafting the funding agreement for the work.

6.) Jepson Parkway Project

STA, in conjunction with the cities of Fairfield, Suisun City, and Vacaville and Solano County, will construct improvements along a 12-mile-long corridor between I-80 in Vacaville and State Route (SR) 12 in Suisun City. The project would widen from two to four lanes and/or upgrade and link a series of existing local two- and four-lane roadways, as well as construct an extension of an existing roadway, to provide a safe, convenient north-south alternative to I-80 and SR 12 for local travel between neighborhoods and jurisdictions in central Solano County. The project includes safety improvements such as roadway medians, traffic signals, standard shoulders, separate turn lanes, and a railroad grade separation. It will construct a separated and landscaped continuous bike lane/pedestrian path to encourage non-motor travel and accommodate future implementation of bus service, including one local and one express route. The project is designed to meet the objectives of the 2000 Jepson Parkway Concept Plan. It is named for Willis Linn Jepson, who was born near Vacaville and was one of America's greatest regional botanists and interpreters of California flora. Since 2002, STA has been working to prepare alignment plans for the four (4) Environmental Impact Report/Environmental Impact Statement (EIR/EIS) alternatives and to complete a range of environmental studies. The overall estimated construction cost of the remaining segments is estimated at \$185 million.

The Final EIR was certified by the STA Board for in March 2009. STA is working with Caltrans to have the EIS portion of the document completed. Prior to obtaining the EIS, the Biological Opinion from the US Fish and Wildlife Service (USFWS) is required. Draft guidance on the BO has been received from the USFWS. An allocation request of \$2.4 million in State Transportation Improvement Program (STIP) programmed funds for PS&E was made to the CTC in June 2009, however, due to the State budget crisis, the allocation has not been approved by the CTC. Staff is exploring other options to keep this project moving forward with various partner agencies.

7.) State Route 12 (Jameson Canyon) Project

The existing State Route (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 upgrade the highway to current standards from I-80 in Solano County to SR 29 in Napa County. The purpose of this Project is to add capacity to relieve traffic congestion and upgrade the facility to improve safety and operations along the route.

STA's consultants have submitted the 100% PS&E packages to Caltrans Headquarters (HQ) for both construction contracts, Napa and Solano. Right-of-Way offers for a majority of the property acquisitions required for this project, in both Napa and Solano Counties have been made. The scheduled Ready to List (RTL) commitment to the CTC for this Project is April 2010.

8.) State Route 12 East Projects

On March 30, 2009, Caltrans hosted a ground breaking for the SR 12 East SHOPP project. This project began construction in 2009 and will take two years to complete. Construction progress on this project has been significant with several traffic shifts already made. The next safety project, a \$9 million shoulder widening from Azevedo Road to Liberty Island Road, is currently proposed in the Draft 2010 SHOPP Program for Fiscal Year 2010-11 between SR 113 and Rio Vista.

9.) I-80 SHOPP Rehabilitation Projects (Vacaville to Vallejo)

Caltrans has over \$120 million of State Highway Operations & Protection Program (SHOPP) rehabilitation projects programmed for I-80 between Vacaville and Vallejo. This project started in Fiscal Year (FY) 2007-08 with work in the cities of Vacaville and Vallejo. This work occurred concurrently with the construction of the new I-80 HOV lanes project.

Approximately 4.5 miles of this project overlapped with the I-80 HOV Project: Red Top Road to Air Base Parkway, which was designed by the STA. Because of this overlap, the I-80 HOV Lane Project and this segment of the SHOPP Project were staged for coordination during construction. The final overlay work within the limits of the I-80 HOV lanes will occur after the I-80 HOV lanes construction is completed. Caltrans is still on schedule for this rehabilitation work

The roadway rehabilitation projects listed along I-80 in Solano County summary are as follows:

Vallejo

Tennessee to American Canyon	Completed
American Canyon to I-680	Completed

Fairfield

SR 12 East to Air Base Pkwy	Under Construction
SR 12 East to Leisure Town (Ramps)	Pending FY 2009-10

Vacaville

Air Base Pkwy to Leisure Town	Completed
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Recommendation:

Informational.



DATE: February 1, 2010
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: Regional Transportation Impact Fee (RTIF) Update

Background:

On December 10, 2009, the STA Board adopted the Regional Transportation Impact Fee (RTIF) Nexus Study Scope of Work and authorized the Executive Director to issue a Request for Proposals (RFP) for consultant services. Since January 2009, STA staff has worked with Economic Planning Systems (EPS) and three RTIF committees to develop the RTIF Nexus Study (see flow chart on Attachment A):

- RTIF Technical Working Group, (6 meetings to date),
Public Works & Planning Directors who review the technical feasibility and correctness of STA and EPS staff documents and proposals prior to review by other committees.
- RTIF Stakeholders Committee, (3 meeting to date),
Various elected officials, development industry leaders, and interested parties review RTIF documents and proposals prior to review by the RTIF Policy Committee.
- RTIF Policy Committee, (4 meetings to date),
Mayors, City Managers, County Administrators Office (CAO) representative, and Board of Supervisors representative review RTIF documents and proposals for policy implications prior to review by the STA's advisory committees and the STA Board.

Discussion:

RTIF Development Schedule

Attachment B is the current schedule for the STA's Nexus Study, showing when each group will meet and what items will be on their agendas for information and action. The schedule estimates completing the Nexus Study by September 2010 and consider implementation of an RTIF by the end of 2010. RTIF Technical and Stakeholders groups are scheduled to meet on even months while the Policy Committee meets on odd months.

During December 2009 and January 2010, the RTIF committees have reviewed and recommended project eligibility and ranking criteria. This is the first step towards narrowing the list of projects to include in the nexus study and prioritizing projects for a potential RTIF Project Funding Program.

The only eligibility criteria adopted was to "Only Include projects included in the Comprehensive Transportation Plan (CTP)", meaning projects not in the CTP are ineligible for RTIF funds. Since the CTP is still being updated, there is still time for projects to be added or removed.

CTP included projects are the regionally important projects identified to help increase mobility, travel safety, and economic vitality by 2035. Only capital projects, such as roadway

improvements and transit centers, are legally eligible to spend impact fee funds. To help clarify the difference between the CTP project list and those projects eligible for the RTIF, STA staff is asking for each agency to comment by February 19, 2010 on a Draft RTIF projects list derived from the draft CTP list, which only lists roadway and transit capital projects.

This RTIF list of projects will serve as the macro list of projects to be evaluated by the STA's RTIF consultants, Economic Planning Systems (EPS), utilizing the RTIF criteria recommended for use by the RTIF Policy Committee at their January 13, 2010 meeting. The updated RTIF list will then be provided to the three RTIF Committees prior to approval by the STA Board at either their March or April meeting.

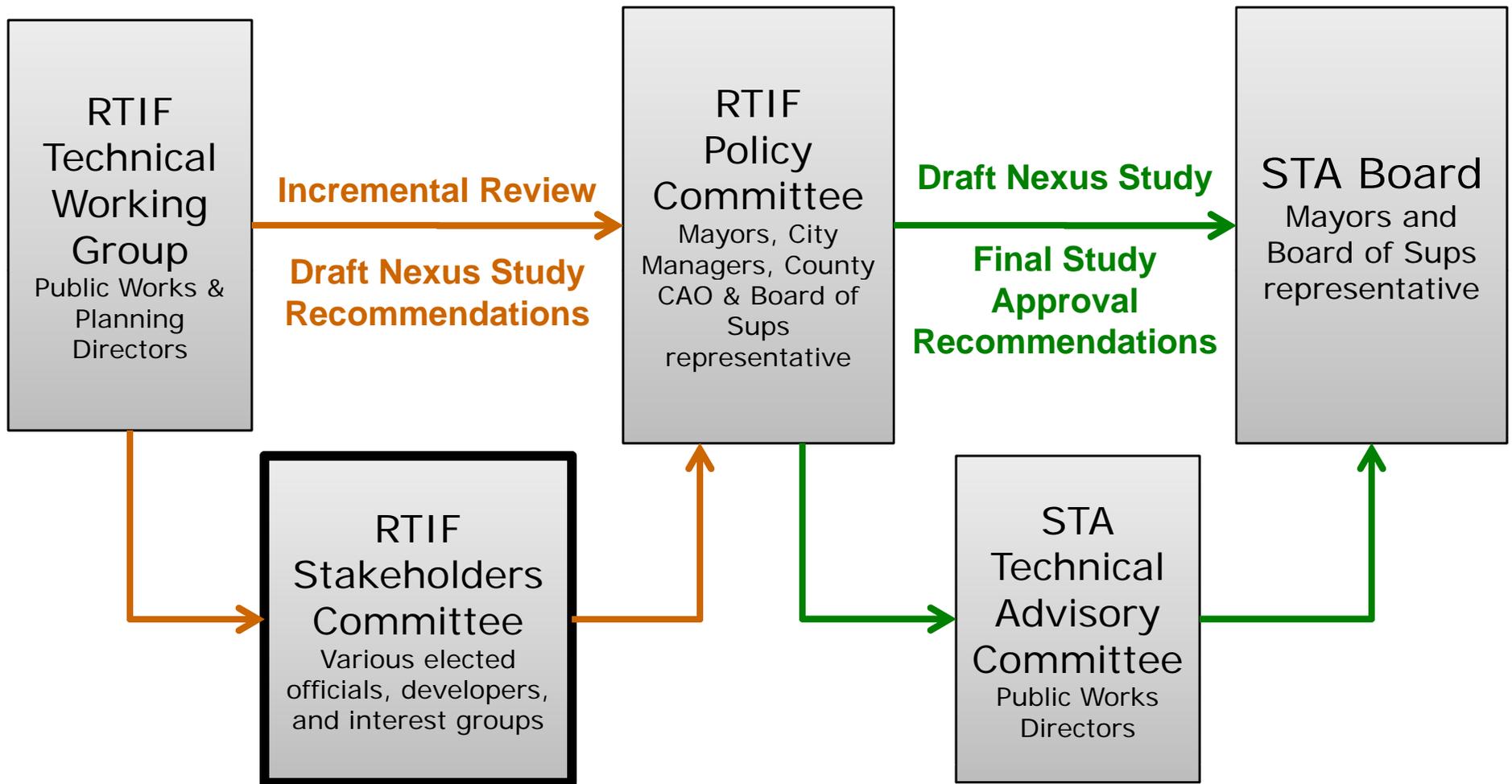
The next items to be reviewed by the RTIF committees will be how other counties applied their RTIF criteria to develop a list of projects and allocate RTIF funds using their allocation and program implementation options. STA staff will bring back five or six illustrative projects from the RTIF project list to demonstrate how they might be addressed through the various RTIF allocation options.

Recommendation:
Informational.

Attachments:

- A. Regional Transportation Impact Fee (RTIF) Committee Flow Chart, 09-18-09.
- B. Regional Transportation Impact Fee (RTIF) Development Schedule, 09-18-09.
- C. RTIF Project Selection Criteria (Absolute/Eligibility and Ranking Criteria), 01-13-10
- D. RTIF Draft Project List, 12-17-09

Overview of study approval process



The purpose of **Stakeholders committee** will be to review the study and development of a proposed Regional Transportation Impact Fee (RTIF) on new development (e.g., new homes, businesses, and industry) to help fund transportation projects in Solano County.

Solano Transportation Authority

Regional Transportation Impact Fee (RTIF), Summary of Meetings and Discussion Items

Last Updated: 11-05-09

2009	Technical Working Group (2 nd Thurs)		Stakeholder Committee (4 th Thurs)		Policy Committee (2 nd Weds)	
	Date	Items	Date	Items	Date	Items
April	04-01-09	<ul style="list-style-type: none"> • Intro to EPS • Draft Timeline • Modeling Update • Local Impact Fee Projects 			04-08-09	<ul style="list-style-type: none"> • Board Approves RTIF Outreach
May					05-04-09	<ul style="list-style-type: none"> • Intro to EPS • Draft Timeline • Recommend Governance Model to STA Board • Adopts Stakeholder committee
June						
July	07-22-09	<ul style="list-style-type: none"> • Review Capital Project Criteria • Modeling Update 				
Aug	08-19-09	<ul style="list-style-type: none"> • Review revised Capital Project Criteria • Modeling Update 				
Sept			09-17-09	<ul style="list-style-type: none"> • Intro to EPS, Draft Timeline • Collect Concerns 		
Oct	10-15-09	<ul style="list-style-type: none"> • Review revised Capital Project Criteria • Modeling Update • Review Program Implementation Options 	10-22-09	<ul style="list-style-type: none"> • Review revised Capital Project Criteria • Review Program Implementation Options 		
Nov						
Dec	12-10-09	<ul style="list-style-type: none"> • <u>Recommend Capital Project Criteria</u> • <u>Recommend Program Implementation Options</u> • Review draft RTIF Project List & Costs based on criteria 	12-17-09	<ul style="list-style-type: none"> • <u>Recommend Capital Project Criteria</u> • <u>Recommend Program Implementation Options</u> • Review draft RTIF Project List & Costs based on criteria 	12-09-09	<ul style="list-style-type: none"> • Review revised Capital Project Criteria • Review Program Implementation Options

	Technical Working Group (2 nd Thurs)		Stakeholder Committee (4 th Thurs)		Policy Committee (2 nd Weds)	
2010	Date	Items	Date	Items	Date	Items
Jan					01-13-10	<ul style="list-style-type: none"> • <u>Recommend Capital Project Criteria</u> • <u>Recommend Program Implementation Options</u> • Review draft RTIF Project List & Costs based on criteria
Feb	02-11-10	<ul style="list-style-type: none"> • <u>Recommend RTIF Project List & Costs</u> • Review Cost Allocation Method • Review preliminary Fee schedule 	02-25-10	<ul style="list-style-type: none"> • <u>Recommend RTIF Project List & Costs</u> • Review Cost Allocation Method • Review preliminary Fee schedule 		
Mar					03-10-10	<ul style="list-style-type: none"> • <u>Recommend RTIF Project List & Costs</u> • Review Cost Allocation Method • Review preliminary Fee schedule
Apr	04-08-10	<ul style="list-style-type: none"> • <u>Recommend Cost Allocation Method</u> • <u>Recommend preliminary Fee schedule</u> 	04-22-10	<ul style="list-style-type: none"> • <u>Recommend Cost Allocation Method</u> • <u>Recommend preliminary Fee schedule</u> 		
May					05-12-10	<ul style="list-style-type: none"> • <u>Recommend Cost Allocation Method</u> • <u>Recommend preliminary Fee schedule</u>
June	06-10-10	<ul style="list-style-type: none"> • Review Draft Nexus Study Report 	06-10-10	<ul style="list-style-type: none"> • Review Draft Nexus Study Report 		
July					07-14-10	<ul style="list-style-type: none"> • Review Draft Nexus Study Report
Aug	08-12-10	<ul style="list-style-type: none"> • <u>Recommend Draft Nexus Study Report</u> 	08-26-10	<ul style="list-style-type: none"> • <u>Recommend Draft Nexus Study Report</u> 		
Sept					09-08-10	<ul style="list-style-type: none"> • <u>Recommend Draft Nexus Study Report</u>
Oct	10-14-10	<ul style="list-style-type: none"> • Assist with RTIF Implementation 	10-21-10	<ul style="list-style-type: none"> • Assist with RTIF Implementation 	10-13-10	<ul style="list-style-type: none"> • Assist with RTIF Implementation

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Table 1
Staff Recommendations Based on Input Received on RTIF Project Screening Criteria¹

Screening Criteria ²	Description	Input Received	Recommendation		
			Working Group	Stakeholders	STA Staff
Absolute Criteria³					
Included in the CTP	Only Include projects included in the Comprehensive Transportation Plan (projects not in the CTP are ineligible for RTIF funds)	Consensus to include as a criteria but some want to modify slightly to add flexibility	Yes, but allow flexibility for County facilities	Yes	Yes
Included in local fee program(s)	Eliminate projects already included in local fee programs	Majority want to exclude	No	No	No
Policy Committee Priority Projects	Include projects selected / approved by Policy Committee	Majority want to exclude	No	No	No
No existing deficiencies	Eliminate projects that address existing deficiencies	Consensus to exclude	No	No	No
Exclude State / Federal Facilities	Exclude projects located on State or federally maintained facilities	Majority want to exclude as an absolute criteria, some want considered in ranking	No	No	No
Located in unincorporated area	Only include projects at least partially located in unincorporated areas	Consensus to exclude as a criteria	No	No	No
Ranking Criteria³					
Regional significance	Prioritize or rank projects based on the absolute or relative number of new regional trips	Majority want to include but seek more detail on its application	Yes	Yes	Yes
Regional divergence	Prioritize projects that divert new trips from a congested mainline (e.g. I-80) to a less congested alternative (e.g. North Connector)	Majority want to include but seek more detail on its application	Yes	Yes	Yes
Projected traffic characteristics	Prioritize projects that achieve desired traffic threshold (such as LOS, Vehicle Hours of Delay, AADT, Volume to Capacity ratios, travel time reliability) or safety standard	Majority want to include but seek more detail on its application	Yes	Yes	Yes
Reduction in GHG	Prioritize projects that reduce emission of Green House Gases	Split on inclusion but consensus about difficulty in accurate measurement	Yes	No (10-7 vote)	Yes, focusing on VMT / VHD reduction and mode shift
Funding strategy	Prioritize projects that improve the ability of County jurisdictions / agencies to attract/leverage funds from other sources	Generally supported with some sentiment to ensure the RTIF project list is small	Yes	Yes	Yes
Regional Equity	Focus on achieving regional equity (e.g., roughly equal proportion of project costs by jurisdiction or fee district)	Majority agree the importance of this criteria will depend on implementation	No	No	No, will be addressed in implementation
Facility type or controlling authority	Prioritize improvements to local, and to a lesser extent State, over Federal facilities	No clear consensus on prioritization but majority want flexibility	No	No	No
Constrained time horizon	Prioritize projects expected to be initiated sooner	Majority want to exclude	No	No	No, but link to Funding Strategy
Also address existing deficiencies	Prioritize facilities that have existing deficiencies	Majority want to exclude	No	No	No

(1) It is possible that a hybrid of these options, or others not considered here, can serve as the basis for the final fee.

(2) Screening criteria assume all projects comply with AB 1600 and are not already fully funded by another source.

(3) Absolute criteria determine whether a project is "in" or "out" while ranking criteria used to evaluate projects that are "in"

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Project Status key:
Permitted and Ready to Construct – all permits and funding secured
Designed – greater than 35% PS&E and an approved environmental document
Preliminary Design – greater than 10% but less than 35% PS&E
Planned – less than 10% PS&E

Agenda Item VI.A
 January 13, 2010

ATTACHMENT A

RTIF DRAFT PROJECT LIST
 (December 17, 2009)

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 003	Benicia	I-680, Benicia Bridge to I-80	Arterials, Highways and Freeways - Freeway	Construct one additional mixed-flow lane in each direction. <i>This project is not identified in I-680 Freeway Performance Initiative.</i> This is a Route of Regional Significance.	Planned
09CTP 005	Benicia	I-780 (E. 2nd to E. 5th) Lanes	Arterials, Highways and Freeways - Freeway	Construct mixed-flow lane and interchange improvements for each direction of I-780 per the I-80/I-680/I-780 Corridor Operations Improvement Plan. This is a Route of Regional Significance.	Planned
09CTP 006	Benicia	I-780 (Columbus Pkwy to Military West) Lanes	Arterials, Highways and Freeways - Freeway	Construct mixed-flow lane and interchange improvements for each direction of I-780 per the I-80/I-680/I-780 Corridor Operations Improvement Plan. This is a Route of Regional Significance.	Planned
09CTP 001	Benicia	I-680/Lake Herman Road Interchange	Arterials, Highways and Freeways - Arterial	Install traffic signals and construct interchange improvements at I-680/Lake Herman Road. This project will link a rail station to an intermodal transportation station. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 007	Benicia	I-680/Bayshore/ Industrial Interchange Connections	Arterials, Highways and Freeways - Arterial	Install traffic signals and related traffic control and circulation improvements. This is a Route of Regional Significance.	Planned
09CTP 008	Benicia	I-780/Southhampton/ West 7th Interchange Ramps	Arterials, Highways and Freeways - Arterial	Upgrade ramps to meet current standards and traffic demand. This is a Route of Regional Significance.	Planned
09CTP 009	Benicia	I-780/East 2nd Street Interchange Ramps	Arterials, Highways and Freeways - Arterial	Upgrade ramps to meet current standards and traffic demand. This is a Route of Regional Significance.	Planned
09CTP 010	Benicia	Columbus Parkway Reliever Route (I-780 to City Limits)	Arterials, Highways and Freeways - Arterial	Widen Columbus Parkway from 2 to 4 lanes from I-780 to the City Limits with Vallejo. This is a Route of Regional Significance.	Planned
09CTP 013	Benicia	New Transfer/Park-n- Ride Facilities	Transit - Rideshare	Construct new facilities at a) First St./Downtown (Rte. 78), (Design) b) Military at Southampton Rd. (Rte. 78), (Design) and c) intersection of Park Rd./Industrial Way (Rte. 40) (Planned). This is a Facility of Regional Significance. May include local and express bus and park-and-ride. These are RM-2 funded facilities.	Planned
09CTP 028	Benicia	Construct Benicia Multi-Modal Rail Station	Transit – Bus	Construct new Capitol Corridor train station at Lake Herman Road. This is a Facility of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 238	Benicia	Construct Benicia Intermodal Transportation Station	Transit – Bus	Construct new multi-modal transportation center in I-680/Lake Herman Road area. May include local and express bus bays and park-and-ride facilities. May provide short-range shuttle to future Capitol Corridor train station. This is a Facility of Regional Significance.	Planned
09CTP 221	Dixon	West B Street Pedestrian Undercrossing/ rail platform access tunnel	Alt Modes – Bike/Ped	Provide a grade separated pedestrian under crossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center (B Street Pedestrian Under-Crossing Project). Tunnel undercrossing removes existing at-grade ped crossing with 500 pedestrian trips daily. Can also be incorporated into platform access to proposed future pedestrian rail station. This is a Facility of Regional Significance.	Preliminary Design
09CTP 226	Dixon	Downtown Dixon Multi-Modal Rail Station/ Transportation Center	Transit – Rail or Ferry	Construct a Capitol Corridor passenger train station in downtown Dixon. A ticket station/ passenger depot and parking lot have been constructed. This is a Facility of Regional Significance.	Preliminary Design
09CTP 212	Dixon	I-80/Pedrick Rd. Interchange	Arterials, Highways and Freeways - Freeway	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Planned
09CTP 213	Dixon	I-80/SR 113 Interchange	Arterials, Highways and Freeways - Freeway	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Planned
09CTP 214	Dixon	I-80/Pitt School Rd. Interchange	Arterials, Highways and Freeways - Freeway	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 215	Dixon	I-80/West A St. Interchange	Arterials, Highways and Freeways - Freeway	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Planned
09CTP 222	Dixon	Pedrick Road Overcrossing	Alt Modes – Bike/Ped	Provide a grade separated over crossing of the Union Pacific Railroad tracks at Pedrick Road (Pedrick Road Over-Crossing Project). Proposed Over-Crossing Project includes 2 travel lanes in each direction plus Class I bike/ped facility. This is a Route of Regional Significance.	Planned
09CTP 225	Dixon	I-80 corridor Park-n-Ride lots	Transit - Rideshare	Construct new and ride lots adjacent to I-80 at the following locations: a) West A Street b) SR 113 c) Pedrick Road	Planned
09CTP 216	Dixon	SR 113 relocation to Kidwell Road interchange	Arterials, Highways and Freeways - Highway	Relocate SR 113 out of the Dixon City Limits on the Midway-Kidwell Road alignment. This is a Route of Regional Significance. <i>This project is an option identified in the SR 113 MIS.</i>	Study
09CTP 170	Fairfield	I-80/Green Valley Rd. Interchange	Arterials, Highways and Freeways - Freeway	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. This is a Route of Regional Significance.	Preliminary Design
09CTP 171	Fairfield	I-80/Suisun Valley Rd. Interchange	Arterials, Highways and Freeways - Freeway	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. This is a Route of Regional Significance.	Preliminary Design
09CTP 179	Fairfield	I-80/Red Top Road Interchange	Arterials, Highways and Freeways - Freeway	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. This is a Route of Regional Significance.	Preliminary Design

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 180	Fairfield	I-680 and Red Top Road Interchange	Arterials, Highways and Freeways - Freeway	Construct a new interchange. This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. This is a Route of Regional Significance.	Preliminary Design
09CTP 185	Fairfield	Peabody Road Bridge overcrossing at Union Pacific Railroad	Arterials, Highways and Freeways - Arterial	Convert current at-grade crossing to grade-separated 4-lane structure, with Class I bike/ped facility. Construction will occur as part of Fairfield/Vacaville Train Station. Construction expected by 2014. This is a Route of Regional Significance.	Preliminary Design
09CTP 174	Fairfield	Manuel Campos Pkwy from Mystic Drive to Dickson Hill Rd.	Arterials, Highways and Freeways - Arterial	Construct a 4-lane arterial across the Putah South Canal to close gap in Manuel Campos Parkway. This is a Route of Regional Significance.	Preliminary Design
09CTP 188	Fairfield	I-80/Red Top Park-and-Ride lot	Transit - Rideshare	Construct a 500 space park-and-ride lot on Red Top Road at I-80. A 200 space first phase is in Design. Construction of first phase is planned for the end of 2010. This is a Facility of Regional Significance.	Preliminary Design
09CTP 185	Fairfield	Peabody and Vanden Roads - Fairfield/Vacaville Multi-modal Rail Station	Transit – Rail or Ferry	Construct a local/regional bus, park-and-ride lot and Capitol Corridor train station at the intersection of Vanden and Peabody roads. Develop high-density mixed use development immediately adjacent to the station. Project in Design and targeted for completion by 2014. This is a Transit Facility of Regional Significance.	Preliminary Design
09CTP 168	Fairfield	I-80 from Travis Blvd to Air Base Pkwy	Arterials, Highways and Freeways - Freeway	Construct mixed-flow lane in each direction. This is a Route of Regional Significance.	Planned
09CTP 189	Fairfield	I-80/West Texas St Ramp Improvement	Arterials, Highways and Freeways - Freeway	Reconfigure I-80 Eastbound Off Ramp to West Texas Street and Fairfield Transportation Center. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 121	Fairfield	SR 12 and Red Top Road/ Business Center Drive Interchange	Arterials, Highways and Freeways - Arterial	Construct a new interchange linking the North Connector, Red Top Road and SR 12. This is a Route of Regional Significance.	Planned
09CTP 175	Fairfield	Manuel Campos Pkwy from Dickson Hill Rd. to Clay Bank Rd.	Arterials, Highways and Freeways - Arterial	Widen from 2-lanes to 4-lanes This is a Route of Regional Significance.	Planned
09CTP 176	Fairfield	Cement Hill Rd.(Future Manuel Campos Pkwy) from Clay Bank Rd. to Peabody Rd.	Arterials, Highways and Freeways - Arterial	Widen from 2-lanes to 4-lanes. This is a Route of Regional Significance.	Planned
09CTP 181	Fairfield	SR 12 and Beck Avenue Interchange	Arterials, Highways and Freeways - Arterial	Replace the existing SR 12/Beck at-grade intersection with a new grade-separated interchange. This is a Route of Regional Significance.	Planned
09CTP 182	Fairfield	SR 12 and Pennsylvania Avenue Interchange	Arterials, Highways and Freeways - Arterial	Replace the existing SR 12/Pennsylvania at-grade intersection with a new grade-separated interchange. This is a Route of Regional Significance.	Planned
09CTP 190	Fairfield	I-680 Gold Hill Park-and-ride lot	Transit - Rideshare	Construct 200 space park and ride lot Gold Hill Road at I-680.	Planned
09CTP 193	Fairfield	Expand Fairfield Transportation Center	Transit – Bus	Construct expansion of existing parking garage at Beck and Cadenesso drives, with a net addition of 1,000 parking spaces. The site currently serves as a regional park-and-ride lot and bus station for express and local services. First phase of expansion to expand from 640 to approximately 1,000 spaces is environmentally cleared. This is a Facility of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 199	Rio Vista	SR 12/Church Street and Amerada Intersections	Arterials, Highways and Freeways - Arterial	Improve the intersection of SR 12 and Church Street, with the option of including a park-and-ride lot. A PSR is being prepared for the project. This is a Route of Regional Significance.	Preliminary Design
09CTP 034	Solano County	I-80 and SR 37 – Fairgrounds	Arterials, Highways and Freeways - Arterial	Improve Fairgrounds Drive and Redwood Parkway, including the Redwood Parkway – I-80 Interchange, from SR 37 to Redwood Parkway. A Project Study Report for the project is complete. This is a Route of Regional Significance.	Preliminary Design
09CTP 037	Solano County	Jepson Parkway to the north and south gates of Travis Air Force Base	Arterials, Highways and Freeways - Arterial	Construct improvements to Petersen Road, Canon Road, and North Gate Road. This is a Route of Regional Significance.	Preliminary Design
09CTP 026	Solano County	I-80 from Leisure Town Road to Kidwell Road	Arterials, Highways and Freeways - Freeway	Construct one additional mixed-flow lane in each direction. This project was also submitted by the City of Dixon. This is a Route of Regional Significance.	Planned
09CTP 027	Solano County	I-80 from Carquinez Bridge to SR 37	Arterials, Highways and Freeways - Freeway	Improve traffic flow and safety through Vallejo, including consolidating ramps. This is a Route of Regional Significance.	Planned
09CTP 031	Solano County	Improve SR 113, including possible alternate alignments near Dixon	Arterials, Highways and Freeways - Highway	Widen SR 113 and consider realigning it outside of the City of Dixon to improve traffic flow. A Major Investment Study has been completed. This is a Route of Regional Significance.	Planned
09CTP 035	Solano County	Widen Peabody Road from 2 to 4 lanes	Arterials, Highways and Freeways - Arterial	Widen Peabody Road to 2 lanes in each direction, plus a Class 2 bike/ped facility. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 036	Solano County	Improve the County Routes of Regional Significance	Arterials, Highways and Freeways - Arterial	Construct improvements to various County roads, including Lake Herman Road, Lopes Road, Lyon Road, McCormack Road, Midway Road, Pedrick Road, Rockville Road and Suisun Valley Road. This is a Route of Regional Significance.	Planned
09CTP 039	Solano County	I-80 - Pedrick Road – Tremont Road – Kidwell Road area	Arterials, Highways and Freeways - Arterial	Construct various transportation improvements to accommodate projected increasing traffic in the north Dixon limited industrial area. This is a Route of Regional Significance.	Planned
09CTP 061	Suisun City	Main Street Improvements (Phase 2)	Arterials, Highways and Freeways - Arterial	Pavement, curb, sidewalk and utility enhancements along Main Street from Morgan Street to Highway 12. A portion of this project is funded by ARRA. This is a Route of Regional Significance.	Designed
09CTP 060	Suisun City	Cordelia Rd. from I-680 to SR 12	Arterials, Highways and Freeways - Arterial	Widen Cordelia Road from 2 lanes to 4, plus Class 2 bike lanes, from Pennsylvania Avenue to Lopes Road. This is a multiphase project. This is a Route of Regional Significance.	Planned
09CTP 075	Suisun City	Railroad Avenue Widening and Realignment (Middle and East Segment)	Arterials, Highways and Freeways - Arterial	Widen and reconstruct Railroad Avenue from Sunset Avenue to Humphrey Drive to a 3-lane arterial with class 2 bike lanes. Realign and widen Railroad Avenue from Humphrey Drive to East Tabor Avenue with new intersection at East Tabor Avenue and Olive Street. This is a multi-phase project. This is a Route of Regional Significance.	Planned
09CTP 076	Suisun City	Railroad Avenue Extension (West Segment)	Arterials, Highways and Freeways - Arterial	Extend Railroad Avenue from Marina Boulevard to Main Street/Highway 12 On-Ramp and make a signalized intersection at Main St/Hwy 12 On-Ramp. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 070	Suisun City	Rail Station Improvements	Alt Modes – Bike/Ped	General enhancements to the Suisun-Fairfield Train Station including improvements to the facility, corridor signage, traffic modifications, & rider experience. In addition, develop a project master plan consistent with the City’s planned PDA for the area. This is a Transit Facility of Regional Significance.	Planned
09CTP 084	Vacaville	I-505 SB/Vaca Valley Parkway	Arterials, Highways and Freeways - Arterial	Widen the SB off ramp at Vaca Valley Parkway and widen Vaca Valley Parkway to provide protected left turn pockets. Signalize the SB ramp intersection. This is a Route of Regional Significance.	Preliminary Design
09CTP 097	Vacaville	Phase 2 Vacaville Transportation Center	Transit – Bus	Phase 2 to include the construction of a three story, 400 car parking garage structure directly adjacent to bus transfer facility. This is a Transit Facility of Regional Significance.	Preliminary Design
09CTP 095	Vacaville	I-80 @ I-505 Weave Correction	Arterials, Highways and Freeways - Freeway	Construct weave corrections for WB traffic at the I-80/I-505 interchange and eliminate 4 to 3 WB lane drop at the interchange. This is a Route of Regional Significance.	Planned
09CTP 078	Vacaville	I-80 WB/Alamo Dr.-Merchant St On-Ramp	Arterials, Highways and Freeways - Arterial	Widen bridge over Alamo Creek and extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 079	Vacaville	I-80 WB/Mason St. On-Ramp	Arterials, Highways and Freeways - Arterial	Extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 080	Vacaville	I-80 WB/Davis-/Hickory St. On-Ramp	Arterials, Highways and Freeways - Arterial	Extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 081	Vacaville	I-80 EB/ Cliffside Dr. On-Ramp	Arterials, Highways and Freeways - Arterial	Widen bridge over Mason St. and extend EB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 082	Vacaville	I-80 EB/Davis St On-Ramp	Arterials, Highways and Freeways - Arterial	Widen bridge over Davis St. and extend EB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 085	Vacaville	I-505/Vaca Valley Pkwy Interchange.	Arterials, Highways and Freeways - Arterial	Widen the existing overcrossing to 3 lanes in each direction with protected turn pockets. Modify existing spread diamond to provide partial cloverleaf design. New bridge to accommodate pedestrian and Class 2 bicycle facilities. This is a Route of Regional Significance.	Planned
09CTP 088	Vacaville	Midway Rd. (Putah South Canal to I-80)	Arterials, Highways and Freeways - Arterial	Widen Midway Rd. in both directions to provide a 4-lane, un-divided arterial. This is a Route of Regional Significance.	Planned
09CTP 119	Vallejo	Vallejo Station Intermodal Terminal (Phases A and B)	Transit – Bus	Project consists of four parts: the bus transit facility, phases A and B of the ferry terminal parking structure, and the City Hall parking structure. Bus transit center permitted and ready to construct; ferry parking structure A is designed; B is prelim design; City Hall parking is planned. This is a Transit Facility of Regional Significance.	<i>Permitted and Ready to Construct</i>
09CTP 146	Vallejo	I-80 / Redwood Interchange	Arterials, Highways and Freeways - Freeway	Improve on/off ramp circulation from I-80. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 148	Vallejo	Fairgrounds Dr from SR 37 to Redwood	Arterials, Highways and Freeways - Freeway	Increase capacity of roadway segment. This is a Route of Regional Significance.	Planned
09CTP 114	Vallejo	SR 37 from Napa River Bridge to SR 121	Arterials, Highways and Freeways - Highway	Widen SR 37 from 2 to 4 lanes, plus shoulders. Maintain current median barrier. This is a Route of Regional Significance. Portions of this project are not in Solano County.	Planned
09CTP 116	Vallejo	Improve SR 29 through Vallejo	Arterials, Highways and Freeways - Highway	Pedestrian and landscaping improvements. This is a Route of Regional Significance.	Planned
09CTP 115	Vallejo	Improve SR 37/Mare Island Interchange and Azuar and Railroad from SR 37 to G St.	Arterials, Highways and Freeways - Arterial	Improve major roadways on and connecting to Mare Island. Some, but not all, of these are Routes of Regional Significance.	Planned
09CTP 117	Vallejo	Columbus Pkwy from Benicia Rd. to SR 37	Arterials, Highways and Freeways - Arterial	Widen Columbus Pkwy in each direction. Complete from SR 37 to Springs St. Springs St. to Benicia Road planned. This is a Route of Regional Significance.	Planned
09CTP 150	Vallejo	Mare Island Causeway	Arterials, Highways and Freeways - Arterial	Replace existing causeway bridge. This is a Route of Regional Significance.	Planned
09CTP 147	Vallejo	SR 37 / Fairgrounds interchange	Arterials, Highways and Freeways - Arterial	Improve on/off ramp circulation to SR 37. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 156	Vallejo	I-780/Lemon St./Curtola Pkwy. transit center	Transit - Rideshare	Construct a parking garage at the Lemon St. park-and-ride lot, with associated local and express bus facilities. Ultimately, construct a parking garage at the site. This is a phased project. This is a Transit Facility of Regional Significance.	Planned
09CTP 124	Vallejo	Upgrade/expand bus maintenance facilities	Transit – Bus	Improve efficiency and provide parking for new buses. This is a Transit Facility of Regional Significance.	Planned
09CTP 128	Vallejo	Mare Island Ferry maintenance facilities	Transit – Rail or Ferry	Construct Phases I and II of the Mare Island Ferry Maintenance Facility. This is a Transit Facility of Regional Significance.	Planned
09CTP 002	STA	I-80/I-680/SR12 Interchange	Arterials, Highways and Freeways - Freeway	Construct improvements to I-80/I-680/ SR 12 Interchange to reduce congestion, improve safety, accommodate future truck traffic and reduce cut-through traffic. The project will be built in phases. This is a Route of Regional Significance.	Preliminary Design
09CTP 033	STA	Jepson Parkway	Arterials, Highways and Freeways - Arterial	Construct a 4-lane continuous expressway from SR 12, along Walters Road, Cement Hill Road, Vanden Road and Leisure Town Road to I-80. The project includes transit pull-outs and shelters, and Class I bike/ped facilities. This is a multiphase project. Portions of the parkway are complete. Other portions are planned. This is a Route of Regional Significance.	Preliminary Design
09CTP 101	STA	I-80Auxiliary Lanes	Arterials, Highways and Freeways - Freeway	Construct Auxiliary Lanes on I-80 and I-680 per the I-80/I-680 /I-780 Corridor Operations Improvement Plan. This project was also submitted by the City of Vallejo. This is a Route of Regional Significance.	Planned
09CTP 236	STA	I-80 and I-680 HOV Lanes	Arterials, Highways and Freeways - Freeway	Construct new HOV Lanes: a) I-80 from the Contra Costa County line to SR 37 b) I-80 from SR 37 to Red Top Road c) I-80 from Airbase Parkway to I-505 d) I-80 from I-505 to the Yolo County line e) I-680 from the Benicia Bridge to I-80 This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 029	STA	SR 12 East improvements from I-80 to Rio Vista, including the Rio Vista Bridge	Arterials, Highways and Freeways - Highway	Widen SR 12 from 4 lanes to 6 lanes from I-80 through Suisun City. Widen SR 12 from 2 lanes to 4 lanes from Walters Road to Rio Vista. This includes replacing the Rio Vista Bridge over the Sacramento River. This is a Route of Regional Significance.	Planned
09CTP 183	STA	SR 113 from SR 12 to Midway Road Improvements	Arterials, Highways and Freeways - Highway	Improve curves, shoulders and pavement on SR 113 from SR 12 north to Midway Road, per the SR 113 Major Investment Study. This is a Route of Regional Significance.	Planned
09CTP 166	STA	McCormack Road	Arterials, Highways and Freeways - Arterial	Improve McCormack Road, Canright Road and Azevedo Road from SR 113 to SR 12 to provide a parallel alternate to SR 12. Improve the roadways to County standard travel lanes and shoulders. This is a Route of Regional Significance.	Planned
09CTP 032	STA	North Connector	Arterials, Highways and Freeways - Arterial	Construct a 4-lane roadway parallel to I-80, from Abernathy Road across the lower Suisun Valley, along Business Center Drive, connecting to SR 12. The West Segment will be a 2-lane roadway connecting Business Center Drive to SR 12 Jameson Canyon. This is a Route of Regional Significance.	Planned
09CTP 069	STA	Construct additional park-and-ride facilities	Transit - Rideshare	Construct park-and-ride facilities identified in the I-80/I-680/I-780 Corridor Study; review existing and proposed lot locations, and identify new locations to account for changes in development locations and commute patterns.	Planned
09CTP 217	Dixon	Parkway Blvd Overcrossing	Arterials, Highways and Freeways - Arterial	Construct a new overcrossing of the UPRR tracks, connecting Parkway Boulevard and Pitt School Road, includes 2 travel lanes in each direction plus Class I bike/ped facility. This project is not designated as a Route of Regional Significance at this time.	Designed

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 218	Dixon	Vaughn Road Railroad Bypass Project	Arterials, Highways and Freeways - Arterial	Construct a four-lane bypass route of Vaughn Road to connect to Pedrick Road without crossing the UPRR tracks. This project is not designated as a Route of Regional Significance at this time.	Planned
09CTP 083	Vacaville	I-80/California Drive Extension and Overcrossing	Arterials, Highways and Freeways - Arterial	Extend California Drive as 4-lane arterial from Marshall Road to Pena Adobe Road. Construct new 4-lane overcrossing @ I-80 with no freeway connections. This project is not designated as a Route of Regional Significance at this time.	Planned



DATE: February 1, 2010
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update

Background:

The STA Board has initiated an update of the Solano Comprehensive Transportation Plan (CTP). The CTP is the STA's primary long-range planning document and consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and, Transit. In December of 2008, the STA Board authorized an update of the CTP.

All aspects of the CTP are reviewed by the STA Technical Advisory Committee (TAC), and at least one of the Board Subcommittees established for each Element. Some items are reviewed by additional advisory committees, such as the Solano Express Intercity Transit Consortium, the Bicycle Advisory Committee (BAC), the Pedestrian Advisory Committee (PAC), and the Paratransit Coordinating Council (PCC).

On June 10, 2009, the STA Board authorized a Call for Projects for the CTP update. The County and the seven cities were asked to submit projects to STA no later than September 4, 2009. Letters asking for project submittals were sent to the Public Works and Planning directors of each jurisdiction, along with a list of projects currently in the CTP. On December 9, 2009, the STA Board released the Draft CTP Project List for a 60-day public comment period. The TAC review will occur before the comment period ends on February 9, 2010.

Discussion:

All three of the CTP Committees met during the January 20-25, 2010 time period to consider the CTP project list items for their Committee's area of responsibility. Each of the Committees recommended the project list be adopted with minor edits. The Consortium and TAC reviewed the project list on January 27, 2010. Two TAC members, Benicia and Rio Vista, asked for an additional month in order to receive final comments on projects from their respective City Councils. The complete project list will be reviewed again by the TAC at its February 24th meeting, and presented to the STA Board at its March 10th meeting.

The Committees also reviewed an analysis of the CTP goals, and how well each goal is or is not being achieved at this time. The Transit and Alternative Modes committees recommended the Transit "Gap Analysis" be adopted by the STA Board; the Arterials, Highways and Freeways Committee received their element's Gap Analysis at the meeting, but has not yet taken action. The Gap Analysis will be reviewed by the Consortium and TAC before being presented to the STA Board for final action.

Simultaneous to the CTP update, the Solano County Bicycle Master Plan and Solano County Pedestrian Master Plan, specific plans contained in the Alternative Modes Element, are being updated. These updates include an update in the criteria to identify projects that are included in the master plans, and criteria for prioritizing projects for funding. The project listing and prioritization criteria were jointly developed by STA staff and members of the Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC). The funding priority criteria have been reviewed by the TAC as an information item. Each of the cities and the County have identified projects for the Bicycle and Pedestrian master plans. In addition, STA has proposed projects, including those bicycle projects on the Regional Bicycle system network. The BAC and PAC will review the project lists and top funding recommendations at their meetings of February 17th and 18th respectively.

The bicycle and pedestrian project lists will be used to shape projects for the Regional Bicycle and Transportation for Livable Communities projects to be funded through the Metropolitan Transportation Commission's (MTCs) block grant program. Similarly, the CTP project list and the STA's funding priority meetings with the cities and county will also identify projects that may not fit within the Bicycle and Pedestrian master plans, but that will none the less advance TLC objectives. This process meets MTC's requirements for a call for projects.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: January 29, 2010
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Rail Service Status Update

Background:

The Capitol Corridor provides passenger rail service to Solano County, operating on tracks owned by the Union Pacific Railroad (UPRR). The tracks run for 41.5 miles, from the Solano/Yolo county border near Dixon to the Benicia-Martinez Bridge across the Carqinez Straits. Day-to-day management of the Capitol Corridor was assumed by the Bay Area Rapid Transit (BART) district in 1998, and exercised by the Capitol Corridor Joint Powers Authority (CCJPA). Each county served by the Capitol Corridor has 2 representatives on the CCJPA Board of Directors. The Solano representatives are Supervisor Spring and Mayor Augustine, with Mayor Batchelor serving as the alternate.

The UPRR rail line is primarily double track, but in some areas has additional tracks to provide access into industrial parks. A single-track rail line running through Jameson Canyon and connecting with the main UPRR line near Suisun City does not carry passenger trains. There are no major switching yards or storage or maintenance facilities for trains in Solano County, although there are a number of small sidings and spurs that serve specific businesses such as the Port of Benicia and Anheuser Busch in Fairfield.

The Capitol Corridor operates 8 train sets. The train sets are owned by the State of California. A train set consists of 1 locomotive and 4 to 5 passenger cars (1 of which also serves as a food service car). A train set has the capacity to carry from 320 to 350 passengers. Each car also has room for between 3 and 15 bicycles to be stored inside. Both the American Disabilities Act (ADA) accessible seats and the bicycle storage areas are on the downstairs deck of the car.

The Capitol Corridor trains make 16 weekday round trips, with 11 weekend round trips. All of these trips cover the Sacramento-Oakland Jack London Square corridor. Service to Auburn to the east and San Jose to the southwest is provided on a less frequent schedule. 32 trips per week day stop at the Suisun City station (16 westbound and 16 eastbound).

There is currently only 1 Capitol Corridor train station in Solano County, located in Suisun City at the corner of Main Street at Lotz Way, next to State Route (SR) 12. The station and surrounding property is owned by Suisun City. The station consists of a single building with two automated ticket machines, a concessioner's space and seating areas; covered out-of-doors passenger waiting areas; an uncovered passenger loading/unloading platform; and, a bus loading/unloading area with 2 bus shelters and room for 3 buses to park. Directly across Main Street is an 250 space Park and Ride lot, used by Capitol Corridor patrons, riders of SolanoExpress Route 90 and car poolers.

Discussion:

There are definite plans to add two stations in Solano County, with a potential for a third new station.

- The Fairfield-Vacaville station will be located where the UPRR tracks are crossed by Peabody Road. With the support of the STA, the City of Fairfield and the CCJPA have obtained a commitment to allow passenger service from the UPRR and Amtrak. In addition, the CCJPB has committed to provide the service once the Phase 1 Rail Station is completed. The station is funded, and is undergoing engineering design at this time. In addition, there is a land use plan for high density housing and mixed use development around the station. The area is designated as a Priority Development Area (PDA) by the Association of Bay Area Governments (ABAG).
- The Downtown Dixon station, to be located on West B Street/Jefferson Street, has an existing parking lot and train depot. However, there is no commitment to provide passenger train service. The UPRR has required modifications to the track/street crossings near the site before it will consider passenger train service. Dixon has consulted with the STA, CCJPA, and UPRR on the proposed project. Dixon is actively working to provide a passenger undercrossing to serve school and other pedestrian traffic at the site. This will also accommodate future passenger rail service.
- The City of Benicia has expressed interest in a passenger rail station on Lake Harman Road, just off of Interstate 680. There is no commitment from the UPRR to provide passenger rail service at this location.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: February 1, 2010
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: STA Funding Opportunities Report

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months. Attachment A provides further details for each program. Please distribute this information to the appropriate departments within your jurisdiction.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
1.	TIGER Grants for Surface Transportation	\$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis	N/A ¹
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Application Due On First-Come, First-Served Basis
3.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Application Due On First-Come, First Served Basis
4.	California Office of Traffic Safety (OTS) – Grants Made Easy	Unspecified amount at this time.	January 31, 2010
5.	California Office of Traffic Safety (OTS) – General OTS Grants	Unspecified amount at this time.	January 31, 2010
6.	The Carl Moyer Program: 2009-2010 Multidistrict Solicitation*	\$6 million to \$9 million	March 2, 2010
7.	Urban Greening for Sustainable Communities Planning Program	Requests for funding limited to maximum amount of \$250,000	Application Available (tentative) March 2010

Fiscal Impact:

None.

Recommendation:

Informational.

¹ Note regarding the American Recovery and Reinvestment Act (ARRA) of 2009 (also referred to as “Stimulus Bill”): The ARRA has some competitive grant programs, which are separate from ARRA funds available through Caltrans and MTC. Details and guidelines regarding the competitive ARRA grants are continuing to be developed. Please visit <http://www07.grants.gov/search/basic.do> and browse by category for the most up-to-date information as it may change after the date of this report.

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The following funding opportunities will be available to the STA member agencies during the next few months. Please distribute this information to the appropriate departments in your jurisdiction.

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
TIGER Grants for Surface Transportation	All questions must be submitted via e-mail to: TigerTeam@dot.gov Mr. Leslie T. Rogers Regional Administrator U.S. Department of Transportation Region 9 (415) 744-3133	N/A ¹ Eligible Project Sponsors: Public Transportation Agencies	\$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis for capital investments in surface transportation infrastructure projects.	This program will provide grants to public transportation agencies for capital investments that will assist in surface transportation and infrastructure projects	Eligible projects: highway or bridge projects, public transit projects, passenger and freight rail transportation projects, and port infrastructure investments. http://www.dot.gov/recovery/ost/
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (415) 749-4961 gbailey@airquality.org	Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately \$10 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/movererp/index.shtml

¹ Note regarding the American Recovery and Reinvestment Act (ARRA) of 2009 (also referred to as “Stimulus Bill”): The ARRA has some competitive grant programs, which are separate from ARRA funds available through Caltrans and MTC. Details and guidelines regarding the competitive ARRA grants are continuing to be developed. Please visit <http://www07.grants.gov/search/basic.do> and browse by category for the most up-to-date information as it may change after the date of this report.

*New Funding Opportunity

** STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or swoo@sta-snci.com for assistance with finding more information about any of the funding opportunities listed in this report.

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately \$20 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Carl-Moyer-Program.aspx
California Office of Traffic Safety (OTS) – Grants Made Easy	Donna Black OTS Coordinator (916) 509-3015 dblack@ots.ca.gov	January 31, 2010 Eligible Project Sponsors: local law enforcement agencies	Unspecified amount at this time. These grants are a one-year grant period (October 1 through September 30)	OTS-Grants Made Easy provides funding for three programs: Selective Traffic Enforcement Program (STEP), DUI Enforcement and Awareness Program (DUI), and Vehicle Impound Program (VIP)	Eligible Projects: Full-time and over-time program; overtime only program http://www.ots.ca.gov/Grants/Apply/GME_2011.asp
California Office of Traffic Safety (OTS) General OTS Grants	Donna Black OTS Coordinator (916) 509-3015 dblack@ots.ca.gov	January 31, 2010 Eligible Project Sponsors: political subdivisions of the state, state governmental agencies, state colleges, school districts, local city and county government agencies, fire departments, and public emergency services providers	Unspecified amount at this time. These grants are a one-year grant period (October 1 through September 30)	General OTS grants provide funding for traffic safety improvement programs/projects	Eligible Projects: projects/programs to mitigate traffic safety program deficiencies, expand on-going activity (e.g., program maintenance, research, rehabilitation, construction), develop a new program http://www.ots.ca.gov/Grants/Apply/Proposals_2011.asp

*New Funding Opportunity

** STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or swoo@sta-snci.com for assistance with finding more information about any of the funding opportunities listed in this report.

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
The Carl Moyer Program: 2009-2010 Multidistrict Solicitation*	Lynsay Carmichael Air Resources Board (916) 322-0407 lcarmich@arb.ca.gov	March 2, 2010 Eligible Project Sponsors: This year the only eligible applicants for the 2009-2010 Multidistrict Project Solicitation are Air Quality Management Districts and Air Pollution Control Districts that are willing and able to administer the On-Road Voucher Incentive Program (VIP)	\$6 million to \$9 million	The Carl Moyer Program provides monetary grants for the incremental cost of cleaner than required technology.	Eligible Projects: This year the only eligible project for the 2009-2010 multidistrict funds is the On-Road Voucher Incentive Program (VIP). http://www.arb.ca.gov/msprog/moyer/multidistrict.htm
Urban Greening for Sustainable Communities Planning Program	N/A; please feel free to contact STA staff, Sara Woo for more information, (707) 399-3214 swoo@sta-snci.com	Application Available (tentative) March 2010 Eligible Project Sponsors: cities and counties	Requests for funding limited to maximum amount of \$250,000	The Urban Greening for Sustainable Communities Planning Program provides funds to assist entities in developing a master urban greening plan.	Eligible projects: development of an urban greening plan http://www.sgc.ca.gov/

*New Funding Opportunity

** STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or swoo@sta-snci.com for assistance with finding more information about any of the funding opportunities listed in this report.

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DATE: February 1, 2010
 TO: STA Board
 FROM: Johanna Masiclat, Clerk of the Board
 RE: STA Board Meeting Schedule for Calendar Year 2010

Discussion:

Below is the STA Board meeting schedule for Calendar Year 2010.

Fiscal Impact:

None.

Recommendation:

Informational.

DATE	TIME	LOCATION	STATUS
Feb. 10, 2010	6:00 p.m.	Suisun City Hall	Confirmed
March 10, 2010	6:00 p.m.	Suisun City Hall	Confirmed
April 14, 2010	6:00 p.m.	Suisun City Hall	Confirmed
May 12, 2010	6:00 p.m.	Suisun City Hall	Confirmed
June 9, 2010	6:00 p.m.	Suisun City Hall	Confirmed
July 14, 2010	6:00 p.m.	Suisun City Hall	Confirmed
No Meeting in August			
Sept. 8, 2010	6:00 p.m.	Suisun City Hall	Confirmed
October 13, 2010	6:00 p.m.	Suisun City Hall	Confirmed
Nov. 10, 2010, 13th STA Annual Awards Ceremony	6:00 p.m.	TBD, Suisun City	Confirmed
Dec. 8, 2010	6:00 p.m.	Suisun City Hall	Confirmed

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