



**SOLANO TRANSPORTATION AUTHORITY
BOARD MEETING AGENDA**

**6:00 p.m., Regular Meeting
December 8, 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 Masielat, 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 jmasielat@sta-snci.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 Chair Sanchez
(6:00 – 6:05 p.m.)

II. CONFIRM QUORUM/ STATEMENT OF CONFLICT Chair Sanchez
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.

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

IV. OPPORTUNITY FOR PUBLIC COMMENT

(6:05 – 6:10 p.m.)

V. EXECUTIVE DIRECTOR’S REPORT – Pg. 1

(6:10 – 6:15 p.m.)

Daryl K. Halls

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

(6:15 – 6:50 p.m.)

1. Federal Legislative Update

Susan Lent, Akin Gump

2. Presentation of Solano Commute Challenge Winners

Judy Leaks

VII. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

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

(6:50 - 6:55 p.m.)

A. STA Board Meeting Minutes of October 13, 2010

Johanna Masiclat

Recommendation:

Approve STA Board Meeting Minutes of October 13, 2010.

Pg. 5

B. Review Technical Advisory Committee (TAC) Draft Minutes for Meeting of November 17, 2010

Johanna Masiclat

Recommendation:

Approve Draft TAC Meeting Minutes of November 17, 2010.

Pg. 15

C. Fiscal Year (FY) 2009-10 Fourth Quarter Budget Report

Susan Furtado

Recommendation:

Review and file.

Pg. 23

D. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – December 2010

Elizabeth Richards

Recommendation:

Approve the FY 2010-11 TDA Matrix – December 2010 as shown in Attachment A for the Cities of Benicia, Fairfield and Rio Vista.

Pg. 29

- E. Vacaville Community Based Transportation Plan (CBTP)** Liz Niedziela
Recommendation:
Approve the Vacaville Community Based Transportation Plan.
Pg. 33
- F. Senior and Disabled Transportation Advisory Committee – Transit Contractors and Taxi Providers** Liz Niedziela
Recommendation:
Approve the following:
- 1. Modify the Senior and Disabled Transportation Advisory Committee membership to include Ex-Officio Advisory Positions as shown on Attachment A;*
 - 2. Appoint First Transit and MV Transportation as Ex-Officio transit providers; and*
 - 3. Appoint Vacaville Checker Cab as the Ex-Officio taxi provider.*
- Pg. 35**
- G. Paratransit Coordinating Council (PCC) Member Appointment** Liz Niedziela
Recommendation:
Reappoint Shirley Stacy, as a Transit User, to the Paratransit Coordinating Council for another three-year term expiring in January 2014.
Pg. 39
- H. Safe Routes to School (SR2S) Two-Year Work Plan for Fiscal Year (FY) 2010-11 and FY 2011-12** Sam Shelton
Recommendation:
Approve the following:
- 1. Solano SR2S 2-year Work Plan for Fiscal Years 2010-11 and 2011-12 as described in Attachment A; and*
 - 2. Authorize the Executive Director to enter into agreement amendments with the Yolo-Solano Air Quality Management District (YSAQMD), the Bay Area Air Quality Management District (BAAQMD), and enter into new agreements with the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans) to operate and deliver project and program tasks described in the SR2S 2-year Work Plan for Fiscal Years 2010-11 and 2011-12 as described in Attachment A.*
- Pg. 41**
- I. Management Assistant for Projects in Solano (MAPS) Pilot Project** Sam Shelton
Recommendation:
Authorize the Executive Director to enter into an agreement with the County of Solano to develop the “Management Assistant for Projects in Solano (MAPS)” Pilot project, as described in the scope of work in Attachment A.
Pg. 47

- J. I-80 Express Lanes Project Implementation** Janet Adams
Recommendation:
Approve the attached Resolution No. 2010-17 and Funding Allocation Request to the Metropolitan Transportation Commission for \$15.0 million for Project Approval/Environmental Document (PA/ED) for the I-80 Express Lanes Project.
Pg. 61
- K. I-80/I-680/State Route (SR) 12 Interchange Project Implementation** Janet Adams
Recommendation:
Approve the attached Resolution No. 2010-18 and Funding Allocation Request to the Metropolitan Transportation Commission for \$7.0 million for Project Approval/Environmental Document (PA/ED) for the I-80/I-680/SR 12 Interchange Project.
Pg. 93
- L. I-80/I-680/State Route (SR) 12 Interchange – Right-of-Way Implementation** Janet Adams
Recommendation:
Authorize the Executive Director to enter into an agreement with the Contra Costa Real Property Division to provide right-of-way acquisition services for the first construction package for the I-80/I-680/SR 12 Interchange Project for an amount not-to-exceed \$680,000.
Pg. 125
- M. Authorization of the Executive Director to Purchase Properties for the I-80 Eastbound Cordelia Truck Scales Relocation Project** Janet Adams
Recommendation:
Approve Resolution No. 2010-19 authorizing the Executive Director to purchase properties for the I-80 Eastbound Cordelia Truck Scales Relocation Project.
Pg. 127
- N. Regional Measure 2 (RM 2) Benicia Intermodal Resolution of Support** Janet Adams
Recommendation:
Approve Resolution No. 2010-24 authorizing the funding allocation for Regional Measure 2 funds from the Metropolitan Transportation Commission to the City of Benicia for the Solano County Express Bus North Intermodal Facilities – Benicia Intermodal Facility.
Pg. 133
- O. North Connector Project - Contract Amendment for BKF Engineers** Janet Adams
Recommendation:
Approve a contract amendment for BKF Engineers to cover the preparation and filing of the Record of Survey for the North Connector Project for an amount not-to-exceed \$37,475.
Pg. 153

- P. Pacific Gas & Electric (PG&E) Utility Relocation Agreement for I-80 Eastbound Cordelia Truck Scales Relocation Project** Janet Adams
Recommendation:
 Authorize the Executive Director to finalize and execute the relocation agreement for the PG&E 115Kv electrical transmission line as shown in Attachment A.
Pg. 157
- Q. Caltrans Corridor System Management Plans (CSMP) for State Route (SR) 12 and Corridor Plan (CP) for SR 84** Robert Macaulay
Recommendation:
 Approve the following:
 1. The comments to the SR 12 CSMP as shown in Attachment C;
 2. Authorize the Executive Director to sign the SR 12 CSMP; and
 3. Authorize the Executive Director to send a letter to Caltrans concurring with the SR 84 CP.
Pg. 163
- R. STA Employee 2011 Benefit Summary Update** Susan Furtado
Recommendation:
 Receive and file.
Pg. 167

VIII. ACTION FINANCIAL ITEMS

- A. STA's Annual Audit Fiscal Year (FY) 2009-10** Susan Furtado
Recommendation:
 Receive and file.
 (6:55 – 7:00 p.m.)
Pg. 175
- B. Conduct Public Hearings and Adopt Resolutions of Necessity to Acquire Property by Eminent Domain, if necessary, for the I-80 Eastbound Cordelia Truck Scales Relocation Project** Janet Adams
Recommendation:
 Conduct a separate public hearing and adopt a separate Resolution of Necessity to acquire by eminent domain, if necessary, each of the following properties needed for the I-80 Eastbound Cordelia Truck Scales Relocation Project as specified in Attachment A.
 (7:00 – 7:10 p.m.)
Pg. 177
- C. Adoption of Local Preference Policy** Bernadette Curry
 Janet Adams
Recommendation:
 Adopt the local purchasing policy as shown in Attachment A.
 (7:10 – 7:15 p.m.)
Pg. 263

IX. ACTION NON-FINANCIAL ITEMS

- A. STA's 2011 Legislative Priorities and Platform** Jayne Bauer
Recommendation:
Approve the STA 2011 Legislative Priorities and Platform as specified in Attachment C.
(7:15 – 7:20 p.m.)
Pg. 269
- B. Draft Solano Rail Crossing Inventory and Improvement Plan** Robert Macaulay
Recommendation:
Release the Draft Solano Rail Crossing Inventory and Improvement Plan for a 30-day public comment period.
(7:20 – 7:30 p.m.)
Pg. 291
- C. State Highway Operation and Protection Program (SHOPP) Solano County Priorities** Janet Adams
Recommendation:
Recommend the following two improvements as priorities for the 2012 SHOPP in Solano County:
 1. *Install Traffic Signal at SR 113/SR 12; and*
 2. *Operational improvements to the SR 12/Church Road-Amerada Road Intersection.*
(7:30 – 7:35 p.m.)
Pg. 293
- D. Appointment of STA Representative and Alternate to the Capitol Corridor Joint Powers Authority (CCJPA) Board** Daryl K. Halls
Recommendation:
Appoint a representative to the Capitol Corridor Joint Powers Authority effective immediately and, if necessary, appoint an alternate member.
(7:35 – 7:40 p.m.)
Pg. 303
- E. Solano County Transit (SolTrans) Joint Powers Agreement (JPA) – Appointment of STA Ex-Officio Board Member** Elizabeth Richards
Recommendation:
Appoint a STA Board Member or the Executive Director to the Solano County Transit (SolTrans) JPA Board as an Ex-Officio member.
(7:40 – 7:45 p.m.)
Pg. 305

X. INFORMATIONAL – NO DISCUSSION

- | | |
|---|--------------------|
| A. Solano Sustainable Communities Strategy Update
<i>Informational</i>
Pg. 317 | Robert Macaulay |
| B. Solano Countywide Transportation for Livable Communities (TLC) Plan Update
<i>Informational</i>
Pg. 319 | Robert Guerrero |
| C. Transportation Study for Solano Seniors and People with Disabilities - Status
<i>Informational</i>
Pg. 323 | Elizabeth Richards |
| D. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2011-12
<i>Informational</i>
Pg. 331 | Liz Niedziela |
| E. Solano Employer Commute Challenge 2010 Results
<i>Informational</i>
Pg. 343 | Judy Leaks |
| F. Project Initiation Document (PID) Resource Reductions for Caltrans
<i>Informational</i>
Pg. 349 | Janet Adams |
| G. Funding Opportunities Summary
<i>Informational</i>
Pg. 359 | Sara Woo |
| H. STA Board Meeting Schedule for Calendar Year 2011
<i>Informational</i>
Pg. 365 | Johanna Masielat |

XI. BOARD MEMBERS COMMENTS

XII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for **Wednesday, January 12, 2011, 6:00 p.m., Suisun City Hall Council Chambers.**

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DATE: December 1, 2010
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – December 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.

Ribbon Cutting Event Planned for SR 12 East Safety Project

Caltrans has set the date of December 8th at 10 am at the Western Railway Museum for the ribbon cutting event to commemorate the completion of the SR 12 East Safety project between Suisun City and SR 113. This long anticipated project will provide improved sight lines, shoulders and other critical safety improvements.

Public Release of Draft Solano Rail Crossing Study *

At the Board meeting, staff will present the draft of the Solano Rail Crossing Study. Subject to Board concurrence, this study will then be distributed for public review and comment prior to consideration by the Board for adoption at the February 2011 Board meeting. This is the first study focused countywide to identify and prioritize the numerous rail crossings located in Solano County. A couple of these rail crossings have been important topics of conversation and evaluation as part of the design of future rail stations in Fairfield and Dixon.

Adoption of STA Legislative Platform for 2011 *

Following a 30 day comment period, staff has updated the STA's 2011 Legislative Platform and Priorities. This document will help guide the STA's legislative priorities in Sacramento and Washington, DC.

STA Priorities for State Highway Operation and Protection Program (SHOPP)

Funds *

In recent years, STA has developed an outstanding partnership with Caltrans District IV in identifying and advocating for State Highway Operations and Protection Program (SHOPP) funds for rehabilitation, operations, and safety improvements on various interstates and state highways located in Solano County. In preparation for the 2012 SHOPP scheduled to be programmed in 2011, staff has worked with members of the TAC to identify several priorities for future SHOPP funds. These priorities will serve as the basis for future STA communications with Caltrans District IV and Headquarters regarding their recommendations to the California Transportation Commission (CTC) for 2012 SHOPP funds.

Rights of Necessity Hearing for I-80 Eastbound Cordelia Truck Scales Relocation Project *

In order to initiate the relocation and construction upgrade of the I-80 eastbound Cordelia Truck Scales project, multiple acres of property are necessary to be acquired. A couple of the property acquisitions appear to be proceeding forward. A Rights of Necessity public hearing has been scheduled for some of the other properties to keep the project on schedule. During this process, Caltrans will continue to communicate with the remaining property owners to strive to reach an amicable settlement.

Local Preference Policy for Solano Businesses and Vendors *

In response to a request from the STA Board, legal counsel has prepared a draft Local Preference Policy for consideration by the Board that would provide an enhanced opportunity for local vendors and businesses to successfully compete for future STA services and contracts. This proposed Local Preference Policy is modeled on a similar policy adopted by the County of Solano in 2009.

Safe Routes to School Two Year Work Plan *

An updated two year work plan for the Solano Safe Routes to School Program (SR2S) has been prepared that covers the current and next fiscal year. This SR2S Work Plan reflects the STA's recent success in obtaining several competitive regional funding grants and the STA Board's continued commitment to dedicating resources to continue to partner with the County Office of Public Health, the County Office of Education, Solano County's seven school districts, the seven cities and the County Board of Supervisors. This Work Plan will take a tremendous amount of work and coordination. An issue of continuing concern to the STA is the status of the SR2S program and the important progress being made, to help improve the safety and health of Solano County's school children traveling to and from school, when the one time grant funding expires.

Annual Audit and Fourth Quarter Budget Report for FY 2009-10 *

STA's independent auditors and budget staff have successfully completed the FY 2009-10 Annual Audit. This marks the fifth year in a row that STA's Finance and Accounting Manager, Susan Furtado, has helped ensure the completion of the STA's Annual Audit without any material findings. Staff has also provided to the Board a copy of the 4th quarter budget report for FY 2009-10.

STA Appointments to CCJPA and SolTrans Boards *

The STA Board has two appointments to make this month. With the pending departure of long time Board Member Len Augustine, this will create a vacancy on the Capital Corridor Joint Powers Authority Board. In addition, the cities of Benicia and Vallejo recently voted to join with the STA to form the Solano County Transit (SolTrans) Joint Powers Authority. The SolTrans JPA provides for STA to appoint an ex-officio member to this board.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated October 2010)

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

SCVTA	Santa Clara Valley Transportation Authority
SFCTA	San Francisco County Transportation Authority
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
YCTD	Yolo County Transit District
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle



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

I. CLOSED SESSION

There were no matters no report.

II. CALL TO ORDER

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

MEMBERS

PRESENT:	Pete Sanchez, Chair	City of Suisun City
	Harry Price, Vice Chair	City of Fairfield
	Elizabeth Patterson	City of Benicia
	Jack Batchelor	City of Dixon
	Jan Vick	City of Rio Vista
	Len Augustine	City of Vacaville
	Erin Hannigan (Alternate Board Member)	City of Vallejo
	Jim Spering	County of Solano

MEMBERS

ABSENT:	Osby Davis	City of Vallejo
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STAFF

PRESENT:	Daryl K. Halls	Executive Director
	Bernadette Curry	Interim 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 Services
	Jayne Bauer	Marketing and Legislative Program Manager
	Liz Niedziela	Transit Manager
	Susan Furtado	Accountant and Administrative Services Manager
	Judy Leaks	SNCI Program Manager
	Robert Guerrero	Senior Planner
	Sam Shelton	Project Manager
	Sara Woo	Associate Planner

ALSO

PRESENT: *In Alphabetical Order by Last Name:*

Gary Cullen	City of Vacaville
Christine Duloing	Tax Payers Association
Jim Duloing	Tax Payers Association
Bill Emlen	County of Solano
Bill Gray	Gray-Bowen, Inc.
George Gwynn	Resident, City of Suisun City
Nina Johnson	First Transit
Dan Kasperson	City of Suisun City
Gus Khouri	Shaw/Yoder/Antwih
David Kleinschmidt	City of Vallejo
Charlie Knox	City of Benicia
Gary Leach	City of Vallejo
Wayne Lewis	City of Fairfield
Anne Maher	Resident, City of Fairfield
Mike McKay	First Transit
Brian McLean	City of Vacaville
Rod Moresco	City of Vacaville
Don Penny	MV Transportation
Roger Straw	County of Solano
Paul Wiese	County of Solano
Jeanine Wooley	City of Vallejo

III. 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.

IV. APPROVAL OF AGENDA

On a motion by Vice Chair Price, and a second by Board Member Patterson, the STA Board approved the agenda.

V. OPPORTUNITY FOR PUBLIC COMMENT

George Gwynn commented on MTC's Clipper Program.

VI. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- § Priority Implementation Projects for I-80 Corridor
- § Ribbon Cutting Events for Three Priority Projects
- § Status of Transition of Baylink Ferry Service from Vallejo to WETA
- § Annual Ridership on SolanoExpress
- § Draft 2010 Legislative Priorities and Platform
- § Sustainable Communities Strategy Update
- § 2010 Solano Commute Challenge Sets Participation Record
- § STA Staff Update

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

- A. MTC Report:**
None presented.
- B. Caltrans Report:**
None presented.
- C. STA Reports:**
 - 1. State Budget/State Legislative Update** presented by Gus Khouri.
 - 2. Presentation of Express Bus Intermodal Stations**
 - a. Benicia Intermodal Project Status Update** presented by Charlie Knox
 - b. Fairfield Transportation Center (FTC) Parking Expansion Project Status Update** presented by Wayne Lewis
 - c. City of Vallejo Transit Center at Curtola & Lemon Project Status Update** presented by David Kleinschmidt
 - d. Vacaville Transportation Center Project Status Update** presented by Rod Moresco
 - 3. Presentation of SolanoExpress FY 2009-10 Annual Ridership** presented by Liz Niedziela
 - 4. Presentation of STA's 13th Annual STA Awards Nominees** presented by Jayne Bauer
 - 5. Directors Reports:**
 - a. Planning:**
Robert Macaulay described STA's public outreach effort to provide information to property owners along the SR 12 Jameson Canyon corridor regarding bicycle and pedestrian trails. He noted an open house is planned for October 19, 6:00 – 8:00 p.m. at the Solano County Office of Education.
 - b. Projects:**
None presented.
 - c. Transit and Rideshare:**
Elizabeth Richards provided a report on the SNCI program's community and employer events.

VIII. CONSENT CALENDAR

On a motion by Board Member Board Augustine, and a Board Member Patterson, the STA Board approved Consent Calendar Items A through K with the exception to pull for discussion Item K, Senior and Disabled Transportation Advisory Committee – Appointment of Transit Contractor.

- A. STA Board Meeting Minutes of September 8, 2010**
Recommendation:
Approve STA Board Meeting Minutes of September 8, 2010.
- B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of September 29, 2010**
Recommendation:
Receive and file.

- C. Fiscal Year (FY) 2010-11 Indirect Cost Allocation Plan (ICAP)**
Recommendation:
 Approve the following:
1. ICAP Rate Application for FY 2010-11; and
 2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.
- D. Congestion Mitigation Air Quality (CMAQ)/Transportation Development Act (TDA) Funding Swap Between the City of Dixon & the City of Vacaville**
Recommendation:
 Authorize the Executive Director to enter into a funding agreement between the City of Dixon and the City of Vacaville to swap \$975,000 of Transportation Development Act (TDA) funds by the end of 2015.
- E. Appointment of Bicycle Advisory Committee (BAC) Member**
Recommendation:
 Appoint Nancy Lund as City of Benicia’s representative to the STA Bicycle Advisory Committee for a three-year term.
- F. Appointment of Paratransit Coordinating Council (PCC) Member**
Recommendation:
 Appoint Alicia Roundtree as a Social Service Provider representative to the PCC for a three-year term.
- G. Contract Amendment for Parsons Brinckerhoff (PB) for Construction Management Services for the I-80/I-680/State Route (SR) 12 Interchange Complex Projects**
Recommendation:
 Approve Contract Amendment for PB in the amount of \$475,800 for additional CM services required for the I-80/I-680/SR 12 Interchange Complex projects.
- H. Mitigation Agreement for I-80 Eastbound Cordelia Truck Scales Relocation Project**
Recommendation:
 Authorize the Executive Director to finalize and execute an agreement with Elsie Gridley Mitigation Bank for \$9,000 for seasonal wetland mitigation for the I-80 Eastbound Cordelia Truck Scales Relocation Project.
- I. Resolutions of Local Support for Solano Napa Commuter Information (SNCI) & Safe Routes to School (SR2S) Programs**
Recommendation:
 Approve the following:
1. Program an additional \$305,000 of Eastern Solano Congestion Mitigation and Air Quality funds to the STA’s Safe Routes to School Program; and
 2. Adopt Resolution 2010-15 for \$1,116,000 for the STA’s Safe Routes to School Program; and,
 3. Adopt Resolution 2010-16 for \$445,000 for the STA’s SNCI Program.

J. Bay Area Air Quality Management District (BAAQMD)'s Fiscal Year(FY) 2011-12 Transportation Fund for Clean Air (TFCA) Program Manager Fund Policies

Recommendation:

Authorize the STA Chair to send a letter to the BAAQMD commenting on the draft TFCA Program Manager Fund Policies for FY 2011-12.

K. Senior and Disabled Transportation Advisory Committee – Appointment of Transit Contractor

Recommendation

Approve the following:

1. Modify the Senior and Disabled Transportation Advisory Committee membership to include a Solano Transit Contractor as shown on Attachment A; and
2. Appoint MV Transportation to fill the Solano Transit Contractor category on the Senior and Disabled Transportation Advisory Committee.

Public Comment:

Mike McKay, First Transit, expressed interest in serving on the Advisory Committee.

After discussion, there was consensus by the STA Board to bring this item to the Senior and Disabled Transportation Advisory Committee and its Planning Committee to develop a recommendation to be brought back to the Board with a recommendation.

IX. ACTION – FINANCIAL ITEMS

A. Issue Request for Proposals for Detailed Preliminary Engineering and Final Design for Early Construction Packages for the I-80/I-680/State Route (SR) 12 Interchange

Janet Adams requested the STA Board authorize the Executive Director to issue a Request for Proposals (RFP) to select two consultant teams to provide detailed preliminary engineering and final design services and to award contracts up to a total of \$15.5 million.

Public Comments:

None presented.

Board Comments:

Board Member Spering

Recommendation:

Authorize the Executive Director to:

1. Issue a Request for Proposals (RFP);
2. Select two consultant teams to provide detailed preliminary engineering and final design services; and
3. Award contracts up to a total of \$15.5 million.

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

X. ACTION NON-FINANCIAL ITEMS

A. Implementation Priorities for I-80 Corridor Projects

Janet Adams noted that STA staff is working with the Metropolitan Transportation Commission (MTC) to fully fund the Project Approval/Environmental Document (PA/ED) phase for the I-80 Express Lanes Project. She indicated that the work is estimated to be \$15 million. She added that funding is being sought as either a loan from the Regional Measure (RM) 2 funds dedicated to the I-80/I-680/SR 12 Interchange or from other bridge toll savings for projects in the Bay Area. She also cited that if the Interchange Project loans the Express Lanes \$15 million in bridge toll funds, the currently identified first construction package would remain fully funded.

Public Comments:

None presented.

Board Comment:

Board Member Patterson requested more detailed information regarding the Express Lanes Project. Janet Adams responded that she would provide her the information requested.

Recommendation:

Approve the following implementation priorities for the I-80 Corridor:

1. The I-80/I-680/SR 12 Interchange Project;
2. I-80 Red Top to I-505 Express Lanes Project; and
3. I-80 Freeway Performance Initiative (FPI) Traffic Operations System along the I-80.

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

B. STA's Draft 2011 Legislative Priorities and Platform

Jayne Bauer reviewed the development of STA's Legislative Platform and Priorities in draft form. She cited that the draft is distributed to STA member agencies and members of STA's federal and state legislative delegations for review and comment prior to adoption by the STA Board.

Public Comments:

None presented.

Board Comment:

None presented.

Recommendation:

Authorize the Executive Director to distribute the Draft 2011 Legislative Priorities Platform for a 30-day review and comment period.

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

C. Status of Vallejo Baylink Ferry Transition to the Water Emergency Transportation Authority (WETA)

Elizabeth Richards reported on the progress of the negotiations to transition the Baylink service to WETA. She identified the Baylink’s regional and countywide significance as well as emphasized STA’s principles of support for Vallejo Baylink Ferry Transition to WETA.

Public Comments:

None presented.

Board Comments:

Board Member Spering asked about identifying an amount in Principle 6 on Attachment C to advocate to MTC for repayment of Vallejo’s General Fund that had been advanced to support transit in the past. Staff clarified that Principle 6 as shown in the Powerpoint did have an amount (\$2.7m) and requested the Board approve Principles as presented in the powerpoint which was a slight update of Attachment A and addressed Board Member Spering’s issue.

After discussion, the STA Board approved the Principles of Support for Vallejo Baylink Ferry Transition to WETA as follows:

1. Funding to maintain existing core ferry service should be a priority over funding for new service.
2. The funding distribution between the ferry operation and the bus operations in Vallejo shall be fair, equitable and in a manner that supports sustainable, quality service for Vallejo and Solano mobility.
3. Advocate for capital programs to support the Vallejo ferry operation and intercity bus service and ensure their inclusion in the appropriate operators’ Capital Improvement Program and/or Short Range Transit Plan (SRTP) including Phase II of the Ferry Parking Structure.
4. Advocate for funding to maintain capital assets supporting Vallejo ferry service and local and intercity bus operations.
5. Establish process to meet and confer with City of Vallejo prior to changes to service of the Vallejo Ferry service by WETA.
6. ***Advocate for the repayment of \$2.7 General Fund for transit advances without harming bus operations or ferry operating funds.***
7. Commit to partnering on marketing of Vallejo ferry to Solano, Napa and Sacramento region.

Recommendation:

Approve the following:

1. The Principles of Support for Vallejo Baylink Ferry Transition to WETA as specified in Attachment C; and
2. Authorize the Executive Director to forward these Principles to MTC, Vallejo, and WETA.

On a motion by Vice Chair Price, and a second by Board Member Spering, the STA Board unanimously approved the recommendation to include the modifications to the principles as shown above in ***bold italics***.

XI. INFORMATIONAL ITEMS

A. Solano Sustainable Communities Strategy Update

Robert Macaulay provided an update to the development and implementation process of Solano County's participation in the Bay Area Sustainable Communities Strategy. He indicated that an important item on Solano County's list is the 25 year legacy of concentrating of urban growth focused in the seven incorporated cities and the preservation of farmland and open space through the Orderly Growth Ordinance. He added that the recently updated Solano County General Plan will extend this for another 25 years.

Board Comments:

Board Member Patterson asked about how specific development projects in Benicia would be handled in a sub-regional RHNA allocation. Director Macaulay stated that he did not yet know how individual projects would be evaluated.

NO DISCUSSION

B. SolanoExpress Fiscal Year (FY) 2009-10 Annual Ridership Report

C. 3-Year Project Initiation Document (PID) Priorities for Caltrans

D. California Transit Association (CTA) Unfunded Transit Needs Study

E. Notice of Proposed Urban Area Criteria for 2010 Census Status - Transit Urbanized Boundaries

F. Unmet Transit Needs Process for Fiscal Year (FY) 2010-11 and FY 2011-12

G. Safe Routes to School Program Update

H. Fiscal Year (FY) 2009-10 Abandoned Vehicle Abatement (AVA) Program Annual Report

I. State Route (SR) 12 Jameson Road Canyon Bicycle and Pedestrian Corridor Study Status and Open House

J. Funding Opportunities Summary

K. STA Board Meeting Schedule for 2010 and 2011

XI. BOARD MEMBER COMMENTS

Board Member Spring introduced the County's new Director of Resource Management, Bill Emlen.

Board Members Batchelor and Vick announced the near completion of SR 12 Safety Improvements, and they both publicly thanked Caltrans for their job well done.

Board Member Patterson commented on the City of Benicia's recent opening of the State Park Road pedestrian and bicycle overcrossing project and thanked Vice Chair Price and STA staff for their participation.

Vice Chair Price commented on the reopening of McGary Road after being closed for 12 years. He cited that the project is an important roadway for public safety as well as an important connection for bicyclist and pedestrians traveling between Fairfield and Vallejo.

XII. ADJOURNMENT

The STA Board meeting was adjourned at 7:30 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, December 8, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**

Attested by:



Johanna Masielat
Clerk of the Board

Date

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TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
November 17, 2010

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:30 p.m. in the Solano Transportation Authority's Conference Room 1.

Present:

TAC Members Present:	Melissa Morton	City of Benicia
<i>Arrived meeting at 1:55 p.m.</i>	Royce Cunningham	City of Dixon
	Wayne Lewis	City of Fairfield
	Morrie Barr	City of Rio Vista
	Dan Kasperson	City of Suisun City
	Rod Moresco	City of Vacaville
	David Kleinschmidt	City of Vallejo
	Paul Wiese	County of Solano

STA Staff Present:	Daryl Halls	STA
	Janet Adams	STA
	Robert Macaulay	STA
	Elizabeth Richards	STA
	Liz Niedziela	STA
	Jayne Bauer	STA
	Robert Guerrero	STA
	Sam Shelton	STA
	Jessica McCabe	STA
	Sara Woo	STA
	Johanna Masielat	STA

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Katie Benouar	Caltrans
	Barry Eberling	Daily Republic
	Jeff Knowles	City of Vacaville

II. APPROVAL OF THE AGENDA

On a motion by Paul Wiese, and a second by Dan Kasperson, 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: None presented.

Other: None presented.

V. CONSENT CALENDAR

On a motion by Wayne Lewis, and a second by Rod Moresco, the STA TAC approved Consent Calendar Items B and D. At the request of Paul Wiese, Item A was pulled for discussion.

A. Minutes of the TAC Meeting of September 29, 2010

Paul Wiese requested *to add to the meeting minutes of September 29th the discussion that transpired on Item VIII.N, Fiscal Year (FY) 2009-10 Abandoned Vehicle Abatement (AVA) Program Annual Report. At the request of Paul Wiese and concurrence of the TAC, STA staff agreed to provide quarterly reports showing the summary and comparison numbers of abated vehicles, notices issued, and cost reimbursements submitted by the members of Solano County's AVA Program.*

Recommendation:

Approve TAC Meeting Minutes of September 29, 2010.

On a motion by Paul Wiese, and a second by Dan Kasperson, the STA TAC unanimously approved the recommendation as amended above in *bold italics*.

B. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – December 2010

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2010-11 TDA Matrix – December 2010 as shown in Attachment A for the Cities of Benicia, Fairfield and Rio Vista.

C. Vacaville Community Based Transportation Plan (CBTP)

Recommendation:

Forward a recommendation to the STA Board to approve the Vacaville Community Based Transportation Plan.

D. Solano Project Delivery Working Group (PDWG) Work Plan

Recommendation:

Approve the Solano PDWG Work Plan for FY 2010-11 as described in Attachment A.

VI. ACTION FINANCIAL ITEMS

A. **Safe Routes to School (SR2S) Two-Year Work Plan for Fiscal Year (FY) 2010-11 and FY 2011-12**

Sam Shelton reviewed staff's recommendation to modify the SR2S-AC recommendation to shift \$15,000 from education and encouragement activities to program coordination activities to account for updated coordination cost estimates. He noted that this would bring the original recommendation of \$270,000 for Solano County Public Health coordination funding to \$283,000 and reduces education and encouragement activities by \$6,500 each.

Recommendation:

Forward a recommendation to the STA Board to approve the Solano SR2S two-year Work Plan for Fiscal Years 2010-11 and 2011-12 as described in Attachment A.

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

VII. ACTION NON-FINANCIAL ITEMS

A. **STA's Draft 2011 Legislative Priorities and Platform**

Jayne Bauer reviewed the comments received from member agencies and the recommendations noted by staff. She cited that staff made one revision to the 2011 Legislative Priorities and Platforms (adding Attachment A – California Consensus Principles).

Wayne Lewis distributed a list of additional comments from the City of Fairfield to the Draft 2011 Legislative Priorities and Platform. He requested to *replace the Fairfield Transportation Center with the Fairfield/Vacaville Multi-modal Train Station under Section 1.B Appropriations as proposed for Federal Fiscal Year (FFY) 2012 of the Legislative Priorities.*

After discussion, the STA TAC approved modifications requested by the City of Fairfield to *replace the Fairfield Transportation Center with the Fairfield/Vacaville Multi-modal Train Station under Section 1.B Appropriations as proposed for Federal Fiscal Year (FFY) 2012 of the Legislative Priorities* and also *for the STA TAC to consider the list of additional modifications submitted by the City of Fairfield and provide comments to Jayne Bauer by Friday morning, November 19, 2010.*

In addition, Paul Wiese commented on the inaccurate information in the legislative update memo for November from Shaw/Yoder/Antwih. He stated that Prop. 26 does not actually require all fees be approved by a 2/3 vote, and that further, if challenged the burden of proof is on local government. He suggested staff revise the language in the memo before it goes to the STA Board. Jayne Bauer noted that the memo had gone to the Board prior to being included in the TAC staff report, and that Shaw/Yoder/Antwih is still working with their legal counsel to interpret the effects of Prop. 26.

Recommendation:

Forward a recommendation to the STA Board to approve the 2011 STA Legislative Priorities and Platform.

On a motion by Wayne Lewis, and a second by Dan Kasperson, the STA TAC unanimously approved the recommendation as amended shown above in *bold italics*.

B. Draft Solano Rail Crossing Inventory and Improvement Plan

Robert Macaulay reviewed the development of a comprehensive plan to improve safety and reduce surface street congestion related to railroad crossings in Solano County. He commented that the STA Board will release the plan at their meeting in December for a public comment period.

Recommendation:

Forward a recommendation to the STA Board to release the Draft Solano Rail Crossing Inventory and Improvement Plan for a 30-day public comment period.

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

C. Caltrans Corridor System Management Plans (CSMP) for State Route (SR) 12 and SR 84

Robert Macaulay and Katie Benouar, Caltrans District 4, reviewed the two draft CSMPs. Solano County noted their comments and no other agency had substantive comments on either of the two documents.

After further discussion, the STA TAC approved the recommendation to the STA Board to authorize the Executive Director to sign the SR 12 CSMP and sign a letter concurring with the SR 84 CP.

Recommendation:

Forward a recommendation to the STA Board to:

1. Approve the comments to the SR CSMP as shown in Attachment C;
2. Authorize the Executive Director to sign the SR 12 CSMP; and
3. Authorize the Executive Director to send a letter to Caltrans concurring with the SR 84 CP.

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

D. State Highway Operation and Protection Program (SHOPP) Solano County Priorities

Janet Adams announced to the TAC that as projects take several years of development before construction can begin, the discussions with Caltrans on needed improvements that are SHOPP eligible need to occur now. She cited that staff is recommending two project improvements (Install Traffic Signal at SR 113/SR 12; and Improvements to the SR 12/Church Road-Amerada Road Intersection) be identified by STA as a 2012 SHOPP priorities for Solano County.

Recommendation:

Forward a recommendation to the STA Board to recommend the following two improvements as priorities for the 2012 SHOPP in Solano County are:

1. Install Traffic Signal at SR 113/SR 12; and
2. Improvements to the SR 12/Church Road-Amerada Road Intersection.

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

E. Adoption of Local Preference Policy

Janet Adams commented that the STA Board had requested staff prepare for their consideration. She noted that the Local Preference Policy is modeled after Solano County's Local Preference Policy, adopted on May 5, 2009. She added that the proposed policy will apply to purchases of goods and services as well in the solicitation of professional services. She added that as proposed, local businesses whose bid is within 5% of the low bid will be given the opportunity to match the lower price.

Recommendation:

Forward a recommendation to the STA Board to adopt the local purchasing policy as shown in Attachment A.

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

F. Management Assistant for Projects in Solano (MAPS) Pilot Project

Sam Shelton reported that on October 7, 2010, a Subcommittee of the Solano PDWG including members from Dixon, Vacaville, and Vallejo met with STA staff and Solano County GIS staff to help refine the Solano Project Mapper Scope of Work. He cited that the Subcommittee agreed to focus the Scope of Work on seven key areas which have been incorporated into the Scope of Work.

Recommendation:

Forward a recommendation to the STA Board to approve the Scope of Work described in Attachment A to develop the "Management Assistant for Projects in Solano (MAPS)" Pilot project.

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

G. Solano Countywide Transportation for Livable Communities (TLC) Plan Update

Robert Guerrero announced the creation of a Working Group of staff participants to assist in the development of the Transportation for Livable Communities (TLC) Plan Update. He noted that the Working Group would consist of 4-5 members representing transit, public works, planning and TLC staff.

In addition, he mentioned that Brian McLean, City of Vacaville, agreed to participate on the TLC Working Group on behalf of transit operators. He also explained that the Planning Directors were scheduled to appoint planning and TLC staff to participate on the Working Group.

After a brief discussion, the STA TAC appointed Wayne Lewis, City of Fairfield, as the primary TAC representative with Dan Kasperson as an alternate participant.

Recommendation:

Appoint a Technical Advisory Committee member to participate on the STA's TLC Working Group.

On a motion by Dan Kasperson, and a second by Royce Cunningham, the STA TAC appointed Wayne Lewis and Dan Kasperson as his alternate to represent the STA TAC on the TLC Plan Working Group.

VIII. INFORMATIONAL

A. Solano County Transit Joint Powers Agreement (JPA)

Consolidation of Benicia and Vallejo Transit Services - Status

Elizabeth Richards noted that with the unanimous approval by the Benicia and Vallejo Councils, STA staff is preparing for the formation of the JPA and the implementation of the Transition Plan. She added that STA will continue to provide staff and consultant support to the JPA and its Board in its formative months. She cited that the transitional process is projected to conclude by July 1, 2011.

B. Solano Sustainable Communities Strategy Update

Robert Macaulay reviewed the development of the Base Case and Vision scenarios for the SCS with ABAG having primary responsibility. He cited that the Base Case is intended to address a business-as-usual approach, using a modified version of Projections 2009. He added that the Vision Scenario is intended to provide an alternative with more concentrated growth and transit investments.

C. Solano Highways Partnership (SoHIP): Ramp Metering MOU & I-80 Project Development

Sam Shelton reviewed the development of an MOU and implementation process for Ramp Metering in Solano County. He cited that STA plans to hold the first SoHIP ramp metering MOU meeting in early December 2010 and expects the process to involve multiple SoHIP meetings to reach a goal of completing a MOU by September 2011.

NO DISCUSSION

D. Solano Napa Travel Demand Model Activities

E. Solano Senior and Disabled Transportation Study Update Status

F. Unmet Transit Needs Process for Fiscal Year (FY) 2010-11 and FY 2011-12

G. 10-Year Transit Fleet and Minor Transit Capital Investment Plan

H. Senior and Disabled Transportation Advisory Committee – Including Transit Contractors and Taxi Providers

- I. Solano Employer Commute Challenge 2010 Results**
- J. Project Initiation Document (PID) Resource Reductions for Caltrans**
- K. Project Delivery Update**
- L. Funding Opportunities Summary**
- M. STA Board Meeting Highlights of October 13, 2010**
- N. STA Board and Advisory Committee Meeting Schedule for the Remainder of Calendar Year 2010 and Meeting Schedule for Calendar Year 2011**
- O. Funding Opportunities Summary**

IX. ADJOURNMENT

The meeting was adjourned at 3:10 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, December 15, 2010.**

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DATE: November 22, 2010
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2009-10 Fourth Quarter Budget Report

Background:

The Solano Transportation Authority (STA) staff regularly provides the STA Board with budget updates on a quarterly basis. In June 2010, the STA Board was presented with the Third Quarter Budget Report for FY 2009-10.

Discussion:

The attached financial report shows the revenue and expenditure activity of the STA for the Fourth Quarter of FY 2009-10 (Attachment A). STA's total program administration and operation expenditures for the Fourth Quarter are at 75% with total revenues at 76% of the FY 2009-10 budget.

Revenues:

Total revenue of \$27,992,990 (76%) has been received through the fourth quarter ending June 30, 2010. This revenue amount represents reimbursement of program expenditures and other fund sources received and billed for the year. The revenue budget highlights are as follows:

1. The Transportation Development Act (TDA) Art. 4/8 funding for FY 2009-10 of \$422,223 was received as previously anticipated.
2. The Transportation Development Act (TDA) Art. 3 funding amount of \$101,565 was received for the fiscal year. The Safe Routes to School funding previously anticipated to be carried over into FY 2010-11 has spent \$16,565 of their allocation in FY 2009-10.
3. The State Transit Assistance Fund (STAF) fund received \$50,200 (13%) more than anticipated and was expended for various transit operation activities.
4. The State Planning and Research (SP&R) funding for the I-80/I-680/I-780 Highway Operation and Implementation study received \$24,550 in FY 2009-10 for the completion of the project study, which resulted an unexpended funding amount and savings of \$12,779.
5. The Federal Earmark funding for the Jepson Parkway Project received an additional amount of \$9,365 (56%) more than the anticipated budget due to the delay in the funding approval of the State Transportation Improvement Program (STIP) fund.
6. The Regional Measure (RM) 2 funds for the various projects received a total of \$3,906 (4%) more in admin cost reimbursement due to the ongoing activities and admin support for the different projects.
7. The Transportation for Clean Air (TFCA) fund used an additional revenue amount of \$20,283 from the carryover funds for the Napa Solano Commuter Information (SNCI) Programs, which is an offset to the Eastern Congestion Mitigation & Air Quality (ECMAQ) funding allocation reduction. The unexpended ECMAQ funding is carried over into FY 2010-11.

8. The Community Based Transit Study (CBTP) funding for the City of Vacaville and East Fairfield transportation studies received \$12,364 more than the anticipated funding. This study had a late start and the remaining funding for the study is carried over to FY 2010-11.
9. The Abandoned Vehicle Abatement (AVA) Program funding from the Department of Motor Vehicle (DMV) received \$18,346 (6%) more than the anticipated revenue for the fiscal year. The AVA Member Agencies claimed only a total of \$251,468 (71%) of the available funding, which result to a remaining balance of \$91,808. With the revision of the California Highway Patrol (CHP) Abandoned Vehicle Abatement Handbook Section 22710, STA is now allowed to carry forward, pursuant to Section 9250.7, any unexpended AVA funds for vehicle abatement program into the following fiscal year.

The Regional Measure 2 (RM 2) funding for the variety of projects, such as the I-80 Eastbound Truck Scales, I-80/I-680/SR 12 Interchange Project, North Connector East, the I-80 High Occupancy Vehicles (HOV) Lanes, and the I-80 Express Lanes, a project formerly called as the I-80 High Occupancy Toll (HOT) Lanes Conversion, have received reimbursement for expenditures reflective of project activities. Unexpended funding allocations for these projects will be carried over to FY 2010-11 for the continuation of the projects and will be reflected in a subsequent budget revision.

Expenditures:

STA's projects and programs expenditures in the amount of \$27,888,085 (75%) are for actual work billed reflective of the budget ratio for the Fourth Quarter. Highlights of the Fourth Quarter are as follows:

- 1) **STA's Operation and Administration is at \$1,460,181 (89%) of budget.** The STA Operation Management and Administration budget expenditures for the Fourth Quarter are within budget projections. STA staffs have conservatively been pro-active in the reduction of the overall controllable expenditures in consideration of the current economic condition.
- 2) **Transit and Rideshare Services/SNCI is at \$1,056,919 (98%) of budget.** The Transit and Rideshare Services activities for FY 2009-10 are within the budget expenditure projections, with the exception of the Community Based Transportation Plan (CBTP). The CBTP study had a late start, yet the study had aggressively progressed, which is reflective of the expenditures. Unexpended funds will be carried over into the FY 2010-11 for the continuation of programs activities.
- 3) **Project Development is at \$24,359,622 (73%) of budget.** The different environmental studies and construction projects are ongoing and are reflective of the budget expenditures. Projects such as the I-80 HOV Lane Project is in its final phase; the North Connector Project right of way acquisitions, relocation, and construction also in its final phase; the I-80/I-680/SR 12 Interchange Project ongoing environmental studies and initial construction phase; the I-80 Eastbound Truck Scales Relocation, the initial start of the I-80 Express Lanes Project, the State Route (SR) 12 Jameson Canyon Project; the Jepson Parkway Project, the completion of the I-80/I-680/I-780 Corridors Highway Operations Implementation Project; the I-80 HOV Lanes/Vallejo Fairgrounds; the SR 12 Bridge Realignment study; and the Safe Routes to School Program are on-going. Funding for these projects are on a reimbursement basis and any unexpended funds will be carried over to FY 2010-11 for the continuation of the projects, which will be reflected in a subsequent budget revision.

- 4) **Strategic Planning is at \$1,011,363 (94%) of budget.** The Surface Transportation Program (STP) fund carried forward from FY 2008-09 for the Transportation for Livable Communities (TLC) program were fully expended this year, therefore creating an increase over projected expenditures in Planning's budget. The STP/TLC fund carried over from prior year was fully expended for funding term compliance. The Comprehensive Transportation Plan (CTP) had performed more activities than anticipated which created additional staff time. Unexpended allocated funds for the different projects will be carried over to FY 2010-11 for the continuation of the projects and will be reflected in a subsequent budget revision.

In summary, the revenue and expenditure for the fiscal year is consistent with the FY 2009-10 budgets. In addition, the projects such as the North Connector Project, the I-80 HOV Lanes, the I-80/I-680/SR 12 Interchange Projects, the I-80 Express Lanes, the SR 12 Jameson Canyon, and the Jepson Parkway Projects have accelerated their delivery of project schedules. Unexpended funds will be carried over to the next fiscal year and will be reflected in subsequent budget revisions.

Fiscal Impact

The Fourth Quarter Budget for FY 2009-10 is within budget projections for the Revenue received of \$27.99 million (76%) and Expenditures of \$27.89 million (75%).

Recommendation

Review and file.

Attachments:

- A. STA FY 2009-10 Fourth Quarter Budget Report
- B. 2010-11 Budget and Fiscal Reporting Calendar

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FOURTH QUARTER BUDGET REPORT

FY 2009-10

July 1, 2009 through June 30, 2010

REVENUES			
Description	FY 09-10 Budget	Actual Received YTD	% of Budget
STA Fund			
Members Contribution (Reserve Accounts)	108,000	108,000	100%
Interest		24,401	0%
Members Contribution/Gas Tax	53,687	15,560	29%
Transportation Dev. Act (TDA) Art. 4/8	422,225	422,223	100%
Transportation Dev. Act (TDA) Art. 3	85,000	101,565	119%
State Transit Assistance Fund (STAF)	380,422	430,622	113%
Surface Transportation Program (STP)	482,309	461,032	96%
SP&R - Operation/Implementation Plan	37,329	24,550	66%
State Transportation Improvement Program (STIP)/Planning, Programming and Monitoring (PPM)	401,219	316,417	79%
Federal Earmark	16,577	25,942	156%
Regional Measure (RM) 2- North Connector Design	23,261	20,806	89%
RM 2 - I-80 HOV Lanes	4,921	3,686	75%
RM 2 - I-80 Interchange Project	38,610	45,602	118%
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	36,417	37,021	102%
Transportation for Clean Air (TFCA)	337,307	357,590	106%
Transportation for Clean Air (TFCA) Regional Grant	291,000	141,873	49%
Eastern Congestion Mitigation & Air Quality (ECMAQ)	127,641	102,167	80%
olo/Solano Air Quality Management District (YSAQMD)	126,120	123,191	98%
Regional Rideshare Program (RRP)	240,000	239,900	100%
Community Based Transit Study (CBTP)	15,000	27,364	182%
City of Vacaville TDA/STIP swap	750,000	750,000	100%
Capitol Corridor	10,000	3,500	35%
Bay Area Ridge Trails	40,000	27,827	70%
Abandoned Vehicle Abatement (AVA) Program/DMV	10,052	10,617	106%
Local Funds - Cities/County	90,600	97,350	107%
Sponsors	18,000	18,964	105%
Subtotal	\$ 4,145,697	\$ 3,937,770	95%
TFCA Programs			
Transportation for Clean Air (TFCA)	539,534	306,203	57%
Interest		5,541	0%
Subtotal	\$ 539,534	\$ 311,744	58%
Abandoned Vehicle Abatement			
Department of Motor Vehicle (DMV)	325,000	343,346	106%
Interest		1,218	0%
Subtotal	\$ 325,000	\$ 344,564	106%
I-80 East Bound (EB) Truck Scales Relocation			
RM 2 Funds	8,974,468	7,241,302	81%
Interest		2,479	0%
Subtotal	\$ 8,974,468	\$ 7,243,781	81%
Jepson Parkway Project			
State Transportation Improvement Program (STIP)	-	-	0.0%
STIP/PPM	30,000	2,195	7%
Federal Earmark	95,973	30,286	32%
County of Solano	300,000	286,000	95%
Interest		1,655	0%
Subtotal	\$ 425,973	\$ 320,136	75.2%
SR 12/Jameson Canyon Project			
State Transportation Improvement Program (STIP)	4,200,000	3,126,073	74%
Interest		8,875	0%
Subtotal	\$ 4,200,000	\$ 3,134,948	75%
I-80/I-680/SR 12 Interchange EIR/EIS			
RM 2 Funds	5,542,380	4,453,428	80%
Interest		3,130	0%
Subtotal	\$ 5,542,380	\$ 4,456,558	80%
North Connector East (Chadbourne Rd/Right of Way)			
RM 2 - Preliminary Engineering	8,320,796	5,981,759	72%
Count of Solano	-	-	0%
City of Fairfield	1,950,000	1,207,967	62%
Interest	-	23,006	0%
Subtotal	\$ 10,270,796	\$ 7,212,732	70%
I-80 High Occupancy Toll (HOT) Lanes Conversion			
RM 2 Funds	250,000	121,943	49%
Subtotal	\$ 250,000	\$ 121,943	49%
I-80 High Occupancy Toll (HOT) Lanes			
RM 2 Funds	300,000	-	0%
Subtotal	\$ 300,000	\$ -	0%
I-80 High Occupancy (HOV) Lane/Ramp Metering			
RM 2 - PA/ED Design	992,160	670,739	68%
Interest		829	0%
Subtotal	\$ 992,160	\$ 671,568	68%
I-80 HOV/Vallejo Fairgrounds			
Federal Earmark	600,000	5,819	1%
Local Match Funds - STA	25,000	-	0%
Local Funds - Solano County/City of Vallejo	100,000	1,455	1%
Interest	-	119	0%
Subtotal	\$ 725,000	\$ 7,393	1%
Rio Vista Bridge Realignment			
Federal Earmark	226,829	183,843	81%
City of Rio Vista	56,700	45,961	81%
Interest		49	0%
Subtotal	\$ 283,529	\$ 229,853	81%
TOTAL REVENUES	\$ 36,974,537	\$ 27,992,990	76%

EXPENDITURES			
Description	FY 09-10 Budget	Actual Spent YTD	% of Budget
Operations			
Operation Management/Administration	1,429,639	1,380,523	97%
STA Board of Directors	43,000	41,170	96%
Expenditure Plan	60,000	38,488	64%
Contribution to STA Reserve	108,000	-	0%
Total Operations	\$ 1,640,639	\$ 1,460,181	89%
Transit and Rideshare/Solano Napa Commuter Info (SNCI)			
Transit/SNCI Administration	453,421	443,594	98%
Employer/Van Pool Outreach	8,000	6,950	87%
SNCI General Marketing	55,000	53,753	98%
Commuter Challenge	27,000	26,796	99%
Bike to Work Campaign	20,000	16,102	81%
Bike Links Maps	6,525	6,524	100%
Incentives	15,000	12,331	82%
Emergency Ride Home (ERH) Program	5,000	202	4%
Solano Express	50,000	50,281	101%
Transit Management Administration	213,196	207,657	97%
Community Based Transportation Plan (CBTP)	15,000	27,338	182%
Lifeline Program	16,000	15,946	100%
Countywide Transit Ridership Study	80,000	78,328	98%
Paratransit Coordinating/PCC	56,650	56,508	100%
Commuter Profile	26,000	26,000	100%
Solano Senior & Disabled Transit Plan Update	10,000	3,116	31%
Transit Consolidation Implementation Phase	25,000	25,493	102%
Total Transit & Rideshare/SNCI	\$ 1,081,792	\$ 1,056,919	98%
Project Development			
Project Management/Administration	111,354	115,366	104%
Safe Route to School Program	454,383	322,551	71%
I-80/I-680/I-780 Operation/Implementation Plan	57,207	38,724	68%
Project Study Report (PSR) SR 12/Churuch Rd	60,000	56,331	94%
Regional Transportation Impact Fee (RTIF) Feasibility Study/AB 1600	205,000	115,954	57%
Jepson Parkway	425,973	320,090	75%
SR 12 Jameson Canyon Project	4,200,000	3,126,073	74%
I-80/I-680/SR 12 Interchange PA/ED	5,542,380	4,453,428	80%
North Connector East (Chadbourne Rd/Right of Way)	10,270,796	7,189,843	70%
I-80 East Bound (EB) Truck Scales Relocation	8,974,468	7,241,302	81%
I-80 HOV Lanes/Ramp Metering	992,160	670,739	68%
I-80 HOT Lanes Conversion	250,000	121,943	49%
I-80/I-505 HOT Lanes	300,000	-	0%
I-80 HOV Lanes/Vallejo Fairgrounds	725,000	7,274	1%
SR 12 Bridge Realignment Study	283,529	236,728	83%
DMV Abandoned Vehicle Abatement	325,000	343,276	106%
Total Project Development	\$ 33,177,250	\$ 24,359,622	73%
Strategic Planning			
Planning Management/Administration	89,194	90,095	101%
Events	10,800	10,712	99%
Model Maintenance	4,000	1,721	43%
Solano County TLC Program	141,505	153,234	108%
Bike/Ped Master Plan Update	85,000	84,962	100%
SR 12 MIS/Corridor Study	4,987	4,986	100%
Comprehensive Transportation Plan (CTP)/EIR	78,786	82,373	105%
Safe Route to Transit	5,000	-	0%
Solano Rail Crossing Inventory & Improvement Plan	66,050	63,801	97%
SR 12 Jameson Canyon Ridge Trail Study	40,000	27,827	70%
Climate Change Strategy	10,000	3,950	40%
TFCA Programs	539,534	487,702	90%
Total Strategic Planning	\$ 1,074,856	\$ 1,011,363	94%
TOTAL EXPENDITURES	\$ 36,974,537	\$ 27,888,085	75%



2010-11 Budget and Fiscal Reporting Calendar

STA Board Meeting Schedule:

DECEMBER	FY 2009-10 Fourth Quarter Budget Report FY 2009-10 Annual Audit STA Employee 2011 Benefit Summary Update
JANUARY	FY 2010-11 Mid-Year Budget Revision FY 2010-11 First Quarter Budget Report FY 2010-11 Abandoned Vehicle Abatement (AVA) First Quarter Program Activity Report
FEBRUARY	FY 2010-11 Second Quarter Budget Report
MARCH	Local Transportation Development Act (TDA) and Members Contribution for FY 2011-12 FY 2010-11 AVA Second Quarter Program Activity Report
APRIL	None
MAY	FY 2010-11 Third Quarter Budget Report FY 2010-11 AVA Third Quarter Program Activity Report
JUNE	FY 2010-11 Final Budget Revision



DATE: November 23, 2010
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix –
December 2010

Background:

The Transportation Development Act (TDA) of 1971 was intended to ensure a continuing statewide commitment to public transportation. TDA statute imposes a one-quarter-cent tax on retail sales within each county for this purpose. Proceeds are returned to the Cities and County based upon the amount of taxes collected in the county as a whole, and are apportioned within the county based on population. To obtain TDA funds, local jurisdictions must submit requests to regional transportation agencies that review the claims for consistency with TDA requirements. Solano County transit agencies submit TDA claims to the Metropolitan Transportation Commission (MTC), the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area.

The FY 2010-11 TDA fund estimate, approved in February 2010, is shown on the TDA matrix (Attachment A) and the estimated carryover was calculated in June 2010. MTC is required to use County Auditor estimates for TDA revenues. TDA is generated from a percentage of countywide sales tax and distributed to local jurisdictions based on population share. Given the economic downturn, sales tax and TDA revenues have decreased and will remain suppressed until the economy improves. Staff reemphasizes that these TDA figures are revenue *estimates*. With the existing fiscal uncertainty, the TDA amounts are not guaranteed and should not be 100% claimed to avoid fiscal difficulties if the actual revenues are lower than the projections.

The TDA matrix is developed and updated to guide MTC as they review allocations from Solano jurisdictions and to prevent any jurisdictions' TDA balances being over-subscribed. Tracking various allocations is essential given the amount of cross claiming of TDA in Solano for various shared cost transit services. One of the major services shared by multiple jurisdictions is the seven major intercity routes covered in the Intercity Transit Funding Agreement and the multiple operators' TDA shares for the new intercity taxi program. Prior to this version, the TDA matrix had been approved with the TDA claims from the County of Solano and the Cities of Dixon, Vacaville, and Vallejo's FY 2010-11 TDA claims for operating and capital.

Discussion:

The TDA matrix is now being updated to include the Cities of Benicia, Fairfield, and Rio Vista's TDA claims. The City of Benicia is claiming a total of \$691,677 for transit operations. The City of Fairfield is claiming a total of \$4,099,135 for transit operations and \$2,616,755 for transit capital. Benicia and Fairfield also contribute TDA funds to the intercity transit funding agreement. The City of Rio Vista is claiming \$176,351 for transit operations and \$17,200 for transit capital. All three Cities contribute TDA funds to intercity transit planning and the

intercity Americans with Disabilities Act (ADA) taxi program. These three claims are consistent with the TDA matrix and Intercity Transit Funding Agreement. All Solano TDA claims for FY 2010-11 have now been submitted.

Fiscal Impact:

No impact to STA Budget.

Recommendation:

Approve the FY 2010-11 TDA Matrix – December 2010 as shown in Attachment A for the Cities of Benicia, Fairfield and Rio Vista.

Attachment:

- A. FY 2010-11 TDA Matrix – December 2010 (An enlarged color copy has been provided to the Board members under separate enclosure and is available upon request by contacting the STA at (707) 424-6075.)

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DATE: November 22, 2010
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Vacaville Community Based Transportation Plan (CBTP)

Background:

The goal of the Metropolitan Transportation Commission (MTC)'s Community Based Transportation Plan (CBTP) Program is to advance the findings of the Lifeline Transportation Network Report in the 2001 Regional Transportation Plan (RTP). The Lifeline report identified transit needs in economically disadvantaged communities throughout San Francisco Bay Area, and recommended initiation of community-based transportation planning as a first step to address them. Likewise, the Environmental Justice Report for the 2001 RTP also identified the need for the MTC to support local planning efforts in low-income communities throughout the region.

The CBTP Program is designed to be a collaborative process to ensure the participation of key stakeholders, such as community based organizations (CBOs) that provide services within low-income neighborhoods, local transit operators, and county Congestion Management Agencies (CMAs). Each planning process must involve a significant outreach component to engage the direct participation of residents in the community.

As a result of this planning process, potential transportation improvements specific to low-income communities would be identified and cost-estimates developed to implement these improvements. This information, including prioritization of improvements considered most critical to address, will be forwarded to applicable transit agencies, CMAs, and MTC for consideration in future investment proposals such as countywide expenditures plans and Short Range Transit Plans (SRTPs). Funding opportunities would be explored to support them, and an outline for an action plan to implement the solutions would be developed.

Each county needs to conduct a comprehensive planning effort to identify transit needs in disadvantaged communities. STA is the lead agency for Solano County. In addition, STA has assumed overall responsibility for project oversight. In Solano County, the initial areas identified by MTC were Dixon, Cordelia, Fairfield, Vacaville and Vallejo. The Dixon CBTP was completed as a pilot program in 2004. Based on discussions between STA and MTC staff, the Cordelia study area was expanded to include several lower income neighborhoods of Fairfield and Suisun City. The Cordelia/Fairfield/Suisun City CBTP and Vallejo CBTP were completed and approved by the STA Board in 2008. The two CBTPs for Solano County that are still need to be completed are Vacaville and Fairfield. The Vacaville CBTP is in final draft and Fairfield CBTP is scheduled to be completed in 2011.

Discussion:

To complete Vacaville's CBTP, STA engaged the Nelson/Nygaard Consulting Associates team to perform the scope of work as required for the CBTP. Nelson/Nygaard Consulting team worked closely with STA staff to deliver the draft plan for Vacaville.

A Technical Advisory Committee (TAC) was established for the study area. The purpose of the TAC was to facilitate the project. Their objectives have been to review and finalize work products prior to presentation to the stakeholders and to monitor the schedule and completion of work task products.

Two separate stakeholders' meetings have been held for the Vacaville CBTP. Both meetings were well attended with approximately 20 stakeholders at each meeting. The purpose of establishing the Stakeholder Group was to gain their insights into the transportation difficulties of the low-income population in their community and to engage the members in helping with outreach to their constituencies. These stakeholders comprise a variety of organizations that represent the low-income priority populations.

At these meetings, key concerns were discussed and suggestions were obtained about the best way to conduct the community outreach. As part of these discussions, several participants volunteered to assist with the community outreach.

Outreach Activities

The consultant team used outreach tools designed to mitigate traditional barriers to low-income community participation. Rather than encouraging low-income community members to attend meetings outside their daily routines, the outreach was performed on-site, in English and Spanish. Community members had opportunities to provide both written and verbal input.

Once the consultant team completed their community outreach process, the second stakeholders' meeting for Vacaville's CBTP was held. At this meeting, information gathered from the community outreach was presented. The stakeholders' assistance was utilized in ranking the concerns and proposing solutions. The consultant team collected this information from the stakeholders and summarized the prioritized transportation issues and the proposed solutions to close transportation gaps. After evaluating the feasibility of implementing proposed solutions, the Plan was prepared (Attachment A).

Funding Opportunities

Priority projects identified through the CBTP process will be eligible to apply for future Lifeline funding. In addition, projects identified in the 2002 countywide Welfare to Work Plan will also be eligible. STA is responsible for programmatic and fiscal oversight of Lifeline Projects in Solano County.

The TAC reviewed this item at its November meeting and recommended its approval by the STA Board.

Fiscal Impact:

The STA received a grant from MTC to complete these studies. Vacaville CBTP was completed on time and within budget. The projects identified by these studies are eligible for Solano County Lifeline funding to be allocated by the STA.

Recommendation:

Approve the Vacaville Community Based Transportation Plan.

Attachment:

- A. Vacaville Community Based Transportation Plan (Provided to the STA Board Members under separate enclosure. A copy may be requested by contacting the STA at (707) 424-6075.)



DATE: November 22, 2010
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Senior and Disabled Transportation Advisory Committee –
Transit Contractors and Taxi Providers

Background:

The Solano Transportation Authority works on a wide spectrum of transportation issues. These include mobility for senior citizens and disabled persons. The STA Board-appointed Paratransit Coordinating Council (PCC) is responsible for reviewing and provides input to the STA Board on transportation studies concerning seniors, the disabled, and paratransit services and makes recommendations on the funding priorities of paratransit capital grants. The SolanoExpress Intercity Transit Consortium is comprised of Solano County's six transit operators, Solano County and STA and coordinates on a variety of transit plans, services, and issues including senior and disabled transit services.

In 2004, STA completed a countywide Senior and Disabled Transit Plan. It projected that by 2030 the proportion of the County's population aged 65 and over would more than double from 9% at the time of the study to 19%. The study noted that as people age, they become less likely to maintain their driver's license while still needing to be mobile.

The STA 2009 Board Chair and County Supervisor Jim Spring requested and received support from the STA Board to have STA assist in organizing a countywide public forum specifically on the topic of Senior and Disabled Transportation. The first Summit was held in June 2009. Participants were a wide range of users, major stakeholders and policy makers: public, private and non-profit transportation program and service providers, State legislative staff, MTC and local City Councilmembers.

The Senior and Disabled Transportation Summit II was held in October 2009. At both summits, there was interest expressed and concerns raised about how to continue the dialogue and partnerships' exhibited at the two summits. A new STA Board Advisory Committee consisting of a variety of stakeholders in the senior and disabled community was established to meet this need. The Senior and Disabled Transportation Advisory Committee's purpose is to provide a countywide forum for coordination and funding of senior and disabled transportation services. In December 2009, the STA Board authorized and approved the establishment, purpose and membership categories of the new Committee. Members were recruited for each category.

Discussion:

There has been interest expressed to have a local transit contractor (MV Transportation) to be included as a member of the Committee. MV Transportation is the transit contractor for the City of Benicia's Benicia Breeze, City of Fairfield's Fairfield and Suisun Transit (FAST) and City of Vallejo's Vallejo Transit services. MV Transportation provides fixed-route and paratransit transit services throughout the United States.

The STA staff recommended to the STA Board in October to approve a modification of the Senior and Disabled Transportation Advisory Committee membership to include a Solano Transit Contractors and to Appoint MV Transportation to fill the Solano Transit Contractor category on the Senior and Disabled Transportation Advisory Committee.

A representative from First Transit spoke during Public Comment and also expressed interest in serving on the Advisory Committee. After discussion at the STA Board meeting, there was consensus to bring this item to the Senior and Disabled Transportation Advisory Committee and its Planning Committee for staff to bring back to the Board with a recommendation.

The Senior and Disabled Transportation Advisory Committee held its meeting on Thursday, October 28th and recommended to the STA Board to add three Ex-Officio Advisory Positions to the Senior and Disabled Advisory Committee to include Transit Contractors (2) and Taxi Provider (1) (Attachment A). This item was also presented at the November's Consortium meeting and STA staff received no comments.

Recommendation:

Approve the following:

1. Modify the Senior and Disabled Transportation Advisory Committee membership to include Ex-Officio Advisory Positions as shown on Attachment A;
2. Appoint First Transit and MV Transportation as Ex-Officio transit providers; and
3. Appoint Vacaville Checker Cab as the Ex-Officio taxi provider.

Attachment:

- A. Proposed Revised Committee Purpose and Membership

**Advisory Committee
for
Solano Seniors, Elderly and Disabled**

Purpose: To provide a countywide forum for coordination and funding of senior and disabled transportation services

Tasks:

- Provide forum for senior and disabled transportation Issues;
- Identify and advise STA, County of Solano, Cities and Senior Coalition on transportation issues for seniors and disabled individuals;
- Provide forum for coordination of senior and disabled transit services and funding for transit providers and non-profits;
- Develop funding priorities for senior and disabled transportation issues to the STA and serve as advisory committee for update on seniors and disability mobility study ; and
- Development of short-term and long-term funding strategy for seniors and disabled transportation.

MEMBERSHIP:	
Voting Members	
Transit Operators	<ul style="list-style-type: none"> • Benicia Breeze • Dixon Read-Ride • Fairfield and Suisun Transit • Rio Vista Delta Breeze • Vacaville City Coach • Vallejo Transit
County of Solano	<ul style="list-style-type: none"> • Health and Social Services • Transportation
Non-Profit	<ul style="list-style-type: none"> • Faith in Action • Area Agency on Aging
Paratransit Coordinating Council Representative	
Senior Coalition	
Solano Community College	
Medical Providers	<ul style="list-style-type: none"> • Kaiser • North Bay • Sutter Solano • Dialysis Center • Skilled Nursing Facility
STA	<ul style="list-style-type: none"> • 2 Board Member Liaisons
Members at Large (Eight)	One appointed by each Mayor and one by the Board of Supervisors
Non-Voting Members	
Solano Transit Contractors (3)	<ul style="list-style-type: none"> • MV Transportation • First Transit • Storer Transportation
Solano Taxi Contractors (TBD)	<ul style="list-style-type: none"> • Vacaville Checker Cab

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DATE: November 22, 2010
 TO: STA Board
 FROM: Liz Niedziela, Transit Program Manager
 RE: Paratransit Coordinating Council (PCC) Member Appointment

Background:

The 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:

Transit User	Shirley Stacy	Jan. 2011
Social Service Provider	George Bartolome	Jan. 2013
MTC Policy Advisory Council (PAC) Representative	Richard Burnett	Jan. 2013
Public Agency/County of Solano	Rachel Ford	Jun. 2013
Public Agency - Education	Judy Nash	Apr. 2013
Member at Large	Shannon Nelson	Sept. 2013
Social Service Provider	Ted Newton	Jun. 2013
Social Service Provider	Alicia Roundtree	Oct. 2013
Transit User	Kurt Wellner	Oct. 2012
Member at Large	James Williams	Jan. 2013
Transit User	Vacant – Seeking One Member	

Discussion:

Shirley Stacy’s term expires in January 2011 and she is interested in serving another term of three years. At the November 2010 PCC meeting, the PCC members unanimously voted to forward a recommendation to the STA Board to reappoint Shirley Stacy to the PCC for another 3-year term.

Fiscal Impact:

None.

Recommendation:

Reappoint Shirley Stacy, as a Transit User, to the Paratransit Coordinating Council for another three-year term expiring in January 2014.

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DATE: November 19, 2010
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: Safe Routes to School (SR2S) Two-Year Work Plan for Fiscal Year
(FY) 2010-11 and FY 2011-12

Background:

The Solano Transportation Authority (STA) began the development of its Safe Routes to School (SR2S) Program in 2005, in response to the growing childhood obesity epidemic, student travel safety concerns, growing air pollution, and traffic congestion near schools in Solano County. The program works to encourage more students to walk and bike to school by identifying and implementing a balance of traffic calming and safety engineering projects, student education & safety training, encouragement contests & events, and enforcement coordination with police. The program also strives to increase interagency cooperation to continue to plan and implement SR2S projects with all local agencies.

In March 2009, the STA Board approved the current 3-Year SR2S Advisory Committee Work Plan for FYs 2008-09, 2009-10, and 2010-11, which reflects the SR2S Plan's priority programs and projects and the SR2S Plan's goals, as adopted by the STA Board in 2007 and 2008. The Board also adopted the FY 2008-09 program activities, including the 10 schools involved and the lead staff in charge of the events.

On October 14, 2009, the STA Board approved the FY 2009-10 SR2S Program Work Plan, which includes the delivery of 28 radar speed signs and the facilitation of safety assemblies, Walk & Roll prize events, bicycle rodeos for 60 schools, and walking audit & planning events for 20 to 30 additional schools. In June 2009, the STA Board authorized STA staff to enter into service agreements for SR2S Program and Safety Coordinator services. In January 2010, STA staff executed an agreement with Solano County Department of Public Health to provide both services for 2 years.

On May 28, 2010, the STA Board approved an estimated \$1.029 M in federal, state, and local air quality grant funding for the SR2S Program's education, encouragement, and enforcement activities. On June 17, 2010, the SR2S-AC approved a final workscope for \$642,000 of these new funds: \$35,000 for additional planning and \$607,000 for education and encouragement activities.

5-Year Funding Outlook for STA SR2S Program

All of the STA's SR2S Program's funds come from grants which will expire by the end of FY 2011-12. Between FY 2008-09 and FY 2009-10, the STA's SR2S Education & Encouragement program will have expended \$386,794 of the \$736,000 in current air district and federal grants, mostly on radar speed feedback signs. Between FY 2010-11 and FY 2011-12, the program will add \$1.279 M in additional grant funding, from MTC's SR2S Congestion Mitigation and Air Quality (CMAQ) funded program for mostly education and encouragement activities.

Additional Cycle 2 MTC SR2S funds are possible in FYs 2012-13 and STA will have to submit applications for competitive federal SRTS grants (administered by Caltrans) in order to maintain the Solano SR2S Program.

Discussion:

Between existing grant funds carried over from prior years and expected grant funding to be obtained by Spring 2011, the SR2S Program budget for FY 2010-11 and 2011-12 will expend about \$1.5 M. STA staff and Solano County Public Health staff propose the following Work Plan to be covered by these funds between education, encouragement, enforcement, and engineering activities for all schools in Solano County over the next two years (Attachment A). It should be noted that many of these grant funds are restricted to particular activities, making it difficult to shift funding between “education & encouragement” activities, “enforcement” activities, “planning” activities, and special projects such as the SR2S Mapping Project.

Two-year Total FY 2010-11 & 2011-12	SR2S Program Activity
	Education (for all schools in Solano County)
\$195,900	Safety Assemblies & Bicycle Rodeo Events, Equipment, and Materials
\$283,000	Safe Routes to School Maps
	Encouragement (for all schools in Solano County)
\$463,800	Walk and Roll Week Incentives & Student Contests
\$114,550	SR2S Program Marketing Materials
	Enforcement (number of schools dependent on grant proposals)
\$100,300	Public Safety Enforcement Grant
	Engineering (for 7-14 select schools countywide)
\$70,000	Planning
	SR2S Program Staff
\$57,000	STA Staff
\$270,000	Solano County Public Health Staff
\$1,553,750	TOTAL

Education & Encouragement Activities

Each participating school will be eligible to schedule one (1) safety assembly, two (2) bicycle rodeos and three (3) Walk and Roll Week events. Safety Assemblies & Bicycle Rodeo Equipment costs include a Public Announcement speaker system, bicycles as prizes, bicycle maintenance tools, bicycle helmets, and rodeo obstacles. On-going costs include fleet vehicle costs and mileage. There is also the potential to purchase permanent fleet vehicles for the program, such as plug-in hybrid vehicles with future air quality district funds, to offset long-term vehicle maintenance costs and reduce vehicle emissions from numerous program coordinator trips across the county using a diesel truck towing a 14’ trailer.

Encouragement events have an estimated countywide base cost of \$200,000, leaving about \$263,000 for incentives and prizes for student competitions and Walk & Roll Week Incentives. The estimated prize funding per school per year is \$1,500 per elementary school, \$1,500 per middle school, and \$2,000 per high school. At \$1,500 per elementary school, about \$500 in encouragement prizes can be distributed at each of the three Walk and Roll events per year. High School and Middle School student competitions, such as safety & encouragement video contests and promotional t-shirt design contests are still in development.

Safe Routes to School Maps

All 15 of the STA's Pilot Suggested Route to School maps have been approved by school staff and city public works staff. STA staff plans to begin printing these maps for students in November. The STA has recently been approved by MTC for a \$250,000 SR2S Innovative Grant to create SR2S maps for all schools in Solano County. STA staff expects to enter into a funding agreement by February or March of 2011 to begin map production.

Enforcement Public Safety Grant

The SR2S Program has received about \$50,000 in grants for enhanced police enforcement activities and police distribution of program materials, but has yet to fund long-term or countywide activities. To date, several police departments collaborate with Solano County Public Health staff at bicycle rodeos and safety assemblies. To implement the proposed work plan, several agreement amendments will be needed, which could potentially raise the funding amount available for a public safety tasks to as high as \$100,000.

Engineering & Planning Activities

\$70,000 will be available in Spring 2011 for updating the 2008 STA Countywide SR2S Plan. Most of the larger projects identified in the plan have been funded, including improvements in Benicia, Dixon, Vacaville, and Vallejo. STA staff recommends releasing a Request for Proposals for engineering assistance in developing project concepts, preliminary engineering, and detailed cost estimates. There are no currently identified engineering project grant funds for the SR2S Program. All potential new funds are associated with grant sources that are at the discretion of other agencies (e.g., air districts, Caltrans, MTC, etc.).

SR2S Program Staff Expenditures

To offer 6 events per school each year for all schools in Solano County, annual program coordination costs are projected to nearly double from the currently budgeted \$74,750/year to \$135,000/year. During pilot events in the Spring of 2010, staff required additional preparation time and event coordination time, which have now been added to the proposed program budget. \$57,000 for STA staff time pays for inter-agency coordination, grant administration, and various staff resources to support the events.

On October 21, 2010, the SR2S-AC recommended the "SR2S 2-year Work Plan for Fiscal Years 2010-11 and 2011-12" for STA Board. After further discussions with Solano County Public Health staff, STA Staff recommends modifying the SR2S-AC's recommendation to shift \$13,000 from education and encouragement activities to program coordination activities to account for new coordination cost estimates. This brings the original recommendation of \$270,000 for Solano County Public Health coordination funding to \$283,000 and reduces education and encouragement activities by \$6,500 each.

On November 17, 2010, the STA TAC forwarded a recommendation to the STA Board to approve the SR2S 2-year Work Plan, as later amended by STA & Solano County staff.

Fiscal Impact:

Approximately \$1.5 M in funding agreements will be either amended or entered into to execute this work plan.

Recommendation:

Approve the following:

1. Solano SR2S 2-year Work Plan for Fiscal Years 2010-11 and 2011-12 as described in Attachment A.
2. Authorize the Executive Director to enter into agreement amendments with the Yolo-Solano Air Quality Management District (YSAQMD), the Bay Area Air Quality Management District (BAAQMD), and enter into new agreements with the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans) to operate and deliver project and program tasks described in the SR2S 2-year Work Plan for Fiscal Years 2010-11 and 2011-12 as described in Attachment A.

Attachment:

- A. SR2S 2-year Work Plan for Fiscal Years 2010-11 and 2011-12

SR2S 2-year Work Plan for Fiscal Years 2010-11 and 2011-12

11-05-2010

Two-year Total FY 2010-11 & 2011-12	SR2S Program Activity
	Education (for all schools in Solano County)
\$189,400	Safety Assemblies & Bicycle Rodeo Events, Equipment, and Materials
\$283,000	Safe Routes to School Maps
	Encouragement (for all schools in Solano County)
\$463,800	Walk and Roll Week Incentives & Student Contests
\$108,050	SR2S Program Marketing Materials
	Enforcement (number of schools dependent on grant proposals)
\$100,300	Public Safety Enforcement Grant
	Engineering (for 7-14 select schools countywide)
\$70,000	Planning
	SR2S Program Staff
\$57,000	STA Staff
\$283,000	Solano County Public Health Staff
\$1,553,750	TOTAL

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DATE: November 19, 2010
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: Management Assistant for Projects in Solano (MAPS) Pilot Project

Background:

The STA's Project Delivery Department is responsible for the delivery of a variety of STA led projects (e.g., I-80/I-680/State Route (SR) 12 Interchange Project, SR 12 Jameson Canyon Project, Jepson Parkway, etc.) and monitors the delivery of STA supported & funded projects (e.g., local street rehabilitation projects, bridge toll funded transit center projects, bicycle and pedestrian projects, etc.). With a staff of three, the STA Project Delivery Department currently assists the seven cities and the County in the delivery and monitoring of over \$400 million in active federal, state, regional, and locally funded transportation projects countywide.

STA staff also coordinates and works with the Solano Project Delivery Working Group (Solano PDWG), composed of local project managers from across the county who have met monthly for the past 3 years to discuss project delivery issues and resolve them in a cooperative manner.

Earlier Project Delivery Deadlines Without Additional Tools

Over the last two years, the Solano PDWG has requested project delivery assistance beyond what is currently offered by the STA, the Metropolitan Transportation Commission (MTC), and the Caltrans Department of Local Assistance. This need was particularly acute during the last 2011 Transportation Improvement Program (TIP) development process to help understand project status and funding, throughout the expedited and hurried nature of spending American Recovery & Reinvestment Act (ARRA) funds, and during recent Federal Highway Administration (FHWA) audits of federally funded projects.

During the Spring of 2010, STA staff toured all local agency public works and capital improvement departments to better understand their project delivery & project management strengths and weaknesses. Each local agency has unique and distinct ways of tracking federal aid project funding and delivery deadlines, with varied level of effectiveness. Recent local agency staff turnover and budget cuts have added pressure to these tracking methods. STA staff also held a project delivery forum with MTC staff, Caltrans staff, and local agency staff to better understand challenges and opportunities for improving project delivery. One recommendation from that effort was to create an online communication and project management tool to streamline the circulation of project documents, status information, and funding information between all of the previously mentioned agencies.

Solano Project Mapper and Management Webtools Concept & Elements

The project concept is to create an efficient Capital Improvement Program (CIP) web based project management and reporting tool for all public works projects within Solano County. A set of customized applications and a shared collaborative secured website will be built to meet the needs and procedures for reporting and documenting active projects for Solano County agencies and partner agencies, such as Caltrans and MTC. As a project management tool, this program will save valuable time for administrators, managers, and engineers as they submit reports and file requests internally (e.g., council reports, grant applications) and with STA, MTC, and Caltrans (e.g., TIP amendments, E76 requests, and FHWA audits).

The following elements will be incorporated into its design:

- A web-based one-stop information center lets all contributing agencies access project information whenever they need it.
- The one-stop information center is web-based and therefore accessible anywhere, to facilitate project delivery collaboration with multiple agencies.
- Up-to-date Executive Summary displays big-picture information for quick review and alert on imminent or persistent issues.
- Using ArcGIS geographic information system links to geographic locations to project data, allowing easy data retrieval by pointing to map elements.
- Online storage of documents, data, and images offers great power and ease of use in managing large amounts of digital photos and scanned project documents.

Scope of Work

STA staff have drafted the attached Scope of Work with the County of Solano Geographic Information Systems (GIS) department, who will be contributing \$6,000 as the local match for this project (Attachment A). The STA will enter into a Cooperative Work Agreement to complete this work in partnership with Solano PDWG members.

The Scope of Work describes completing the project in three phases: 1) Project Mapping and Tracking webtools, 2) Project Management webtools, and 3) Public Accessible Project Information webtools.

Solano PDWG Draft Scope of Work Feedback

On July 27, 2010, the Solano PDWG reviewed a draft Scope of Work and generally supported the project's concept. Some Solano PDWG members requested that the webtools be developed prior to Solano PDWG members committing to its use. STA staff answered that Solano PDWG members will be part of the program's development, to help ensure that the program will be useful to project managers. Solano PDWG members were also interested in operations and maintenance costs of such a web-based program. The Solano County GIS already has a model for cost sharing of GIS based products (e.g., aerial photos), and STA will look towards implementing a similar approach as local agencies choose to use the program.

On August 24th, the Solano PDWG requested additional scope of work details and suggested that MTC and Caltrans review the scope for multi-agency communication benefits.

On August 25th, the STA Technical Advisory Committee (TAC) concurred with Solano PDWG's comments and requested a more detailed scope of work. STA staff and Solano County GIS staff have prepared a more detailed scope of work.

Discussion:

On October 7, 2010, a subcommittee of the Solano PDWG including members from Dixon, Vacaville, and Vallejo met with STA Staff and Solano County GIS staff to help refine the Solano Project Mapper Scope of Work. The subcommittee agreed to focus the Scope of Work on the following seven key areas, which have been incorporated into the Scope of Work (Attachment A):

1. Shared Document Library
 - a. Shared project document storage online
 - b. Useful for sending information between agencies quickly (but more secure and accessible than an FTP site)
 - c. Easily prepare document copies for audits
2. Simple Project Update Form for smaller cities
 - a. Keep partner agencies current on projects through a simple online form.
 - b. Form to be developed around prior project update form concepts (e.g., STA Project Delivery Form, FMS forms, STIP PPR forms, etc.)
3. More Robust Project Management Support for larger cities
 - a. Develop unique agency-specific project tracking and document support for larger cities
 - b. Pursue data capture from existing sources (e.g., existing project manager spreadsheets, MS Project files, etc.) to minimize new data entry requirements (e.g., avoid additional project delivery data entry)
4. CIP Reporting Summaries
 - a. Create CIP reports based on data collected for specific project delivery review processes (e.g., D-Team meetings, CIP review meetings, project conflict meetings, STA Project Delivery Update reports to Solano PDWG, TAC and STA Board).
 - b. Create deadline reports
5. Project Mapping
 - a. Create basic project mapping for CIP reports and STA project maps
 - b. Publicly accessible project information maps are a lower priority
6. Data Security
 - a. Ensure data security by working with local agency IT departments
 - b. Ensure project information security
7. Collaboration with MTC and Caltrans
 - a. Ensure that the document sharing and project delivery data helps MTC and Caltrans.
 - b. Once the pilot project reaches a functioning draft stage, share the progress with Caltrans and MTC for further modification.

On October 28, 2010, the Solano PDWG recommended that the STA TAC forward a recommendation to the STA Board to approve the Scope of Work described in Attachment A to develop the “Management Assistant for Projects in Solano (MAPS)” Pilot project.

On November 17, 2010, the STA TAC unanimously approved to forward a recommendation to the STA Board to approve the Scope of Work described in Attachment A to develop the “Management Assistant for Projects in Solano (MAPS)” Pilot project.

Fiscal Impact:

\$45,000 in Surface Transportation Program (STP) federal planning funds and \$5,000 in Project Programming and Monitoring (PPM) local match funds are part of the STA Fiscal Year (FY) 2010-11 Budget for this project. The STA is currently discussing how additional local funds would come from the County of Solano’s Department of Information Technology to fund this project. Operations and maintenance funding has yet to be budgeted. The estimated yearly maintenance of this tool is \$15,000 to \$20,000.

Recommendation:

Authorize the Executive Director to enter into an agreement with the County of Solano to develop the “Management Assistant for Projects in Solano (MAPS)” Pilot project, as described in the scope of work in Attachment A.

Attachment:

- A. Management Assistant for Projects in Solano (MAPS) Pilot, Scope of Work, (Oct 2010)



Solano County GIS
2010-12-02

Proposal for

Solano County Intra Regional Transportation Reporting and Tracking System

This project is to create a web mapping application that facilitates capital improvement tracking for Solano Transportation Authority (STA) Transportation Improvement Program System (TIPS). The mapping application will allow for project viewing and status tracking, as well as a mean to update project parameters.

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I. Summary

As a pilot project, the Solano County Intra Regional Transportation tracking website will leverage existing GIS technology and web based project management software to create and support a collaborative and interactive tracking tool for managing capital improvement projects for the Solano Transportation Authority, City of Vallejo and the City of Dixon. From feature creation and editing to reporting, this application will provide a set of tools that take advantage of existing technology and allows for a more robust, dynamic exchange of vital information. The website will be accessible and accurate. It is accessible because it is available to intranet users through standard web browsers and accurate because all of the data, spatial data included, is stored in central location. No matter where the application is accessed, it is always hitting the same information.

The users of this web site will be able to research, track and share project information with other members with other members of the Solano Transportation Authority as well as with the state and federal government.

Members should benefit from having

- Better communication between the state, federal and other local agencies.
- On line document repository and document management system.
- On line access to mandatory input and reporting forms
- Searchable forms and database for Project information.
- Website assisted tracking and submittal of forms to local, state, and federal agencies.
- A mapping component allowing visualization of the project environment and progress

This project should take a total of 680 man-hours to complete and will result in the following deliverables:

- § A secure extranet GIS website with editing capabilities showing all active projects within Solano County.
- § Integrate a Microsoft SharePoint webpage, that will allow corroboration and data sharing as well as create appointments and announcements for upcoming activities. SharePoint will also allow key individuals to edit their agency's project information exclusively.
- § A public website for interested citizens to view upcoming projects within the county.

II. Introduction

Capital Improvement Projects (CIP) require sizable investments of time and money from a variety of government funding sources. The lifespan of these projects may cover several months to several years and costs may exceed several millions of dollars. Projects are often encumbered by the political process, size, cost, and location or environmental concerns. Location relative to other projects and surrounding infrastructure elements may determine when and where to proceed. This proposal incorporates the design of a secured web base extranet application for creating and tracking CIP budget, schedule, and spatial information. Using an enterprise ArcGIS Server application with Microsoft SharePoint within a collaborative web environment, users can both view and edit new project tasks, dollars, and geographic features directly into a secure database and on maps.

III. Needs/Problems

There are a variety of special districts and public works departments that have projects either currently under construction or scheduled for construction over the next few years. These projects are often times overlapping in scope and locations. Most of these agencies manage several large and small Capital Improvement Projects (CIP) at any time of the year. Managing and reporting on these projects lead to a complex mixture of spreadsheets and paper records that are stored and sometimes unavailable to other agencies that may need that information. This proposal will offer a solution for a user-friendly and time saving means to deal with daily routines, reporting and tracking progress

IV. Goals/Objectives

The Goal is to create an efficient CIP web-based project management and reporting tool for all public works projects within Solano County. A set of customized applications and a shared collaborative secured website built to meet the needs and procedures for reporting and documenting active projects for both the State (CalTRANS), Metropolitan Transportation Commission (MTC) and the Solano Transportation Authority (STA). As a management tool, it will save valuable time for administrators, managers, and engineers.

The system is customized to incorporate all the essential management functions in reporting and tracking together with operational functions such as schedule, daily report, request for information, change order, progress photo documentation, meeting schedules, minutes of meetings, etc. This site will also include a GIS interface that will enable users to retrieve information by clicking on the site map or layout drawings.

- § A web-based one-stop information center lets all contributing agencies to have information whenever they need it.
- § The one-stop information center is web based and therefore accessible anywhere. You can access project information and collaborate with the project team at any location with an Internet connection.
- § Up-to-date Executive Summary displays big-picture information for quick review and alert on imminent or persistent issues.
- § Using ArcGIS geographic information system links to geographic locations to project data, allowing easy data retrieval by pointing to map elements.
- § The storing of documents, data, and imagery offers great power and ease of use in managing large amount of digital photos and related documents.

In addition to these goals and objectives, the proposed project will focus on the following seven key areas, as discussed by the Solano Project Delivery Working Group in October 2010.

1. Shared Document Library
 - a. Shared project document storage online
 - b. Useful for sending information between agencies quickly (but more secure and accessible than an FTP site)
 - c. Easily prepare document copies for audits
2. Simple Project Update Form for smaller cities
 - a. Keep partner agencies current on projects through a simple online form.
 - b. Form to be developed around prior project update form concepts (e.g., STA Project Delivery Form, FMS forms, STIP PPR forms, etc.).
3. More Robust Project Management Support for larger cities
 - a. Develop unique agency-specific project tracking and document support for larger cities
 - b. Pursue data capture from existing sources (e.g., existing project manager spreadsheets, MS Project files, etc.) to minimize new data entry requirements (e.g., avoid additional project delivery data entry).
4. CIP Reporting Summaries
 - a. Create CIP reports based on data collected for specific project delivery review processes (e.g., D-Team meetings, CIP review meetings, project conflict meetings, STA Project Delivery Update reports to Solano PDWG, TAC and STA Board).
 - b. Create deadline reports
5. Project Mapping
 - a. Create basic project mapping for CIP reports and STA project maps
 - b. Publicly accessible project information maps are a lower priority

6. Data Security
 - a. Ensure data security by working with local agency IT departments
 - b. Ensure project information security
7. Collaboration with MTC and Caltrans
 - a. Ensure that the document sharing and project delivery data helps MTC and Caltrans.
 - b. Once the pilot project reaches a functioning draft stage, share the progress with Caltrans and MTC for further modification.

V. Procedures/Scope of Work

This project will be defined as being composed of a five phased approach with deliverables associated with each phase. The first phase will establish the basic framework and architecture of the web site. Phase two will establish the database requirements, reporting forms, and user interface. Phase three will create a project tracking web mapping application. Phase four will produce a web based project management tracking, and reporting component. The last phase will create a public accessible web mapping application. This work is to be completed within 6 months of its start date.

Phase One:

Develop a local agency extranet infrastructure and environment with participating agencies. The architecture will support logins, network security, document management, calendars, collaborative reporting and reporting forms, discussion groups event triggers similar to those found in Microsoft SharePoint.

Deliverable:

A secured and comprehensive collaborative Extranet site.

Phase Two:

Because capture of the information required for the Caltrans Local Assistance Procedures Manual (LAPM) forms as online input does not offer a viable solution, we will design a scalable web based repository in which the project managers can control and store all project documentation, including status reports. Generic report forms will assist project managers with completing Caltrans forms and remain flexible as Caltrans updates and changes forms and procedures.

Summary reports for local agency use

Deliverable:

A user friendly dashboard for creating, maintaining, and creating reports.

Phase Three:

STA TIPS Mapping Application:

The TIPS tracking application will be an ArcGIS Server based web mapping application built using the Geocortex Essential middleware application for web mapping functionality creation. The application will facilitate selecting projects, viewing projects location and current status. The application will produce project reporting format for tracking and highlighting multiple projects from a mapping window.

Deliverable:

A secure extranet GIS website with editing capabilities showing all active projects within Solano County also showing current project status and costs.

Phase Four:

Project Management Webpage:

The project management component will allow for project sponsors and project managers to access information about each project, within the context of on-line project tracking.

Deliverable:

Integrate a Microsoft SharePoint webpage, that will allow corroboration and data sharing as well as create appointments and announcements for upcoming activities. SharePoint will also allow key individuals to edit their agency's project information exclusively.

Phase Five:

Public Accessible Mapping Application:

The publicly accessible mapping application will present approved information regarding capital projects via an ArcGIS Server based web mapping application built using the Geocortex Essentials middleware application.

Deliverable:

A public website for interested citizens to view upcoming projects within the county.

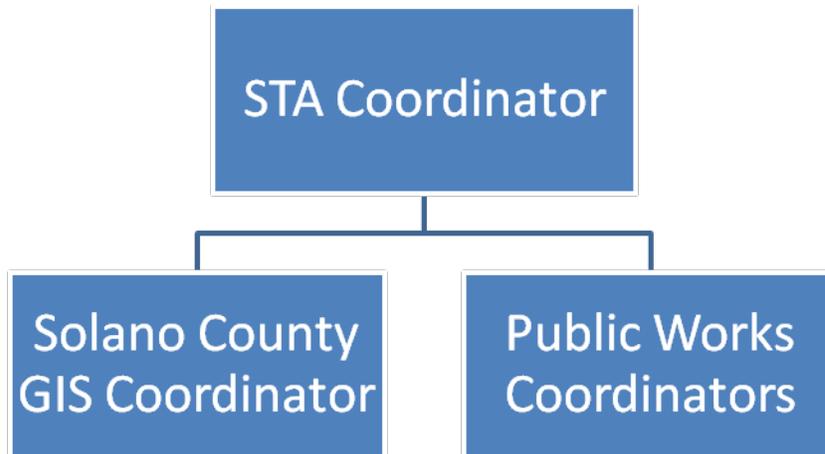
VI. Timetable & Budget

	Description of Work	Duration/man-hrs	Project Costs	Solano County Costs
Phase One	Creation of Secured Extranet Site and Database	120	\$7,920.00	\$1,080.00
Phase Two	Creation of custom project management web tools for each agency.	300	\$19,800.00	\$2,700.00
Phase Three	CIP Mapping Application	150	\$9,900.00	\$1,350.00
Phase Four	Project Management Webpage Setup	50	\$3,300.00	\$ 450.00
Phase Five	Public Accessible Mapping Application	40	\$2,640.00	\$ 360.00
Totals		660	\$43,560.00	\$5,940.00

Operations and maintenance costs for this tool are estimated to be between \$15,000 and \$20,000 annually. These costs have not been budgeted and will be determined at the conclusion of the pilot project.

VII. Key Personnel

The key project team will be identified during project initiation. A high level organization structure is represented below.



VIII. Evaluation

A project specification will be created and presented to STA for review and approval, consistent with the STA's advisory committee review process. Once the project is deemed acceptable, a request for signature will be requested before beginning work. Any changes requested in the future will be followed by a change order that will outline the necessary changes to the project. Before the site is operational, we will enter a test phase, after which, STA will give approval for its posting to the website. Logins will be assigned and any further requests for changes will be collected on the website for future evaluation and possible inclusion for the next release cycle.

IX. Next Steps

- Review and acceptance of the proposal
- Kick off meeting to review goals
- Finalize project work plan
- Start work

X. Appendix

List of Tasks for completing pilot. Tasks will be reviewed and approved by piloting agencies and STA advisory committees as necessary.

Create Secure ExtraNet Site

Setup external website

- Acquire server
- Install software/components
- Test software
- Create test website
- Validate test website

Setup database

- Acquire test/QA/production DBs
- Create DBs
- Tables
- Create Tables
- Populate Tables
- Views
- Stored Procedures
- Security
- Users
- Roles

Development

- Choose development environment/tools

Coding

- Create Form 1
- Create Form 2
- Create Form 3
- Create Form 4
- Create Form 5
- Create and implement DB interface to forms
- Unit Test forms

Bug fixes

Testing

- Bug fixes
- Regression test
- Data validation

Production install

- Database
- Web
- Sign-off



DATE: November 23, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80 Express Lanes Project Implementation

Background:

Over the past several months, STA staff has been working in partnership with Metropolitan Transportation Commission (MTC) and Caltrans to implement the I-80 Express Lanes Project (Red Top Road to I-505). STA is taking the lead in moving forward with the environmental clearance and preliminary engineering phase for the I-80 Express Lanes. As part of this effort, STA has retained two consultant teams to perform these services. Environmental clearance for the I-80 Express Lanes would be completed in one document, with phased implementation, since the portion from Red Top Road to Airbase Parkway will be a conversion of existing High Occupancy Vehicle (HOV) Lanes to Express Lanes and the portion from Airbase Parkway to I-505 will be newly constructed Express Lanes.

In order to move forward with the environmental clearance and preliminary engineering for the I-80 Express Lanes, funding allocations of \$1.4 M have been previously approved by MTC from Bridge Tolls funds dedicated to the I-80/I-680/SR 12 Interchange Complex.

Discussion:

The consultant teams are on board and the work on the environmental document and preliminary engineering phase is moving forward with the \$1.4 M allocation of Bridge Toll funds.

In order to continue with the Project Approval/Environmental Document (PA/ED) phase for the I-80 Express Lanes, STA staff is now recommending a funding allocation of \$15 M from the MTC Bridge Tolls funding dedicated to the I-80/I-680/ State Route (SR) 12 Interchange Complex.

As a condition of the Bridge Toll funding allocation request, STA is required to adopt the attached resolution which indicates that STA approves the Initial Project Report (IPR) for RM 2 Project 7 and cash flow plan (Attachment B) and that STA authorizes its Executive Director, or his designee, to submit an allocation request to MTC for Bridge Toll funding for PA/ED for the I-80 Express Lanes Project (Attachment A).

Fiscal Impact:

The environmental document and detailed preliminary engineering for the I-80 Express Lanes Project would be funded with Bridge Toll funds.

Recommendation:

Approve the attached Resolution No. 2010-17 and Funding Allocation Request to the Metropolitan Transportation Commission for \$15.0 million for Project Approval/Environmental Document (PA/ED) for the I-80 Express Lanes Project.

Attachment:

- A. STA Resolution 2010-17

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2010-17**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE FUNDING ALLOCATION REQUEST FOR REGIONAL
MEASURE 2 FUNDS FROM THE METROPOLITAN TRANSPORTATION
COMMISSION FOR THE I-80 EXPRESS LANES 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 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).

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.

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 (RM 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 RM 2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM 2 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) are generated 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 RM 2 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 \$15,000,000.00 for PA/ED for the I-80 Express Lanes project (Red Top Road to I-505), 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 December 8, 2010.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 8th day of December, 2010 by the following vote:

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

Attest: _____
Johanna Masiplat
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)
#3A		<\$ 78>	Rescission - Reduction in Allocation #3
#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
#7A		<\$3,004,007>	Rescission - Reduction in Allocation #7
#8	April 2009	\$19,700,000	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	\$5,200,000	PA/ED for I-80/I-680/SR12 Interchange

Regional Measure 2 – INITIAL PROJECT REPORT

#12	February 2010	\$2,900,000	Utility Relocation for I-80/I-680/SR12 Interchange
#13	September 2010	\$ 300,000	PA/ED for the I-80 Express Lanes

Total: \$82,699,915

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
December 2010	\$ 15,000,000	PA/ED for the I-80 Express Lanes (AB 1171)

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 securing necessary 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 (COMPLETED). 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 (COMPLETED).

I-80 Express Lanes Project (Red Top Road to I-505) - Environmental clearance for the I-80 Express Lanes will be completed in one document, with phased implementation, 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 was circulated in August 2010 with the Final EIR/EIS scheduled for approval in the March/April 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 March 2011. 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 –

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 the March/April 2011 time frame.

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 fall 2011). Construction of the North Connector started in July 2009 and is expected to be completed by December 2010, with the exception of the Mitigation Site. Construction of the Mitigation Site started in August 2010 and be completed by late 2010 or early 2011, at which time the 10 year monitoring period will commence.

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)	\$ 75,013
Design - Plans, Specifications and Estimates (PS&E)	174,600
Right-of-Way Activities /Acquisition (R/W)	182,000
Construction / Rolling Stock Acquisition (CON)	1,618,387
Total Project Budget (in thousands)	\$2,050,000

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)	\$6,800
Design - Plans, Specifications and Estimates (PS&E)	16,700
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)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$16,800
Design - Plans, Specifications and Estimates (PS&E)	15,745
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	250,000
Total Project Budget (in thousands)	\$282,145

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – Initial Const Packages	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$20,500
Design - Plans, Specifications and Estimates (PS&E)	18,005
Right-of-Way Activities /Acquisition (R/W)	91,660
Construction / Rolling Stock Acquisition (CON)	200,860
Total Project Budget (in thousands)	\$331,025

IV. OVERALL PROJECT SCHEDULE

North Connector	Planned (Update as Needed)	
	Start Date	Completion Date
Phase-Milestone		
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	03/11
Construction (CON)	07/09	12/10

Regional Measure 2 – INITIAL PROJECT REPORT

I-80 HOV Lanes	Planned (Update as Needed)	
	Phase-Milestone	Start 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
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	03/11
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

I-80 Express Lanes	Planned (Update as Needed)	
	Phase-Milestone	Start Date
Environmental Document	05/10	05/12
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	05/10	05/12
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

Regional Measure 2 – INITIAL PROJECT REPORT

Phase: I-80/I-680/SR12 I/C Improvements – Initial Const Packages	Planned (Update as Needed)	
Phase-Milestone	Start Date	Completion Date
Environmental Document	06/02	04/11
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02	04/11
Final Design - Plans, Specs. & Estimates (PS&E)	05/11	02/12
Right-of-Way Activities /Acquisition (R/W)	05/11	02/12
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – CP1	07/12	12/14

V. ALLOCATION REQUEST INFORMATION

Detailed Description of Allocation Request

FY 2010-11: An allocation of \$15.0 million is being requested for PA/ED for the I-80 Express Lanes Project.

Amount being requested (in escalated dollars)	\$ 15,000,000
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	December 2010
Month/year being requested for MTC Commission approval of allocation	December 2010

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	03/11
4	N. Connector	Construction	12/10

Regional Measure 2 – INITIAL PROJECT REPORT

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	08/10 (A)
13	I-80/I-680/SR12 I/C	Final ED	03/11

(A) = Actual Date

Impediments to Allocation Implementation

No impediments. The STA is prepared to move expeditiously to complete the Preliminary Engineering for the I-80 Express Lanes 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

May 2011 – Final Design for Initial Construction Packages for the I-80/I-680/SR12 Interchange.

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

Regional Measure 2 – INITIAL PROJECT REPORT

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: 1-Nov-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 - 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 (ICP)	ENV					8,300		5,200	7,000						20,500
BR Tolls - Interchange (ICP)	PS&E								18,005						18,005
BR Tolls - Interchange (ICP)	R/W							2,900	20,247						23,147
Br Tolls/Fed/STIP/Local (ICP)	R/W									53,513	15,000				68,513
BR Tolls - Interchange (ICP)	CON									29,448					29,448
STIP (ICP)	CON									11,412					11,412
CMIA (ICP)	CON									24,000					24,000
Br Tolls/Fed/STIP/Local (ICP)	CON											136,000			136,000
TCRP - EB Truck Scales	ENV					600									600
Br Tolls - EB Truck Scales	ENV					5,200		1,000							6,200
Br Tolls - EB Truck Scales	PS&E							16,700							16,700
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	15,300						16,400
UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)															
Federal, State - Interchange (CP 1)	CON														
FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)															
Local, Federal or STIP	ENV													12,538	12,538
Local, Federal or STIP	PS&E													132,070	132,070
Local, Federal or STIP	R/W													79,340	79,340
Local, Federal or STIP	CON													1,253,800	1,253,800
TOTAL PROJECT: COMMITTED + UNCOMMITTED															
		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
		8,800	3,000	9,275	7,525	83,001	18,200	38,126	60,552	192,773	15,000	136,000		1,477,748	2,050,000
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).

RM-2 Initial Project Report

**RM-2 FUNDING CASH FLOW PLAN For Allocation
(RM-2 Allocation Funding Only)**

(Amounts Escalated in Thousands)

Project Title: Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange											Project ID:			
Agency: Solano Transportation Authority											Plan Date: 1-Nov-10			
BRIDGE TOLLS - CASH FLOW PLAN														
RM-2 Expenditures	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL	
ENV/PA&ED		5,975	1,000	13,500		7,300	22,300						50,075	
PS&E			4,525	1,000		16,700	18,005						40,230	
R/W				7,000		5,900	20,247						33,147	
CON			2,000	2,300	18,200			54,048					76,548	
	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
			5,975	7,525	23,800	18,200	29,900	60,552	54,048					200,000

Comments:

Provide the expected RM-2 expenditures – by phase and year. (This is the amount of the allocation needed for that fiscal year to cover expenditures through June 30th of that fiscal year).

Enter RM-2 amounts in thousands and escalated to the year of funding. The total amount cannot exceed the amount identified in the RM-2 legislation.

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).

RM-2 Initial Project Report

DELIVERABLE SEGMENT FUNDING PLAN AND CASH FLOW

I-80_I-680_SR12 Interchange

(Amounts Escalated in Thousands)

Project Title: I-80 Eastbound Truck Scales														Project ID: 7	
Agency: Solano Transportation Agency														Plan Date: 1-Nov-10	
RM-2 DELIVERABLE SEGMENT - Fully Funded Phase or Segment of Total Project															
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
TCRP	ENV					600									600
Br Tolls - EB Truck Scales	ENV					5,200		1,000							6,200
Br Tolls - EB Truck Scales	PS&E							16,700							16,700
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
		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
RM-2 SEGMENT FUNDING TOTAL															
						5,800		20,700		74,400					100,900

Comments:

(Complete this spreadsheet only if RM-2 funds are dedicated to deliver a specific phase or deliverable segment of the overall total project)

Enter funds on the RM-2 Deliverable Phase or Segment, ONLY if the RM-2 Phase or Segment is different from the overall total project. The RM-2 Segment must be Fully Funded and result in a operable or useable segment.

Enter only funds **Committed** to the RM-2 Funded Segment and only if different from Total Project. Enter amounts in thousands and escalated to the year of funding. DO NOT enter uncommitted funding - The RM-2 Phase or Segment must be fully funded.

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).

RM-2 Initial Project Report

EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES

Phase	Fund Source	Date of Last Expenditure	Amount Expended to date (Thousands)	Available Balance Remaining (Thousands)
ENV / PA&ED	TCRP	4/30/2008	12,000	-
	STIP	8/31/2005	400	-
	RM2 (I-80 HOV Lanes)	12/31/2008	4,475	-
	RM2 (I-80/I-680 Interchange)	6/30/2010	8,791	4,709
	RM2 (I-80 EB Truck Scales)	6/30/2010	6,200	
	RM2 (North Connector)	6/30/2010	2,500	-
PS&E	RM2 (I-80 HOV Lanes)	6/30/2010	3,737	788
	Local (North Connector)	6/30/2010	2,300	-
	RM2 (North Connector)	6/30/2010	768	232
	RM2 (I-80 EB Truck Scales)	6/30/2010	3,508	13,192
R/W	RM2 (North Connector)	6/30/2010	4,937	2,063
	Local (North Connector)	6/30/2010	1,000	-
CON / Operating	RM2 (I-80 HOV Lanes - GVB)	6/30/2010	1,922	78
	Local (North Connector)	6/30/2010	17,900	1,000
	RM2 (North Connector)	6/30/2010	4,820	12,680
Total to date (in thousands)			75,258	34,742

Comments:

As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by

Phase, with the date of the last expenditure, and any available balance remaining to be expended.

Project ID: 7
Date: 11/1/2010

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Regional Measure 2 Program
Estimated Budget Plan

TITLE OF PROJECT Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange	RM2 Legislation ID (and project subelements if any) 7
NAME AND ADDRESS OF IMPLEMENTING AGENCY STA One Harbor Center, Ste 130 Suisun City CA 94585	

Phases: <i>PA/ED</i>			
DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
1. DIRECT LABOR of Implementing Agency (Specify by task)			
Construction (N. Connector)	0	\$ 64.83	\$0
PA/ED (I-80 HOV Lanes)	0	\$ 64.83	\$0
PA/ED (I-80/I-680/SR12 Interchange)	0	\$ 64.83	\$0
PA/ED (I-80 Express Lanes)	500	\$ 64.83	\$32,415
			\$0
			\$0
TOTAL DIRECT LABOR			\$32,415
2. DIRECT BENEFITS (Specify)			
	Benefit Rate	X BASE	
STA Overhead (103% OH Rate)	50%	33,387	
TOTAL BENEFIT			\$16,694
3. DIRECT CAPITAL COSTS (include construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per Unit (\$)	
TOTAL DIRECT CAPITAL COSTS			0
4. CONSULTANTS/CONTRACTORS (Identify - purpose - rate)			
		RATE	
PA/ED - I-80 Express Lanes		\$14,534,891	
Project Management		\$416,000	
TOTAL CONSULTANTS			\$14,950,891
5. OTHER DIRECT COSTS (Specify - explain costs, if any)			
TOTAL OTHER DIRECT COSTS			\$0
6. TOTAL ESTIMATED COST			\$15,000,000

CERTIFICATE	
<p>The labor rates and the overhead costs are current and other estimated costs have been determined by generally accepted accounting principles. Bidder represents: (a) that he ___has, ___has not, employed or retained any company or person (other than a full-time bona fide employee working solely for the bidder) to solicit or secure his contract, and (b) that he ___has, ___has not, paid or agreed to pay to any company or person (other than a full-time bona fide employee working solely for the bidder) any fee, commission, percentage or brokerage fee, contingent upon or resulting from the award of this contract, and agrees to furnish information relating to (a) and (b) above, as requested by the Contracting Officer.</p> <p><i>For interpretation of the representation including the term "bona fide employee," see Code of Federal Regulations, Title 44, Part 150.</i></p>	
SIGNATURE AND TITLE OF AUTHORIZED REPRESENTATIVE OF IMPLEMENTING AGENCY	DATE November 1, 2010

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DATE: November 22, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80/I-680/State Route (SR) 12 Interchange Project Implementation

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/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:

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

Discussion:

The California Transportation Commission (CTC) recently approved using the \$24.0 M in remaining Proposition 1B Corridor Mobility Improvement Account (CMIA) funds for the first construction package for the I-80/I-680/SR 12 Interchange. STA staff is working with Caltrans to expedite the completion of the Final Environmental Impact Report /Environmental Impact Statement (FEIR/EIS) for the project. In order to maintain the schedule for the FEIR/EIS and the first construction package, STA staff is now recommending an additional allocation of \$7.0 M for the Project Approval/Environmental Document (PA/ED) phase of the I-80/I-680/SR 12 Interchange Project. As part of the standard process, STA is required to approve the attached resolution, the Initial Project Report (IPR) for Bridge Toll funds Project 7 and cash flow plan (Attachment A).

Fiscal Impact:

The environmental document and detailed preliminary engineering for the I-80/I-680/SR 12 Interchange Project would be funded with Bridge Toll funds.

Recommendation:

Approve the attached Resolution No. 2010-18 and Funding Allocation Request to the Metropolitan Transportation Commission for \$7.0 million for Project Approval/Environmental Document (PA/ED) for the I-80/I-680/SR 12 Interchange Project.

Attachment:

- A. STA Resolution 2010-18

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**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2010-18**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE FUNDING ALLOCATION REQUEST FOR REGIONAL
MEASURE 2 FUNDS FROM THE METROPOLITAN TRANSPORTATION
COMMISSION FOR 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 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).

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.

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 (RM 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 RM 2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM 2 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) are generated 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 RM 2 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 \$7,000,000.00 for PA/ED for the I-80/I-680/SR12 Interchange, 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 December 8, 2010.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 8th day of December, 2010 by the following vote:

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

Attest: _____
Johanna Masiplat
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)
#3A		<\$ 78>	Rescission - Reduction in Allocation #3
#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
#7A		<\$3,004,007>	Rescission - Reduction in Allocation #7
#8	April 2009	\$19,700,000	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	\$5,200,000	PA/ED for I-80/I-680/SR12 Interchange

Regional Measure 2 – INITIAL PROJECT REPORT

#12	February 2010	\$2,900,000	Utility Relocation for I-80/I-680/SR12 Interchange
#13	September 2010	\$ 300,000	PA/ED for the I-80 Express Lanes
#14	December 2010	\$ 15,000,000	PA/ED for the I-80 Express Lanes

Total: \$97,699,915

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
December 2010	\$ 7,000,000	PA/ED for the 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 securing necessary 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 (COMPLETED). 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 (COMPLETED).

I-80 Express Lanes Project (Red Top Road to I-505) - Environmental clearance for the I-80 Express Lanes will be completed in one document, with phased implementation, 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 was circulated in August 2010 with the Final EIR/EIS scheduled for approval in the March/April 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 March 2011. 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 –

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 the March/April 2011 time frame.

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 fall 2011). Construction of the North Connector started in July 2009 and is expected to be completed by December 2010, with the exception of the Mitigation Site. Construction of the Mitigation Site started in August 2010 and be completed by late 2010 or early 2011, at which time the 10 year monitoring period will commence.

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)	\$ 75,013
Design - Plans, Specifications and Estimates (PS&E)	174,600
Right-of-Way Activities /Acquisition (R/W)	182,000
Construction / Rolling Stock Acquisition (CON)	1,618,387
Total Project Budget (in thousands)	\$2,050,000

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)	\$6,800
Design - Plans, Specifications and Estimates (PS&E)	16,700
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)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$16,800
Design - Plans, Specifications and Estimates (PS&E)	15,745
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	250,000
Total Project Budget (in thousands)	\$282,145

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – Initial Const Packages	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$20,500
Design - Plans, Specifications and Estimates (PS&E)	18,005
Right-of-Way Activities /Acquisition (R/W)	91,660
Construction / Rolling Stock Acquisition (CON)	200,860
Total Project Budget (in thousands)	\$331,025

IV. OVERALL PROJECT SCHEDULE

North Connector	Planned (Update as Needed)	
	Start Date	Completion Date
Phase-Milestone		
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	03/11
Construction (CON)	07/09	12/10

Regional Measure 2 – INITIAL PROJECT REPORT

I-80 HOV Lanes	Planned (Update as Needed)	
	Phase-Milestone	Start 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
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	03/11
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

I-80 Express Lanes	Planned (Update as Needed)	
	Phase-Milestone	Start Date
Environmental Document	05/10	05/12
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	05/10	05/12
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

Regional Measure 2 – INITIAL PROJECT REPORT

Phase: I-80/I-680/SR12 I/C Improvements – Initial Const Packages	Planned (Update as Needed)	
Phase-Milestone	Start Date	Completion Date
Environmental Document	06/02	04/11
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02	04/11
Final Design - Plans, Specs. & Estimates (PS&E)	05/11	02/12
Right-of-Way Activities /Acquisition (R/W)	05/11	02/12
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – CP1	07/12	12/14

V. ALLOCATION REQUEST INFORMATION

Detailed Description of Allocation Request

FY 2010-11: An allocation of \$7.0 million is being requested for PA/ED for the I-80/I-680/SR12 Project.

Amount being requested (in escalated dollars)	\$ 7,000,000
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	December 2010
Month/year being requested for MTC Commission approval of allocation	December 2010

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	03/11
4	N. Connector	Construction	12/10

Regional Measure 2 – INITIAL PROJECT REPORT

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	08/10 (A)
13	I-80/I-680/SR12 I/C	Final ED	03/11

(A) = Actual Date

Impediments to Allocation Implementation

No impediments. The STA is prepared to move expeditiously to complete the Preliminary Engineering for the I-80 Express Lanes 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

May 2011 – Final Design for Initial Construction Packages for the I-80/I-680/SR12 Interchange.

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

Regional Measure 2 – INITIAL PROJECT REPORT

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: 1-Nov-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 - 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 (ICP)	ENV					8,300		5,200	7,000						20,500
BR Tolls - Interchange (ICP)	PS&E								18,005						18,005
BR Tolls - Interchange (ICP)	R/W							2,900	20,247						23,147
Br Tolls/Fed/STIP/Local (ICP)	R/W									53,513	15,000				68,513
BR Tolls - Interchange (ICP)	CON									29,448					29,448
STIP (ICP)	CON									11,412					11,412
CMIA (ICP)	CON									24,000					24,000
Br Tolls/Fed/STIP/Local (ICP)	CON											136,000			136,000
TCRP - EB Truck Scales	ENV					600									600
Br Tolls - EB Truck Scales	ENV					5,200		1,000							6,200
Br Tolls - EB Truck Scales	PS&E							16,700							16,700
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	15,300						16,400
UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)															
Federal, State - Interchange (CP 1)	CON														
FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)															
Local, Federal or STIP	ENV													12,538	12,538
Local, Federal or STIP	PS&E													132,070	132,070
Local, Federal or STIP	R/W													79,340	79,340
Local, Federal or STIP	CON													1,253,800	1,253,800
TOTAL PROJECT: COMMITTED + UNCOMMITTED															
		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
		8,800	3,000	9,275	7,525	83,001	18,200	38,126	60,552	192,773	15,000	136,000		1,477,748	2,050,000
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).

RM-2 Initial Project Report

**RM-2 FUNDING CASH FLOW PLAN For Allocation
(RM-2 Allocation Funding Only)**

(Amounts Escalated in Thousands)

Project Title: Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange											Project ID:			
Agency: Solano Transportation Authority											Plan Date: 1-Nov-10			
BRIDGE TOLLS - CASH FLOW PLAN														
RM-2 Expenditures	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL	
ENV/PA&ED		5,975	1,000	13,500		7,300	22,300						50,075	
PS&E			4,525	1,000		16,700	18,005						40,230	
R/W				7,000		5,900	20,247						33,147	
CON			2,000	2,300	18,200			54,048					76,548	
	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
			5,975	7,525	23,800	18,200	29,900	60,552	54,048					200,000

Comments:

Provide the expected RM-2 expenditures – by phase and year. (This is the amount of the allocation needed for that fiscal year to cover expenditures through June 30th of that fiscal year).

Enter RM-2 amounts in thousands and escalated to the year of funding. The total amount cannot exceed the amount identified in the RM-2 legislation.

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).

RM-2 Initial Project Report

**DELIVERABLE SEGMENT FUNDING PLAN AND CASH FLOW
I-80_I-680_SR12 Interchange**

(Amounts Escalated in Thousands)

Project Title: I-80 Eastbound Truck Scales														Project ID: 7	
Agency: Solano Transportation Agency														Plan Date: 1-Nov-10	
RM-2 DELIVERABLE SEGMENT - Fully Funded Phase or Segment of Total Project															
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
TCRP	ENV					600									600
Br Tolls - EB Truck Scales	ENV					5,200		1,000							6,200
Br Tolls - EB Truck Scales	PS&E							16,700							16,700
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
		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
RM-2 SEGMENT FUNDING TOTAL															
						5,800		20,700		74,400					100,900

Comments:

(Complete this spreadsheet only if RM-2 funds are dedicated to deliver a specific phase or deliverable segment of the overall total project)

Enter funds on the RM-2 Deliverable Phase or Segment, ONLY if the RM-2 Phase or Segment is different from the overall total project. The RM-2 Segment must be Fully Funded and result in a operable or useable segment.

Enter only funds **Committed** to the RM-2 Funded Segment and only if different from Total Project. Enter amounts in thousands and escalated to the year of funding. DO NOT enter uncommitted funding - The RM-2 Phase or Segment must be fully funded.

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).

RM-2 Initial Project Report

EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES

Phase	Fund Source	Date of Last Expenditure	Amount Expended to date (Thousands)	Available Balance Remaining (Thousands)
ENV / PA&ED	TCRP	4/30/2008	12,000	-
	STIP	8/31/2005	400	-
	RM2 (I-80 HOV Lanes)	12/31/2008	4,475	-
	RM2 (I-80/I-680 Interchange)	6/30/2010	8,791	4,709
	RM2 (I-80 EB Truck Scales)	6/30/2010	6,200	
	RM2 (North Connector)	6/30/2010	2,500	-
PS&E	RM2 (I-80 HOV Lanes)	6/30/2010	3,737	788
	Local (North Connector)	6/30/2010	2,300	-
	RM2 (North Connector)	6/30/2010	768	232
	RM2 (I-80 EB Truck Scales)	6/30/2010	3,508	13,192
R/W	RM2 (North Connector)	6/30/2010	4,937	2,063
	Local (North Connector)	6/30/2010	1,000	-
CON / Operating	RM2 (I-80 HOV Lanes - GVB)	6/30/2010	1,922	78
	Local (North Connector)	6/30/2010	17,900	1,000
	RM2 (North Connector)	6/30/2010	4,820	12,680
Total to date (in thousands)			75,258	34,742

Comments:

As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by

Phase, with the date of the last expenditure, and any available balance remaining to be expended.

Project ID: 7
Date: 11/1/2010

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Regional Measure 2 Program
Estimated Budget Plan

TITLE OF PROJECT Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange	RM2 Legislation ID (and project subelements if any) <p style="text-align: center;">7</p>
NAME AND ADDRESS OF IMPLEMENTING AGENCY STA One Harbor Center, Ste 130 Suisun City CA 94585	

Phases: <i>PA/ED</i>			
DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
1. DIRECT LABOR of Implementing Agency (Specify by task)			
Construction (N. Connector)	0	\$ 64.83	\$0
PA/ED (I-80 HOV Lanes)	0	\$ 64.83	\$0
PA/ED (I-80/I-680/SR12 Interchange)	0	\$ 64.83	\$0
PA/ED (I-80 Express Lanes)	500	\$ 64.83	\$32,415
			\$0
			\$0
TOTAL DIRECT LABOR			\$32,415
2. DIRECT BENEFITS (Specify)			
	Benefit Rate	X BASE	
STA Overhead (103% OH Rate)	50%	33,387	
TOTAL BENEFIT			\$16,694
3. DIRECT CAPITAL COSTS (include construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per Unit (\$)	
TOTAL DIRECT CAPITAL COSTS			0
4. CONSULTANTS/CONTRACTORS (Identify - purpose - rate)			
		RATE	
PA/ED - I-80/I-680/SR12 Interchange - Initial Const Packages		\$6,618,091	
Project Management		\$332,800	
TOTAL CONSULTANTS			\$6,950,891
5. OTHER DIRECT COSTS (Specify - explain costs, if any)			
TOTAL OTHER DIRECT COSTS			\$0
6. TOTAL ESTIMATED COST			\$7,000,000

CERTIFICATE	
<p>The labor rates and the overhead costs are current and other estimated costs have been determined by generally accepted accounting principles. Bidder represents: (a) that he ___has, ___has not, employed or retained any company or person (other than a full-time bona fide employee working solely for the bidder) to solicit or secure his contract, and (b) that he ___has, ___has not, paid or agreed to pay to any company or person (other than a full-time bona fide employee working solely for the bidder) any fee, commission, percentage or brokerage fee, contingent upon or resulting from the award of this contract, and agrees to furnish information relating to (a) and (b) above, as requested by the Contracting Officer.</p> <p><i>For interpretation of the representation including the term "bona fide employee," see Code of Federal Regulations, Title 44, Part 150.</i></p>	
SIGNATURE AND TITLE OF AUTHORIZED REPRESENTATIVE OF IMPLEMENTING AGENCY	DATE November 1, 2010

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DATE: November 24, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80/I-680/State Route (SR) 12 Interchange – Right-of-Way Implementation

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/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:

- Ø North Connector Project (Completed)
- Ø I-80 HOV Lanes Project (Completed)
- Ø I-80 Eastbound Cordelia Truck Scales Relocation (Completed)
- Ø I-80 Express Lanes Project
- Ø I-80/I-680/SR12 Interchange Project (Subject of this staff report)

Discussion:

The California Transportation Commission (CTC) recently approved using the \$24 M in remaining Proposition 1B Corridor Mobility Improvement Account (CMIA) funds for the first construction package for the I-80/I-680/SR 12 Interchange. STA staff is working with Caltrans to expedite the completion of the Final Environmental Impact Report/Environmental Impact Statement (FEIR/EIS) for the Project.

One of the key phases of implementation for the first construction package of the I-80/I-680/SR 12 Interchange Project will be right-of-way acquisition, which will follow adoption of the environmental document. STA will be taking the lead with the right-of-way acquisition effort. Staff is recommending using the Contra Costa County Real Property Division to provide right-of-way services for STA. The Contra Costa Real Property Division has performed right-of-way services for various outside agencies for highway/road projects for more than 20 years, such as the STA's (North Connector Project), Contra Costa Transportation Authority, Solano County, City of Vacaville and the State Route 4 Bypass Authority. The estimated cost for these services for the first construction package of the I-80/I-680/SR 12 Interchange Project is \$680,000.

Fiscal Impact:

The cost for right-of-way services for the first construction package for the I-80/I-680/SR 12 Interchange Project will be funded with Bridge Toll funds.

Recommendation:

Authorize the Executive Director to enter into an agreement with the Contra Costa Real Property Division to provide right-of-way acquisition services for the first construction package for the I-80/I-680/SR 12 Interchange Project for an amount not-to-exceed \$680,000.

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DATE: November 23, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Authorization of the Executive Director to Purchase Properties for the I-80 Eastbound Cordelia Truck Scales Relocation Project

Background:

STA has been actively working with State of California Department of Transportation (Caltrans), California Highway Patrol (CHP) and the Federal Highway Administration (FHWA) to deliver the I-80 Eastbound Cordelia Truck Scales Relocation Project. Caltrans is the California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) lead for the EIR/EA. STA is the project sponsor and will be providing funding for construction of the Project and as such, is a Responsible Agency under CEQA for the Project. Caltrans approved the environmental document, Environmental Impact Report/Environmental Assessment (EIR/EA), for the Project in October 2009. STA approved the EIR/EA for the I-80 EB Cordelia Truck Scales Relocation Project with Resolution No. 2010-02, in February 2010.

Through the Proposition 1B Trade Corridor Improvement Fund (TCIF) and bridge toll funds, this project is fully funded and expected to be ready to start construction in the Summer of 2011.

STA has been working with Caltrans to complete the I-80 Eastbound Cordelia Truck Scales Relocation Project. The existing Eastbound Truck Scales, which were constructed in 1958, are seriously undersized and unable to process the existing truck volumes let alone the future projected truck volumes. The purpose of the project is to construct new eastbound truck scales with the capacity to accommodate the anticipated 115% growth in truck traffic in the corridor by 2035; to provide traffic congestion relief in this section of I-80 due by reducing truck /auto weaving and queuing; and to improve the reliability of the system with increased capacity and up-to-date equipment. The Project will rebuild and relocate the Eastbound Cordelia Truck Scales Facility, build a 2-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps.

Discussion:

To construct and relocate the new Eastbound Cordelia Truck Scales, the project needs to acquire about 44.285 acres of additional property, plus approximately 4.679 acres of temporary construction easements, 7.062 acres for PG&E easements, and 0.59 acres for Solano Irrigation District easements, from 8 property owners. Negotiations have been ongoing with the property owners for the past 3-6 months. Two property owners have

entered into Right-of-Entry agreements, but Agreement has not been reached yet with the property owners (Attachment A – Property Map). The attached resolution authorizes the Executive Director to accept and record Grant Deeds, and to take all other actions, including property exchanges, needed to complete the amicable purchase of properties for any acquisitions associated with the I-80 Eastbound Cordelia Truck Scales Relocation Project (Attachment B). All property acquired for the project will be transferred to Caltrans.

Fiscal Impact:

All right-of-way acquisitions costs for the I-80 Eastbound Cordelia Truck Scales Relocation Project will be funded with Regional Measure 2 funds.

Recommendation:

Approve Resolution No. 2010-19 authorizing the Executive Director to purchase properties for the I-80 Eastbound Cordelia Truck Scales Relocation Project.

Attachments:

- A. Project Area Map
- B. STA Resolution No. 2010-19



#	APN	OWNER	PARCEL AREA (ACRES UNLESS OTHERWISE NOTED)	R/W AREA (ACRES UNLESS OTHERWISE NOTED)	TCE AREA	PGE AREA	SID AREA (SF)	WATER AREA (SF)
1	0027-260-120	MEREDITH CARTER	25.05	3.83	1.88 AC	1,431 SF (12kv) 26,700 SF (115kv)	5,425	NA
2	0027-272-080	SOLANO COUNTY	20.85	7.71	1.65 AC	26,721 SF (12kv) 4.31 AC (115kv)	1,561	NA
3	0027-272-140	VALINE	11.46	FULL	NA	NA	NA	NA
4	0027-272-180	ELSIE THOMPSON	92.58	7.51	41,223 SF	11,959 SF (115kv)	9,423 Access 1,060 Irr	NA
5	0027-272-160	WILLIAM AND LORIE HALE, TRUSTEES	51.11	0.65	8,317 SF	NA	8,228	NA
6	0027-252-080 0027-252-090 0027-252-100 0027-252-110	ANHEUSER BUSCH	15.86	8.41	NA	NA	NA	NA
7	0027-200-560	ANHEUSER BUSCH	7,141 SF	177 SF	488 SF	NA	NA	266
8	NA	CITY OF FAIRFIELD	NA	7,105 SF	NA	NA	NA	NA
9	0046-310-010	GREGORY LYONS	NA	NA	NA	4,289 SF (12kv) 1.07 AC (115kv)	NA	NA
10	0027-271-030	CITY OF FAIRFIELD	NA	NA	NA	1,784 SF (12kv)	NA	NA
11	0027-272-060	VALINE	NA	NA	NA	571 SF (12kv)	NA	NA

Nov 30, 2010 - 3:12pm C:\p\working\3\CA\01051\04\vel - 1 EIR-RW-AFFECTED-NEW-RW-BW-24X36.dwg - OVERALL.mxd

DECEMBER 2010



**RIGHT OF WAY & EASEMENT ACQUISITION EXHIBIT
SOLANO TRANSPORTATION AUTHORITY I-80 EASTBOUND CORDELIA TRUCK SCALES RELOCATION PROJECT**

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RESOLUTION NO. 2010-19

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE PURCHASE OF PROPERTY FOR
THE I-80 EASTBOUND CORDELIA TRUCK SCALES RELOCATION PROJECT**

WHEREAS, the Solano Transportation Authority is participating with the State of California Department of Transportation to construct the I-80 Eastbound Cordelia Truck Scales Relocation Project; and

WHEREAS, the I-80 EB Cordelia Truck Scales Relocation Project will rebuild and relocate the EB Cordelia Truck Scales Facility ½ mile to the east, build a 2-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB State Routes (SR) 12 ramps; and

WHEREAS, STA has approved Resolution No. 2010-02, including acceptance of the Environmental Impact Report prepared by Caltrans for the I-80 EB Cordelia Truck Scales Relocation Project; and

NOW, THEREFORE BE IT RESOLVED, the Board of Directors of the Solano Transportation Authority authorizes the Executive Director to accept and record property deeds and easements, make property exchanges, and execute temporary construction easements, right-of-way contracts, right-of-entries, and all other documents necessary to complete right-of-way acquisition for the I-80 EB Cordelia Truck Scales Relocation Project.

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 special meeting thereof held this day of December 8, 2010.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 8th day of December 2010 by the following vote:

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

Attest: _____
Johanna Masiplat
Clerk of the Board

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DATE: November 24, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Regional Measure 2 (RM 2) Benicia Intermodal Resolution
of Support

Background:

On March 2, 2004, voters passed Regional Measure 2 (RM 2), raising the toll on the seven State-owned bridges in the Bay Area by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll corridors. The projects are specifically identified in Senate Bill (SB) 916. The Metropolitan Transportation Commission (MTC) manages the RM 2 funding for projects and programs, and the STA is the project sponsor for most of the Solano County capital RM 2 projects.

Solano County has 4 projects listed in SB 916 that are eligible projects for capital funds. Of these, STA is the project sponsor for Project No. 6 titled "Solano County Express Bus Intermodal Facilities" which provides \$20 million for four (4) projects in the county. The Benicia Intermodal Facility has \$3 M of RM 2 funds dedicated to it from this Project.

The Benicia Intermodal Facility consists of two sites which will facilitate access to the SolanoExpress Route 78. These sites are:

Western Gateway Intermodal Facility:

Project limits for this facility are on Military Highway from K Street to the west, to Southhampton Road to the east. Amenities lie within the existing roadway easements and include 23 new parallel parking spaces, widened sidewalks with enhanced bus stops, lighting, landscaping, and bicycle lockers. Landscape improvements will incorporate new landscape medians, and an entry feature. Signalization improvements to enhance pedestrian safety will also be incorporated. (Attachment A)

Downtown Intermodal Facility:

Project limits for this facility are on Military Highway from 2nd Street to the west, to 1st Street to the east. Amenities include conversion of 23 parallel parking spaces from short-term to long-term parking using parking T's to maximize the efficiency of parking in the vicinity of the Intermodal Station. Improvements also include enhancement of the bus stops and pedestrian access through sidewalk and intersection improvements, as well as landscape enhancements to include tree-lined median island improvements. Safety enhancements include a pedestrian-activated lighted crosswalk and bulbouts to increase pedestrian safety crossing Military Highway at 2nd Street, and modifications to the Military Highway/1st Street Intersection to ensure enhanced pedestrian safety and reduce greenhouse gas emissions. (Attachment B)

Discussion:

Preliminary studies on potential environmental impacts were conducted, the Project has evolved into a Project that lies entirely within the existing roadway right of way. Consequently, the City is anticipating that project environmental analysis has been reduced to a Categorical Exemption. No federal funds are anticipated for this Project nor are any federal permits, therefore, no National Environmental Protection Act (NEPA) clearance is required.

The City of Benicia is now ready to request an additional RM 2 allocation in the total amount of \$2,908,000 for the design and construction phases for the project. This allocation request is from Project Number 6.2 for \$2,908,000. This allocation request would fully allocate the RM 2 funds identified for the Benicia Intermodal Facility. The complete breakout of funding by phase and the total project cost, as well as the project purpose and schedule, are included in the attached Initial Project Report (IPR) (Attachment C).

As the project sponsor for Project Number 6, the STA is required by MTC to submit a resolution authorizing the City of Benicia to receive the funds for the specific project identified in Initial Project Report which is attached to the STA Resolution No. 2010-24 (Attachment C). STA staff has reviewed the proposed Project with the City of Benicia staff and supports the project scope and allocation request. The proposed Project is scheduled to begin construction in the summer of 2011.

Recommendation:

Approve Resolution No. 2010-24 authorizing the funding allocation for Regional Measure 2 funds to the Metropolitan Transportation Commission for the City of Benicia for the Solano County Express Bus North Intermodal Facilities – Benicia Intermodal Facility.

Attachments:

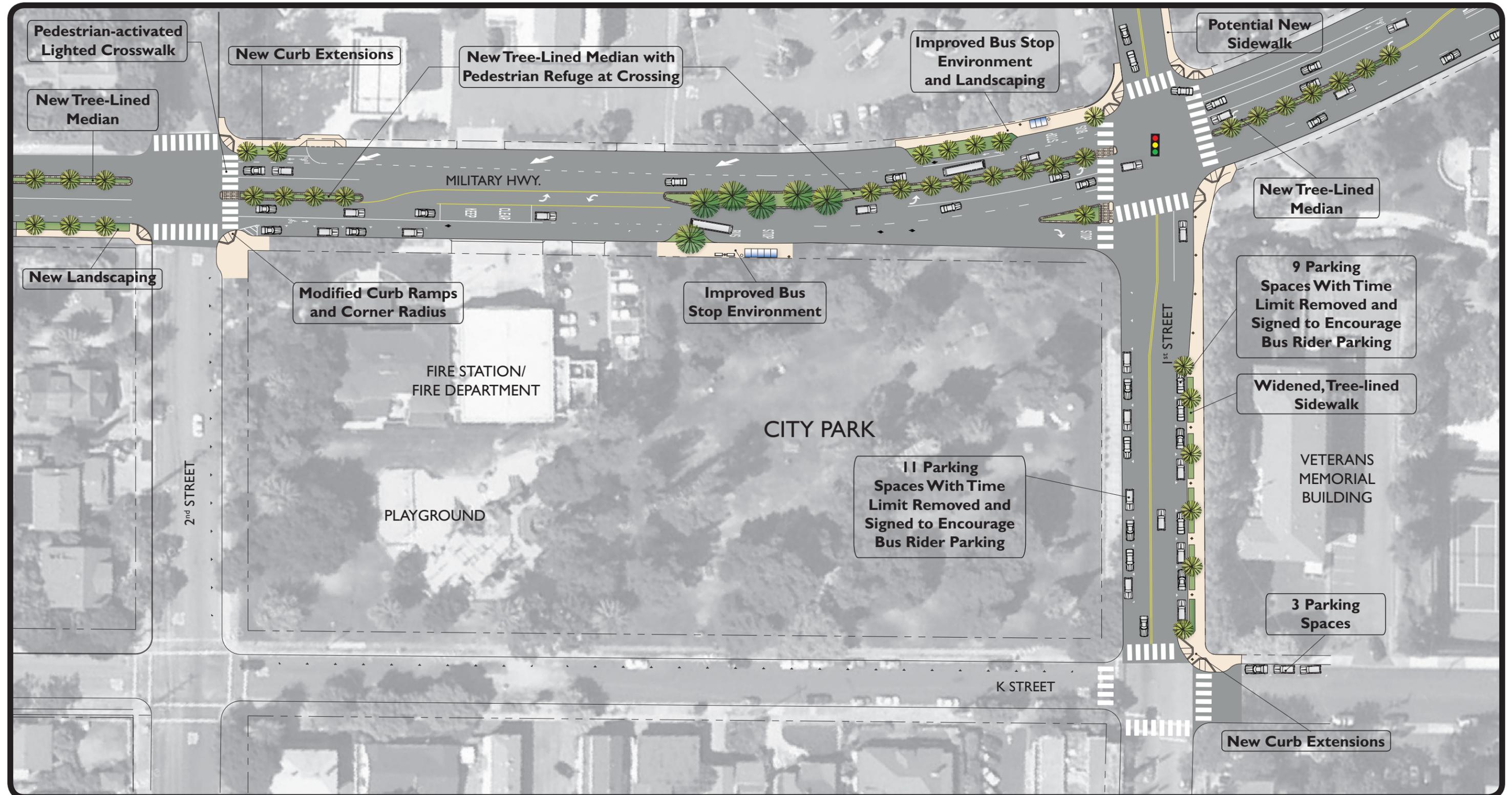
- A. Western Gateway Intermodal Facility Site Plan
- B. Downtown Intermodal Facility Site Plan
- C. STA Resolution No. 2010-24



Concept Plan



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Concept Plan



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**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2010-24**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE FUNDING ALLOCATION FOR REGIONAL MEASURE 2
FUNDS FROM THE METROPOLITAN TRANSPORTATION COMMISSION TO THE
CITY OF BENICIA FOR THE SOLANO COUNTY EXPRESS BUS INTERMODAL
FACILITIES – BENICIA INTERMODAL FACILITY**

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 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 (STA) is the eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds in Solano County; and

WHEREAS, attached hereto and incorporated herein as though set forth in full as Exhibit A is an agreement by an between with the City of Benicia to implement the Project in accordance with this Resolution; and

WHEREAS, the Benicia Intermodal Facility Project 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 prepared by the City of Benicia is attached hereto and incorporated herein as though set forth in full, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which STA is requesting that MTC allocate Regional Measure 2 funds to the City of Benicia.

NOW. THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The STA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636);
2. The STA certifies that the project is consistent with the Regional Transportation Plan (RTP);
3. 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;

4. The Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment;
5. The STA approves the updated Initial Project Report prepared by City of Benicia, attached to this resolution as Exhibit A and incorporated herein as though set forth in full;
6. The STA approves the cash flow plan prepared by City of Benicia, attached to this resolution;
7. The STA has reviewed the project needs and is satisfied that the City of Benicia has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report (Exhibit A);
8. The STA is the eligible sponsor of projects in Solano County under the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c);
9. The STA staff is authorized to submit an application on behalf of the City of Benicia for Regional Measure 2 funds for Benicia Intermodal Facilities Project in accordance with California Streets and Highways Code 30914(c);
10. The STA certifies that the projects and purposes for which RM 2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 *et seq.*), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 *et seq.*) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 *et. seq.* and the applicable regulations there under;
11. There is no legal impediment to STA concurring with an allocation request for Regional Measure 2 funds; by the City of Benicia;
12. There is no pending or threatened litigation which adversely affects the proposed project, or the ability of the STA to deliver such project;
13. The STA 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 STA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM 2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM 2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages;
14. That revenues or profits from any non- governmental use of project 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);

15. Assets purchased with RM 2 funds allocated to the City of Benicia 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;
16. The City of Benicia 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;
17. The STA authorizes the City of Benicia to execute and submit an allocation request for the environmental phase with MTC for Regional Measure 2 funds in the amount of \$2,908,000, for the project, purposes and amounts included in the project application attached to this resolution;
18. The City of Benicia is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as deemed necessary and appropriate.
19. That a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the City of Benicia's 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 **8th Day of December, 2010**.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this **8th Day of December, 2010** by the following vote:

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

Attest: _____
Johanna Masiclat
Clerk of the Board

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Regional Measure 2 – INITIAL PROJECT REPORT

Regional Measure 2 Initial Project Report (IPR)

Project Title:

RM2 Project No.

Dated:

Allocation History:

	MTC Approval Date	Amount	Phase
#1:	7-27-05	92,000	Preliminary Engineering and Environmental Studies

Total: \$92,000

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
5-21-09	2,908,000	Design, Environmental Analysis and Construction

Total: \$2,908,000

Regional Measure 2 – INITIAL PROJECT REPORT

I. OVERALL PROJECT INFORMATION

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

The City of Benicia is the Project Sponsor and Implementing Agency. No co-sponsors have been identified.

B. Project Purpose

To facilitate access to Route 78, the City of Benicia requests the remaining RM-2 funds (\$2,908,000) to design and construct two intermodal facilities. These facilities will incorporate parking amenities with new bus stops, that will facilitate the use of public transportation. The facilities would improve transit connections and increase commuter options by providing two safe and convenient locations for Benicia residents to leave their motor vehicles or bicycles as the commute to work in the Bay area. The eastern facility will be located in the core of Benicia's downtown within close proximity to the Civic Center, which includes city hall, the library, senior center, post office, police station, community gymnasium, youth center, community pool and Vet's Hall.

The project will be a benefit to the region by reducing single occupancy vehicle commuters and increasing transit use. The mode shift would increase the efficiency of the overall transportation network and reduce greenhouse gas emissions.

C. Project Description (please provide details)

Project Graphics to be sent electronically with This Application

The RM-2 funds will be utilized for design, environmental review, construction and project management for Intermodal facilities at two locations in the City of Benicia. Preliminary engineering and environmental studies have been completed and the City is now requesting the final \$2,908,000 to complete the design, environmental analysis, construction and project management for these sites.

The project scope has changed substantially as a result of a rich public process that better defined the needed improvements to best serve the community and preserve the City's rich history and public resources. The City has identified two locations for intermodal improvements:

1. Western Gateway Intermodal Facility: Project limits for this facility are on Military Highway from K Street to the west, to Southhampton Road to the east. Amenities lie within the existing roadway easements and include 23 new parallel parking spaces, widened sidewalks with enhanced bus stops, lighting, landscaping, and bicycle lockers. Landscape improvements will incorporate new landscape medians, and an entry feature. Signalization improvements to enhance pedestrian safety will also be incorporated.
2. Downtown Intermodal Facility: Project limits for this facility are on Military Highway from 2nd Street to the west, to 1st Street to the east. Amenities include conversion of 23 parallel parking spaces from short-term to long-term parking using parking T's to maximize the efficiency of parking in the vicinity of the Intermodal Station. Improvements also include enhancement of the bus stops and pedestrian access through sidewalk and intersection improvements, as well as landscape enhancements to include tree-lined median island improvements. Safety enhancements include a pedestrian-activated lighted crosswalk and bulbouts to increase pedestrian safety crossing Military Highway at 2nd Street, and modifications to the Military Highway/1st Street Intersection to ensure enhanced pedestrian safety.

Regional Measure 2 – INITIAL PROJECT REPORT

D. Impediments to Project Completion

The City does not foresee any funding, environmental, right-of-way or scheduling impediments for the completion of the project.

E. Operability

The City will maintain the improvements as part of the City's roadway maintenance program.

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental –

Does NEPA Apply: Yes No

Preliminary studies on potential environmental impacts were conducted, but the project has evolved into a project that lies entirely within the existing roadway right of way. Consequently, the City is anticipating that project environmental analysis has been reduced to a Categorical Exemption.

G. Design –

The layout of the project site has been determined through an exhaustive public process. The City is ready to complete the design, prepare environmental documentation and construct the project.

H. Right-of-Way Activities / Acquisition –

No additional land acquisition is anticipated.

I. Construction / Vehicle Acquisition -

It is anticipated that construction will commence in June 2011. There will be no vehicle acquisition.

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount (Escalated) (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	92
Design - Plans, Specifications and Estimates (PS&E)	335
Right-of-Way Activities /Acquisition (R/W)	0
Construction	2,573
Total Project Budget (in thousands)	3,000

K. Project Budget (De-escalated to current year)

Phase	Total Amount (De-escalated)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	NA
Design - Plans, Specifications and Estimates (PS&E)	NA
Right-of-Way Activities /Acquisition (R/W)	NA
Construction / Rolling Stock Acquisition (CON)	NA
Total Project Budget (in thousands)	NA

Regional Measure 2 – INITIAL PROJECT REPORT

IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	Complete	Complete
Environmental Document	March 2011	May 2011
Final Design - Plans, Specs. & Estimates (PS&E)	January 2011	April 2011
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	July 2011	October 2011

V. ALLOCATION REQUEST INFORMATION

L. Detailed Description of Allocation Request

Amount being requested (in escalated dollars)	\$2,908,000
Project Phase being requested	Design/Construction
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 of the RM2 IPR Resolution for the allocation being requested	December 2010
Month/year being requested for MTC Commission approval of allocation	December 2010

The construction funds will be used for the following: materials testing, construction staking, consultant construction engineering services, construction costs and salaries (including overhead).

M. Status of Previous Allocations (if any)

Funds for the PS&E and ROW phases for the project were approved on February 25, 2009. Staff is working on 100% construction plans and contract documents. The land acquisition is complete.

N. Workplan

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
1	CEQA Clearance	Categorical Exemption	February 2011
2	Right-of-Way	Close of Escrow	N/A
3	PS&E	Final Construction Plans and Contract Documents	April 2011
4	Construction	Construct the Project	July 2011

Regional Measure 2 – INITIAL PROJECT REPORT

O. Impediments to Allocation Implementation

The City does not foresee any impediments to completing these phases.

VI. RM-2 FUNDING INFORMATION

P. RM-2 Funding Expenditures for funds being allocated

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

Next Anticipated RM-2 Funding Allocation Request

This will be the final funding allocation request.

VII. GOVERNING BOARD ACTION

Check the box that applies:

Governing Board Resolution attached

Governing Board Resolution to be provided on or before: December 17, 2010.

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Mike Roberts
Phone: (707) 746-4237
Title: Senior Civil Engineer
E-mail: mroberts@ci.benicia.ca.us
Address: 250 East L Street
Benicia, CA 94510

Information on Person Preparing IPR

Name: Melissa Morton
Phone: (707)746-4221
Title: Land Use and Engineering Manager/City Engineer
E-mail: mmorton@ci.benicia.ca.us
Address: 250 East L Street
Benicia, CA 94510

Applicant Agency's Accounting Contact

Name: Rob Sousa
Phone: (707) 746-4217
Title: Finance Director
E-mail: rsousa@ci.benicia.ca.us
Address: 250 East L Street
Benicia, CA 94510

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RESOLUTION NO. _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BENICIA AUTHORIZING THE DIRECTOR OF PUBLIC WORKS AND COMMUNITY DEVELOPMENT TO REQUEST AN ALLOCATION OF REGIONAL MEASURE 2 (RM2) FUNDS FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC) FOR THE DESIGN AND CONSTRUCTION PHASE OF THE BENICIA INTERMODAL FACILITIES PROJECT, AND TO EXECUTE ANY AGREEMENTS, DOCUMENTS OR CORRESPONDENCE RELATED TO SAID RM2 FUNDING REQUEST

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred to as Regional Measure 2 (RM2), 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 RM2 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 for RM2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in RM2 Policy and Procedures; and

WHEREAS, the City of Benicia is an eligible sponsor of transportation projects in RM2, Regional Traffic Relief Plan funds; and

WHEREAS the Benicia Intermodal Facilities Project is eligible for consideration in the Regional Traffic Relief Plan of RM2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the RM2 allocation request, attached hereto in the updated 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 the City of Benicia is requesting that MTC allocate RM2 funds.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Benicia does hereby adopt a resolution authorizing the Public Works and Community Development Director to request an allocation of RM2 Funds from the MTC for the construction phase of the Benicia Intermodal Facilities Project and to execute any agreements, documents or correspondence related to said RM2 funding request; and

1. The City of Benicia, and its agents, shall comply with the provisions of the MTC's RM2 Policy Guidance (MTC Resolution No. 3636).

2. The City of Benicia certifies that the project is consistent with the Regional Transportation Plan (RTP).

3. The City of Benicia approves the updated Initial Project Report, attached to this resolution.

4. The City of Benicia approves the cash flow plan, attached to this resolution.

5. The City of Vacaville 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.

6. The City of Benicia is an eligible sponsor of projects in the RM2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c).

7. The City of Benicia is authorized to submit an application for RM2 funds for the Benicia Intermodal Facilities Project in accordance with California Streets and Highways Code 30914(c).

8. The City of Benicia certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq., and the applicable regulations thereunder.

9. There is no legal impediment to the City of Benicia making allocation requests for RM2 funds.

10. There is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of the City of Benicia to deliver such project.

11. That the City of Benicia 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 the City of Benicia, 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.

12. That the City of Benicia shall, if any revenues or profits are received from any non-governmental use of property (or project), use those revenues or profits exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the MTC is entitled to a proportionate share equal to MTC's percentage participation in the project.

13. 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 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 RM2 funds were originally used.

14. That the City of Benicia 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 RM2 Toll Revenues.

15. That the City of Benicia authorizes its Director of Public Works to execute and submit an allocation request for the design and construction phase in the amount of \$2,908,000 with MTC for RM2 funds, for the project, purposes and amounts included, in the project application attached to this resolution.

16. That the Public Works and Community Development Director is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate.

17. That a copy of this resolution shall be transmitted to MTC in conjunction with the submittal of the updated IPR referenced herein.

On motion of _____, seconded by _____, the above Resolution was introduced and passed by the City Council of the City of Benicia at a regular meeting of said Council on the 7th day of December, 2010 and adopted by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Attest:

Lisa Wolfe, City Clerk



DATE: November 22, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: North Connector Project - Contract Amendment for BKF Engineers

Background:

STA is the lead on implementing the East Segment of the North Connector Project. The Project is currently opened to traffic, with final construction activities being completed with lane closures.

Discussion:

Consistent with STA Board direction, staff has been proceeding with the implementation for the North Connector Project. The p\Project is currently opened to traffic, with final construction activities being completed with lane closures. The final non-construction related activity that needs to be completed is the Record of Survey. A Record of Survey is required to be filed with the County Surveyor upon completion of the construction. The Record of Survey is a verification and documentation of property lines, boundaries, and monumentation of property corners.

BKF Engineers (BKF), the design consultant for the Project, will prepare and file the Record of Survey for the Project. This scope of work was not included in the original contract and as such, STA staff is recommending approval of a contract amendment with BKF to cover the costs associated with the preparation and filing of the Record of Survey for an amount not-to-exceed \$37,475. The additional services are discussed in more detail in the attached letter from BKF Engineers dated November 20, 2010 (Attachment A).

Fiscal Impact:

The preparation and filing of the Record of Survey will be funded with Regional Measure 2 (RM 2) funds already allocated to the North Connector Project.

Recommendation:

Approve a contract amendment for BKF Engineers to cover the preparation and filing of the Record of Survey for the North Connector Project for an amount not-to-exceed \$37,475.

Attachment:

- A. Letter from the BKF dated November 20, 2010.

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November 20, 2010

Ms. Janet Adams
Solano Transportation Authority
One Harbor Blvd, Suite 130
Fairfield, CA 94585

**Subject: North Connector Project – East Segment
Proposal for Record of Survey**

Dear Ms. Adams:

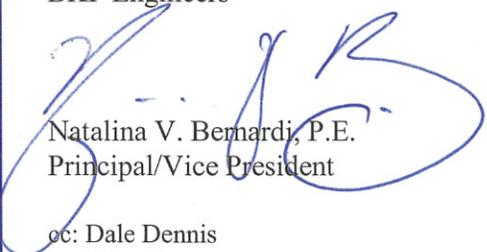
BKF Engineers (BKF) is pleased to submit the following proposal to provide Right-of-Way Engineering services for the North Connector – East Segment Project (Project). BKF is excited to continue its successful relationship with Solano Transportation Authority (STA) through the project completion phase of the Project. As requested, BKF proposes the following work in support of Solano County's requirement to file a Record of Survey for the Project.

BKF will provide and file a Record of Survey for the Project with the Solano County Surveyor. The Record of Survey will be based on a field survey of the North Connector right of way and recently installed monuments and the boundary resolution of the established right of way. Record of Survey drawings delineating the North Connector right of way and monumentation will be prepared for the submission and review by Solano County. BKF will coordinate and resolve comments with the County and then subsequently finalize the Record of Survey drawings. The final Record of Survey will be filed with the County Surveyor. The proposed costs for the preparation of the Record of Survey include filing fees that may be assessed by the County.

A task breakdown of the above services with the associated level of effort is found in the "Summary of Project Scope and Effort" which follows. BKF proposes to perform the required Record of Survey work for a not to exceed time and materials fee of \$37,475. Should any additional services be requested or required which are not included in our scope, these services will be considered extra work and will require an amendment for approval and processing prior to executing any out of scope work task.

Please contact me if you have any questions or require additional information. We look forward to continuing to provide services to the STA on this Project.

Very truly yours,
BKF Engineers



Natalina V. Bernardi, P.E.
Principal/Vice President

cc: Dale Dennis
PDM Group Inc.
1034 Rolling Woods Way
Concord, CA 94521

**SUMMARY OF PROJECT SCOPE AND EFFORT FOR
SOLANO TRANSPORTATION AUTHORITY
North Connector Project for the East Segment**

BKF Engineers

4670 Willow Road, Ste. 250
Pleasanton, CA 94588
925.396.7700 (tel), 925.396.7799 (fax)
December 20, 2010

North Connector Record of Survey

- Task 1 Perform Right of Way and Monument Survey
- Task 2 Prepare Record of Survey Maps (11 sheets)
- Task 3 Submit Record of Survey to County and Incorporate Comments
- Task 4 File Final Record of Survey with County Surveyor's Office

TASK Rate/hr	PIC \$ 215	PM \$ 167	Sur IV \$ 146	Sur III \$ 136	Sur II \$ 119	Sur I \$ 104	Tech \$ 116	Drafter \$ 103	Cler \$ 67	Surv \$ 234	Total Hours	Cost	
Task 1	1	4		8							32	\$ 9,459	
Task 2	2	16		26			52				96	\$ 12,670	
Task 3	2	10		24			20				56	\$ 7,684	
Task 4		2					4		2		8	\$ 932	
BKF Subtotal	5	32	0	58	0	0	76	0	2		32	205	\$ 30,745
Reimbursable Expenses:													
Printing/Delivery/Mileage												\$ 1,230	
County Filing Fees												\$ 5,500	
4% of professional fees												\$ 6,730	
Total Budget												\$ 37,475	

Legend

PIC	Principal	Sur IV	Engineer / Surveyor IV
PM	Project Manager / Associate	Sur III	Engineer / Surveyor III
Tech	Technician (Engineering or Survey)	Sur II	Engineer / Surveyor II
Draft	Drafter	Sur I	Engineer / Surveyor I
Surv	Survey Field Crew		



DATE: November 22, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Pacific Gas & Electric (PG&E) Utility Relocation Agreement for I-80
Eastbound Cordelia Truck Scales Relocation Project

Background:

STA has been actively working with State of California Department of Transportation (Caltrans), California Highway Patrol (CHP) and the Federal Highway Administration (FHWA) to deliver the I-80 Eastbound Cordelia Truck Scales Relocation Project. The existing Eastbound Truck Scales which were constructed in 1958, are seriously undersized and unable to process the existing truck volumes let alone the future projected truck volumes. The purpose of the Project is to construct new eastbound truck scales with the capacity to accommodate the anticipated 115% growth in truck traffic in the corridor by 2035; to provide traffic congestion relief in this section of I-80 due by reducing truck /auto weaving and queuing; and to improve the reliability of the system with increased capacity and up-to-date equipment. The Project will rebuild and relocate the Eastbound Cordelia Truck Scales Facility, build a 2-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps.

Discussion:

STA is leading the design phase for the I-80 Eastbound Cordelia Truck Scales Relocation Project and will also be taking the lead with utility relocations for the Project. The relocation of PG&E's 115 Kv electrical transmission line needs to be completed in advance of Caltrans starting Project construction, which is scheduled to start in summer 2011. A draft agreement has been prepared (Attachment A). PG&E will be responsible for relocating their facilities, which as shown in the utility agreement, for an estimated cost of \$1,694,693. These costs are borne by the Project and included in the budget. Staff recommends the Board authorize the Executive Director to finalize and execute the agreement between STA and PG&E. Should any substantial changes to the draft agreement be required, the agreement would be brought back to the Board for approval.

Fiscal Impact:

The relocation of the PG&E 115 Kv electrical transmission line will be funded with Bridge Toll funds already allocated.

Recommendation:

Authorize the Executive Director to finalize and execute the relocation agreement for the PG&E 115Kv electrical transmission line as shown in Attachment A.

Attachment:

- A. STA and PG&E Agreement

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DISTRICT 4	COUNTY Solano	ROUTE 80 / SR 12	POST MILE 80 PM 14.0 to 15.7 SR12 PM L1.8 to 2.0	EA 0A5351
FEDERAL AID NO. NA		UTILITY OWNER Pacific Gas and Electric Company		
FEDERAL PARTICIPATION On The Project <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No On The Utilities <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				

UTILITY AGREEMENT NO. 04-UT-1810.2 DATE TBD

The **Solano Transportation Authority**, hereinafter called "STA," in cooperation with the California Department of Transportation ("Caltrans"), proposes to replace the existing Interstate 80 Eastbound Cordelia Commercial Vehicle Enforcement Facility (CVEF) and relocate it one-half mile further east, in and near the City of Fairfield, County of Solano, State of California.

And

Pacific Gas and Electric Company

Herein after called "OWNER," owns and maintains ELECTRIC TRANSMISSION FACILITIES

Within the limits of STA's project which requires RELOCATION OF ELECTRIC TRANSMISSION FACILITIES

To accommodate STA's project.

It is hereby mutually agreed that:

I. WORK TO BE DONE

In accordance with Notice to Owner No. 1810.2 dated DATE TBD, OWNER shall relocate its existing 115kv overhead electric transmission line. All work shall be performed substantially in accordance with OWNER's Plan No. 211155 dated May 10, 2010 consisting of one (1) sheet, and OWNER's Plan No. 3000114 dated May 10, 2010 consisting of one (1) sheet, a copy of which is on file in the Office of the STA at One Harbor Center, Suite 130, Suisun City, CA 94585. Deviations from the OWNER's plan described above initiated by either the STA or the OWNER, shall be agreed upon by both parties hereto under a Revised Notice to Owner. Such Revised Notices to Owner, approved by the STA and acknowledged by the OWNER, will constitute an approved revision of the OWNER's plan described above and are hereby made a part hereof. No work under said deviation shall commence prior to receipt by the OWNER of the Revised Notice to Owner. Changes in the scope of the work will require an amendment to this Agreement in addition to the revised Notice to Owner.

STA's project

The Solano Transportation Authority (STA), in partnership with the California Department of Transportation (Caltrans) and the California Highway Patrol (CHP), proposes to replace the existing Eastbound Interstate 80 Cordelia Commercial Vehicle Enforcement Facility (CVEF) and relocate it one-half mile further east. Relocating and reconstructing the truck scales will improve congestion and reduce conflicts between truck and car traffic on I-80. The STA has committed to delivering the project, which will be operated by the CHP and maintained by Caltrans. Construction is expected to begin in 2011 and be complete by 2014.

OWNER's ELECTRIC TRANSMISSION FACILITIES and RELOCATIONS OF TRANSMISSION FACILITIES

The existing PG&E "Vaca-Suisun-Jameson" 115kV overhead electric transmission line runs more or less east-west along the south side of Interstate 8 in the vicinity of the existing Caltrans truck scales, crossing over Suisun Creek near the proposed new bridge over Suisun Creek for the new CVEF off-ramp. If not relocated, the transmission line would encroach into the new Caltrans right of way for the CVEF, both at the off-ramp at Suisun Creek and at the new CVEF itself. Because of this, the Solano Transportation Authority (STA) has asked PG&E to relocate about 3000 linear feet of this line. Five existing transmission towers will be removed, including the towers at each end of the section of line to be relocated. Two new transmission towers will be installed on a new alignment south of the CVEF, and the two towers at each end of the new alignment will be replaced with two new towers, for a total of four new transmission towers. This relocation will eliminate any encroachment into the new Caltrans right of way for the new CVEF.

II. LIABILITY FOR WORK

The existing facilities described in Section I above will be relocated at STA's expense at 100% STA's expense and 0% OWNER's expense in accordance with Section 5(A) of the Master Agreement dated November 1, 2004.

III. PERFORMANCE OF WORK

OWNER agrees to perform the herein-described work with its own forces or to cause the herein described work to be performed by the OWNER's contractor, employed by written contract on a continuing basis to perform work of this type, and to provide and furnish all necessary labor, materials, tools, and equipment required therefore; and to prosecute said work diligently to completion.

IV. PAYMENT FOR WORK

The STA shall pay its share of the actual cost of the herein described work within 90 days after receipt of OWNER's itemized bill in quintuplicate, signed by a responsible official of OWNER's organization and prepared on OWNER's letterhead, compiled on the basis of the actual cost and expense incurred and charged or allocated to said work in accordance with the uniform system of accounts prescribed for OWNER by the California Public Utilities Commission (PUC) or Federal Communications Commission (FCC), whichever is applicable.

It is understood and agreed that the STA will not pay for any betterment or increase in capacity of OWNER's facilities in the new location and that OWNER shall give credit to the STA for all accrued depreciation on the replaced facilities and for the salvage value of any material or parts salvaged and retained or sold by OWNER.

Not more frequently than once a month, but at least quarterly, OWNER will prepare and submit progress bills for costs incurred not to exceed OWNER's recorded costs as of the billing date less estimated credits applicable to completed work. Payment of progress bills not to exceed the amount of this Agreement may be made under the terms of this Agreement. Payment of progress bills which exceed the amount of this Agreement may be made after receipt and approval by STA of documentation supporting the cost increase and after an Amendment to this Agreement has been executed by the parties to this Agreement.

The OWNER shall submit a final bill to the STA within 180 days after the completion of the work described in Section I above. If the STA has not received a final bill within 180 days after notification of completion of OWNER's work described in Section I of this Agreement, and STA has delivered to OWNER fully executed Director's Deeds, Consents to Common Use or Joint Use Agreements as required for OWNER's facilities; STA will provide written notification to OWNER of its intent to close its file within 30 days and OWNER hereby acknowledges, to the extent allowed by law that all remaining costs will be deemed to have been abandoned.

The final billing shall be in the form of an itemized statement of the total costs charged to the project, less the credits provided for in this Agreement, and less any amounts covered by progress billings. However, the STA shall not pay final bills, which exceed the estimated cost of this Agreement without documentation of the reason for the increase of said cost from the OWNER. If the final bill exceeds the OWNER's estimated costs solely as the result of a revised Notice to Owner as provided for in Section I, a copy of said revised Notice to Owner shall suffice as documentation.

In any event if the final bill exceeds 125% of the estimated cost of this Agreement, an amended Agreement shall be executed by the parties to this Agreement prior to the payment of the OWNERS final bill. Any and all increases in costs that are the direct result of deviations from the work described in Section I of this Agreement shall have the prior concurrence of STA.

Detailed records from which the billing is compiled shall be retained by the OWNER for a period of three years from the date of the final payment and will be available for audit in accordance with Contract Cost Principals and Procedures as set forth in 48 CFR, Chapter 1, Part 31 by STA and/or Federal Auditors.

V. GENERAL CONDITIONS

All costs accrued by OWNER as a result of STA's request of March 12, 2009 to review, study and/or prepare relocation plans and estimates and perform inspections for the project associated with this Agreement may be billed pursuant to the terms and conditions of this Agreement.

If STA's project which precipitated this Agreement is canceled or modified so as to eliminate the necessity of work by OWNER, STA will notify OWNER in writing, and STA reserves the right to terminate this Agreement by Amendment. The Amendment shall provide mutually acceptable terms and conditions for terminating the Agreement.

OWNER shall submit a Notice of Completion to the STA within 30 days of the completion of the work described herein.

STA will acquire new rights of way in the name of Caltrans, STA or OWNER through negotiation or condemnation and when acquired in either Caltrans or STA's name, shall convey same to OWNER by Easement Deed. STA's liability for such rights of way will be at the proration shown for relocation work involved under this Agreement.

Upon completion of the work to be done by STA in accordance with the above-mentioned plans and specifications, the new facilities shall become the property of OWNER, and OWNER shall have the same rights in the new location that it had in the old location.

It is understood that said highway is a federal-aid highway and accordingly, 23 CFR Part 645 is hereby incorporated into this Agreement by reference; provided, however, the provisions of any agreements entered into between the STA and the OWNER pursuant to state law for apportioning the obligations and costs to be borne by each, or the use of accounting procedures prescribed by the applicable federal or state regulatory body and approved by the Federal Highway Administration (FHWA), shall govern in lieu of the requirements of said 23 CFR Part 645.

THE ESTIMATED COST TO THE STA FOR ITS SHARE OF THE ABOVE-DESCRIBED WORK IS \$1,694,693.



DATE: December 2, 2010
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Caltrans Corridor System Management Plans (CSMP) for
State Route (SR) 12 and Corridor Plan (CP) for SR 84

Background:

The California Department of Transportation (Caltrans) is required by state law to “carry out long term state highway system planning to identify future highway improvements.” According to Caltrans, a Corridor Plan (CP) provides a route concept for state-owned facilities over a 25-year time horizon. More detailed plans such as Major Investment Studies (MIS) are subsequently developed to address roadways that a CP identifies as having the potential for major changes, such as accommodating anticipated population growth and increases in traffic. In September, the STA Board approved comments and endorsement of CPs for State Route (SR) 29, and Interstate (I) 505.

In addition, Proposition 1B-Corridor Mobility Improvement Account (CMIA) required development of Corridor System Management Plans (CSMP). CSMPs are intended to ensure that benefits derived from Proposition 1B-CMIA funded projects, such as a reduction in Vehicle Hours of Delay, are not lost due to other changes in traffic volume or patterns. In September, the STA Board approved comments and endorsement of a CSMP for I-80.

Discussion:

Corridor Plans

The SR 84 CP (Attachment A) covers San Mateo, Alameda and Solano counties. The CP does not call for any changes to the portions of SR 84 in Solano County.

CSMP

The SR 12 CSMP (Attachment B) covers both the segment from SR 29 in Napa County to I-80 in Solano County (the CSMP-required segment) and the portion from I-80 to the Sacramento County Line. The CSMP meets the legal requirements for projects receiving Proposition 1B funds, as required for the SR 12 Jameson Canyon widening project.

The portion of SR 12 from I-80 in Fairfield east to the Solano/Sacramento county line in Rio Vista is the subject of an on-going Major Investment/Corridor Study, being conducted by STA, the Metropolitan Transportation Commission (MTC), the San Joaquin Council of Governments, and the three Caltrans districts that cover the route. The eastern limit of this study is the SR 12/I-5 interchange in San Joaquin County. As a result, the CSMP pushes much of the discussion on this segment to a later date, once the Major Investment/Corridor Study is completed.

Solano County provided comments to STA on the SR 12 CSMP. Those comments are contained in Attachment C. These comments would need to be addressed by Caltrans prior to STA signing the CSMP.

At its meeting of November 18, 2010, the STA Technical Advisory Committee (TAC) reviewed the SR 12 CSMP and SR 84 CP. Solano County repeated their comments found in Attachment C. No other agency had substantive comments on either of the two documents. The TAC unanimously voted to recommend that the Board authorize the Executive Director to sign the SR 12 CSMP and sign a letter concurring with the SR 84 CP.

Fiscal Impact:

None.

Recommendation:

Approve the following:

1. The comments to the SR 12 CSMP as shown in Attachment C;
2. Authorize the Executive Director to sign the SR 12 CSMP; and
3. Authorize the Executive Director to send a letter to Caltrans concurring with the SR 84 CP.

Attachments:

(Note: Attachments A and B have been provided to the Board members under separate enclosure. Copies may be requested by contacting the STA at (707) 424-6075.)

- A. SR 84 CP
- B. SR 12 CSMP
- C. Comments on the SR 12 CSMP

Solano County Comments on Draft SR 12 CSMP

Page 9 – There is a mention in Corridor Specific Issues of congestion on weekends being due to traffic traveling to/from Napa and Sonoma wineries. This may be somewhat true for Segment A. However, I believe the congestion in Segments B and C is a result of the area having a very limited number of good east-west routes to handle travel from the north Bay Area to the Sacramento Valley, and has little to do with the wineries. I think this should be clarified.

Pages 9, 38, 41 and 42 – There are several references to segments of SR12 extending to Scandia Road. Those should be changed to Walters Road. Scandia Road does not connect to SR12.

Page 24 – I am surprised that the functional classifications of portions of SR12 are Minor Arterial and Expressway. Please verify that the functional classifications are listed correctly.

Page 43 – The 25 year concept for Segment C shows a 2/3 lane conventional highway. Some additional explanation of what segments would be 3 lanes, and why the 2/3 configuration (as opposed to a 4 lane highway) was considered appropriate for 25 years, should be included.

Page 45 – Some of the abbreviations need to be explained.

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DATE: November 29, 2010
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: STA Employee 2011 Benefit Summary Update

Background:

The STA Personnel Policies and Procedures Benefits Summary show the current benefits for all full time and part time employees, which is approved annually by the STA Board. The STA Benefit Summary is annually updated to reflect changes to the health benefit premium effective the first of January, the holiday schedule for the new calendar year, and other employee benefit changes.

Discussion:

The approved budget for Fiscal Year (FY) 2010-11, which includes the STA's Employees Health Benefit Cost, reflected an anticipated premium rate increase of 12%. The California Public Employees' Retirement System (CalPERS) provides and administers STA's health benefit program at low rates. The Kaiser Premium Rate is used as a benchmark; should an employee choose a health care provider with a higher premium rate, the employee is responsible for the premium cost above the benchmark. Effective January 1, 2011, the Kaiser Premium Rate will increase by 6.84%. This rate increase will result in budget savings of \$8,295 for the Health Benefits Budget for FY 2010-11.

In April 2010, CalPERS established a Health Care Reform implementing the new federal statute, Patient Protection and Affordable Care Act (PPACA) signed into law in the United States by President Barack Obama on March 23, 2010. Beginning January 1, 2011, STA's health benefit under the CalPERS health plan will be offered to dependent children up to age 26. They are eligible whether previously on their parent's plan or not, married or not, not required to live with their parent, and are not required to be student. The spouse or children of the dependent child are not eligible. Only one (1) STA employee opted to enroll an additional dependent child under this new law. However, STA will not incur additional cost for FY 2010-11 since this change is offset by a deletion of a dependent by another STA employee.

The City of Vacaville provides and administers the self insured Dental, Vision, Life Insurance, and the Long Term Disability (LTD) insurance plans. No rates and plans changes are made to these benefits.

STA staff is covered under the CalPERS State-wide pool Miscellaneous Retirement Plan. The STA's Employer Contribution Rate for FY 2010-11 is 9.729%. The STA pays seven percent (7%) of CalPERS Employee Contribution Rate to CalPERS, making the STA's

total CalPERS contribution of 16.729%. As part of the State-wide Miscellaneous Retirement Plan, the STA staff has additional retirement benefits such as: the Unused Sick Leave Credit, Military Buyback, Public Service Layoff, Pre-Retirement Service Option 2, and the Military Service Credit for Retired Persons.

STA staff is also covered under a 401 (A) Deferred Compensation plan under the Money Purchase Plan administered by Nationwide Retirement Solutions (6.2% by STA and 3.2% by Employee). In addition, STA Employees have the option to enroll in the 457 Deferred Compensation with Nationwide Retirement Solutions, which is a 100% Employee deduction and no share of cost from STA (Attachment A).

The holiday schedule is updated annually on a calendar basis. This calendar provides for holidays when the STA office will be closed for business. No change is made on the number of paid holiday benefits (Attachment B).

Fiscal Impact:

1. The Kaiser Health Premium rate for 2011 resulted a cost savings of \$8,295 (3.43%) for FY 2010-11 Budget for Health Benefit;
2. Health Care Reform-Patient Protection and Affordable Care Act (PPACA) compliance effective January 1, 2011 at no additional cost to FY 2010-11 Budget.

Recommendation:

Receive and file.

Attachments:

- A. Employee Benefit Summary January 2011
- B. Holiday Schedule 2011

STa
Solano Transportation Authority
 Employee Benefit Summary
 January 2011

TERM

This summary shall remain in effect until amended by STA Board action.

SALARY

Salary schedule.

AT-WILL EMPLOYMENT (Policy #102)

Employees shall be considered as at-will employees and may be terminated at anytime by the Executive Director.

WORKWEEK (Policy #210/211)

The workweek will be forty (40) hours per week for all employees. Overtime will be granted at time and one-half for all hours worked in excess of the normal workweek. In accordance with the Fair Labor Standards Act (FLSA), Compensatory time may be granted in lieu of pay at the employee's request and the Executive director's approval. The Executive Director established a flexible work schedules (9-day Alternate Work Schedule) in order to meet the needs of the agency and the employee's job responsibilities.

An employee may elect, by so stating, in writing, on the appropriate time card, a preference to earn compensatory overtime in lieu of overtime pay. An employee may accumulate up to a maximum of sixty (60) hours of compensatory time. Those hours reflect thirty (30) hours of straight time worked. An employee who has reached the maximum balance shall be paid overtime until such time that the accrual is below the stated ceiling. A supervisor or the Executive Director must approve overtime in advance.

RETIREMENT (Policy #301)

Employees are covered under the Public Employees Retirement System (PERS). Solano Transportation Authority (STA) shall pay seven percent (7%) of PERS Employee Contribution Rate to PERS. Service Credit shall be credited in accordance with PERS guidelines. Benefits include the following:

- Section 21354 - 2% @ 55 Full for Local Miscellaneous Members
- Section 20037 – Three-Year Final Compensation
- Section 21329 - 2% Annual Cost of Living Adjustment
- Section 21620 - \$500 Retired Death Benefit
- Section 21573 – Third Level of 1959 Survivor Benefits
- Section 20055 - Prior Service Credit
- Section 21551 – Death Benefit Continuation
- Section 20965 – Credit for Unused Sick Leave
- Section 21024 – Military Service Credit as Public Service
- Section 21022 – Public Service Credit for Periods of Layoff
- Section 21548 – Pre-Retirement Optional Settlement 2 Death Benefit
- Section 21027 – Military Service Credit for Retired Persons

The employee is responsible for paying the \$2.00 contribution for the 1959 Survivor Benefits.

401(a) PROGRAM

STA Employees are also covered under a 401 (a) deferred compensation plan, The Money Purchase Plan, administered by Nationwide Retirement Solutions. The employee shall contribute a total of 3.8% of salary and STA shall contribute 6.2% of salary.

457 DEFERRED COMPENSATION PROGRAM

STA Employees have the option to enroll in the 457 Deferred Compensation Plan with Nationwide Retirement Solutions. This compensation deferred plan is 100% Employee deduction and no cost to STA.

SOCIAL SECURITY

Effective July 1, 1997, employees will no longer be covered under Social Security; however the Medicare portion will remain in effect. The employee and the employer shall contribute the mandatory 1.45% each.

HEALTH & WELFARE (Policy #302)

STA will contribute an amount for employee plus family towards health, dental, vision, life and long term disability insurance. Employees are responsible for amounts that exceed the maximum amount. Employees who can provide proof of other insurance coverage may elect to receive cash equivalent in lieu of the STA’s health and dental coverage. Employee electing to decline the health coverage will receive \$350 per month and for dental of coverage for \$50 per month, a total \$400 per month if both Health and Dental benefit are declined.

HEALTH INSURANCE

STA shall contribute an amount equal to the Kaiser rate. Premium contributions shall be based on the number of eligible dependents enrolled on the employee’s plan. Beginning January 1, 2011, the health plan benefit is offered to dependent children up to age 26.

The amounts as of 01/01/11 are as follows:

Employee Only	\$568.99
Employee Plus One Dependent	\$1,137.98
Employee Plus Two or More	\$1,479.67

DENTAL INSURANCE5

STA shall contribute based on the employee’s number of eligible dependent. The amounts as of 01/01/11 are as follows:

Employee Only	\$53.57
Employee Plus One Dependent	\$91.07
Employee Plus Two or More	\$139.29

VISION INSURANCE

STA shall contribute based on the employee’s number of eligible dependent. The amounts as of 01/01/11 are as follows:

Employee Only	\$5.39
Employee Plus One Dependent	\$10.78
Employee Plus Two or More	\$17.35

LIFE INSURANCE

STA provide a monthly premium of \$7.50 sufficient to maintain \$50,000 basic life insurance.

LONG TERM DISABILITY

STA will provide an LTD plan to cover all employees. The plan shall include a 30 day waiting period. 60% of the first \$3,333 of earnings, 5 year + ADEA maximum benefit period.

HOLIDAYS (Policy #304)

Paid holidays include the following:

New Year’s Day	Veteran’s Day
Martin Luther King’s Birthday	Thanksgiving Day
President’s Birthday	Day after Thanksgiving Day
Memorial Day	4 Hours Christmas Eve*
Independence Day	Christmas Day
Labor Day	4 Hours New Year’s Eve*
Columbus Day	

Three floating holidays shall be credited July 1st of each year to the employee’s vacation balance. *If Christmas Eve and New Year’s Eve falls on a Saturday or Sunday an additional eight (8) hours of vacation shall be credited on July 1st. Employees hired between July and December shall receive credit for three floating holidays and Christmas Eve

and New Year's Eve, if applicable. Employees hired between January and June shall receive credit for two floating holiday.

VACATION (Policy #305)

Vacation is accrued monthly in accordance to the following schedule for full-time employees:

<u>Years of Service</u>	<u>Annual Entitlement</u>	<u>Annual Vacation Hours</u>	<u>Maximum Balance</u>
0 through 5 years	10 working days	80	320
5+ through 10	15 working days	120	320
11 years	16 working days	128	320
12 years	17 working days	136	320
13 years	18 working days	144	320
14 years	19 working days	152	320
15+ years	20 working days	160	320

SICK LEAVE (Policy #306)

Regular full-time employees accrue 12 days sick leave per year. Sick leave may be accrued up to ninety (90) working days, or 720 hours. The minimum sick leave taken at any one time shall not be less than one (1) hour. Employees may be required to provide a doctor's note for absences more than three days in length, more than five days in any 30-day period, or on a day adjacent to a holiday weekend.

SICK LEAVE BUYBACK (Policy #306)

Upon Service retirement –25% may be paid to the employee for the remaining sick leave balance.

Employees are eligible to participate in an annual cash-out program. Employees with at least 30 days (240 hours) of accrued but unused sick leave who used less than 4 days (32 hours) of 12 days (96 hours) earned in the fiscal year, can elect to receive 50% in cash of the unused portion earned, in excess of 30 days. Eligible employees electing to participate shall be paid in July of every year.

BEREAVEMENT LEAVE (Policy #307)

A maximum of three (3) consecutive days in California or five (5) consecutive days outside California to attend funeral of employee's spouse, child, parent, brother, sister, grandparent, mother or father-in-law, or household dependent or relative.

MILEAGE ALLOWANCE/REIMBURSEMENT (Policy #310)

The Executive Director receives monthly mileage allowance as approved by the STA Board. The Department Directors receive a monthly mileage allowance of \$200 per month. STA staff uses the standard Internal Revenue Service (IRS) mileage rate for travel reimbursement.

COMMUTER TRANSIT INCENTIVE (Policy #310)

STA offers financial incentive for employees using commute alternative mode limited to: trains, buses, vanpool, and ferry. Employee who can provide proof of their monthly commute cost and use of any transit mode of transportation can receive up to \$75 per month travel incentive.

In addition to the above, STA shall comply with all employment regulations mandated by state and federal laws.

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HOLIDAY SCHEDULE 2011

Friday	December 31, 2010	New Year's Day (Observed)
Monday	January 17	Dr. Martin Luther King's Birthday
Monday	February 21	Presidents' Day
Monday	May 30	Memorial Day
Monday	July 4	Independence Day
Monday	September 5	Labor Day
Monday	October 10	Columbus Day
Friday	November 11	Veterans' Day
Thursday	November 24	Thanksgiving Day
Friday	November 25	Friday After Thanksgiving Day
Monday	December 26	Christmas Day (Observed)

Please Note:

Three floating holidays shall be credited July 1st of each year to the employee's vacation balance. ***If Christmas Eve and New Year's Eve falls on a Saturday or Sunday an additional eight (8) hours of vacation shall be credited on July 1st.** Employees hired between July and December shall receive credit for three floating holidays and Christmas Eve and New Year's Eve, if applicable. Employees hired between January and June shall receive credit for two floating holiday.

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DATE: November 22, 2010
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: STA's Annual Audit Fiscal Year (FY) 2009-10

Background:

The Solano Transportation Authority (STA) is annually required to prepare an audited financial statement in accordance with Government Accounting Standards Board Statement Number 34 (GASB 34) and the Office of Management and Budget (OMB) Circular A-133 (Audits of State, Local Government, and Non-Profit Organizations).

In October 2009, the STA issued a Request for Proposals (RFP) to several accounting firms to perform professional auditing service. The Vavrinek, Trine, Day (VTD) & Co, LLP, a Certified Public Accountant (CPA) firm from Palo Alto, California was selected to perform the STA's annual financial reviews and funding compliance, appraise STA's accounting internal controls, and issue Single Audit Reports. The VTD has extensive experience in conducting audits in accordance with Government Auditing Standards Board (GASB), the provisions of the Single Audit Act Amendments of 1996, and the OMB Circular A-133. In addition, they have years of auditing experience with similar governmental transportation agencies, such as the Santa Clara Valley Transportation Authority (VTA), the Golden Gate Bridge, Highway and Transportation District, the San Mateo County Transit District (SamTrans), the Monterey-Salinas Transit District (MST), and the Alameda County Transportation Improvement Authority (ACTIA).

Discussion:

In October 2010, Vavrinek, Trine, Day & Co, LLP performed their first STA's financial review, funding compliance, and internal controls audit. Their audit evaluation noted no concerns regarding transactions involving internal control over financial reporting and STA's operations were found to have no material weaknesses, deficiencies, or non-compliance.

Vavrinek, Trine, Day & Co, LLP issued STA's Basic Financial Statements and Single Audit for FY 2009-10, which reflects an overall financial position with no reportable deficiencies or material weakness that will adversely affect STA's primary missions. The audit did not disclose any reportable findings or questions in accordance with GASB 34 and OMB Circular A-133.

The annual audit for FY 2009-10 is the fifth consecutive fiscal year unqualified audit report issued to STA. This fiscal and administrative requirement is sufficient to ensure that STA funds are used in compliance with all applicable Federal statutory and regulatory provisions, and costs were reasonable and necessary for operating its programs.

Fiscal Impact:

None

Recommendation:

Receive and file.

Attachment:

- A. Solano Transportation Authority Basic Financial Statements for the Year Ended June 30, 2010. (Copies have been provided to the STA Board Members under separate enclosure. Copies are available upon request by contacting the STA office at (707) 424-6075.)



DATE: November 22, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Conduct Public Hearings and Adopt Resolutions of Necessity to Acquire Property by Eminent Domain, if necessary, for the I-80 Eastbound Cordelia Truck Scales Relocation Project

Background:

STA has been actively working with State of California Department of Transportation (Caltrans), California Highway Patrol (CHP) and the Federal Highway Administration (FHWA) to deliver the I-80 Eastbound Cordelia Truck Scales Relocation Project (“Project”). Caltrans is the California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) lead for the EIR/EA for the Project. STA is the project sponsor and will be providing funding for construction of the Project and as such, is a Responsible Agency under CEQA for the Project. Caltrans approved the environmental document, Environmental Impact Report/Environmental Assessment (EIR/EA), for the Project in October 2009. STA approved the EIR/EA for the I-80 EB Cordelia Truck Scales Relocation Project with Resolution No. 2010-02, in February 2010.

Through the Proposition 1B Trade Corridor Improvement Fund (TCIF) and bridge toll funds, this project is fully funded and expected to be ready to start construction in the summer of 2011.

STA has been working with Caltrans to complete the I-80 Eastbound Cordelia Truck Scales Relocation Project. The existing Eastbound Truck Scales, which were constructed in 1958, are seriously undersized and unable to process the existing truck volumes let alone the future projected truck volumes. The purpose of the project is to construct new eastbound truck scales with the capacity to accommodate the anticipated 115% growth in truck traffic in the corridor by 2035; to provide traffic congestion relief in this section of I-80 due by reducing truck /auto weaving and queuing; and to improve the reliability of the system with increased capacity and up-to-date equipment. The Project will rebuild and relocate the Eastbound Cordelia Truck Scales Facility, build a 2-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps.

Discussion:

To construct the new Eastbound Truck Scales, the project needs to acquire about 44.285 acres of additional property, plus approximately 4.679 acres of temporary construction easements, 7.062 acres for PG&E easements, and 0.59 acres for Solano Irrigation District easements, from 8 property owners. Negotiations have been ongoing with the property owners for the past 3-6 months. Agreement has not been reached with any of the property owners, but 2 property owners have entered into Right-of-Entry agreements, it

appears negotiations will be successful with 2 property owners. As such, staff is recommending proceeding with acquisition of property from 4 property owners through the eminent domain process at this time (Attachment B).

In order to construct the project on schedule, it is important to obtain the needed property interests from the property owners listed in the table below by means of condemnation. Adoption of the attached Resolutions of Necessity will allow the condemnation process to proceed (Attachments C, D, E, and F). Despite proceeding with condemnation, staff will continue their efforts to try to reach amicable agreement with all of the property owners. All property acquired for the project will be transferred to Caltrans (Attachment A).

It is recommended that the STA Board hold public hearings regarding the proposed condemnation actions. The affected property owners have been notified of the content, time and place of the public hearing as required by law. The scope of the public hearings, in accordance with Section 1245.235(c) and of the California Code of Civil Procedure Sections, should be limited to the following findings:

- (a) The public interest and necessity require the Project.
- (b) The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.
- (c) The property sought to be acquired is necessary for the Project.
- (d) That the offer required by section 7267.2 of the Government Code has been made to the owner or owners of record.

The amount of compensation for the property is not an issue that should be considered.

After closing each of the public hearings, it is recommended that the STA Board adopt each respective Resolution of Necessity (attached) to acquire the needed properties by eminent domain, which makes the findings listed as (a) through (d) above. A 2/3 vote is required.

Fiscal Impact:

All right-of-way acquisitions costs for the I-80 Eastbound Cordelia Truck Scales Relocation Project will be funded with Regional Measure 2 funds.

Recommendation:

Conduct a separate public hearing and adopt a separate Resolution of Necessity to acquire by eminent domain, if necessary, each of the following properties needed for the I-80 Eastbound Cordelia Truck Scales Relocation Project as specified in Attachment A.

A 2/3 vote is required for each resolution.

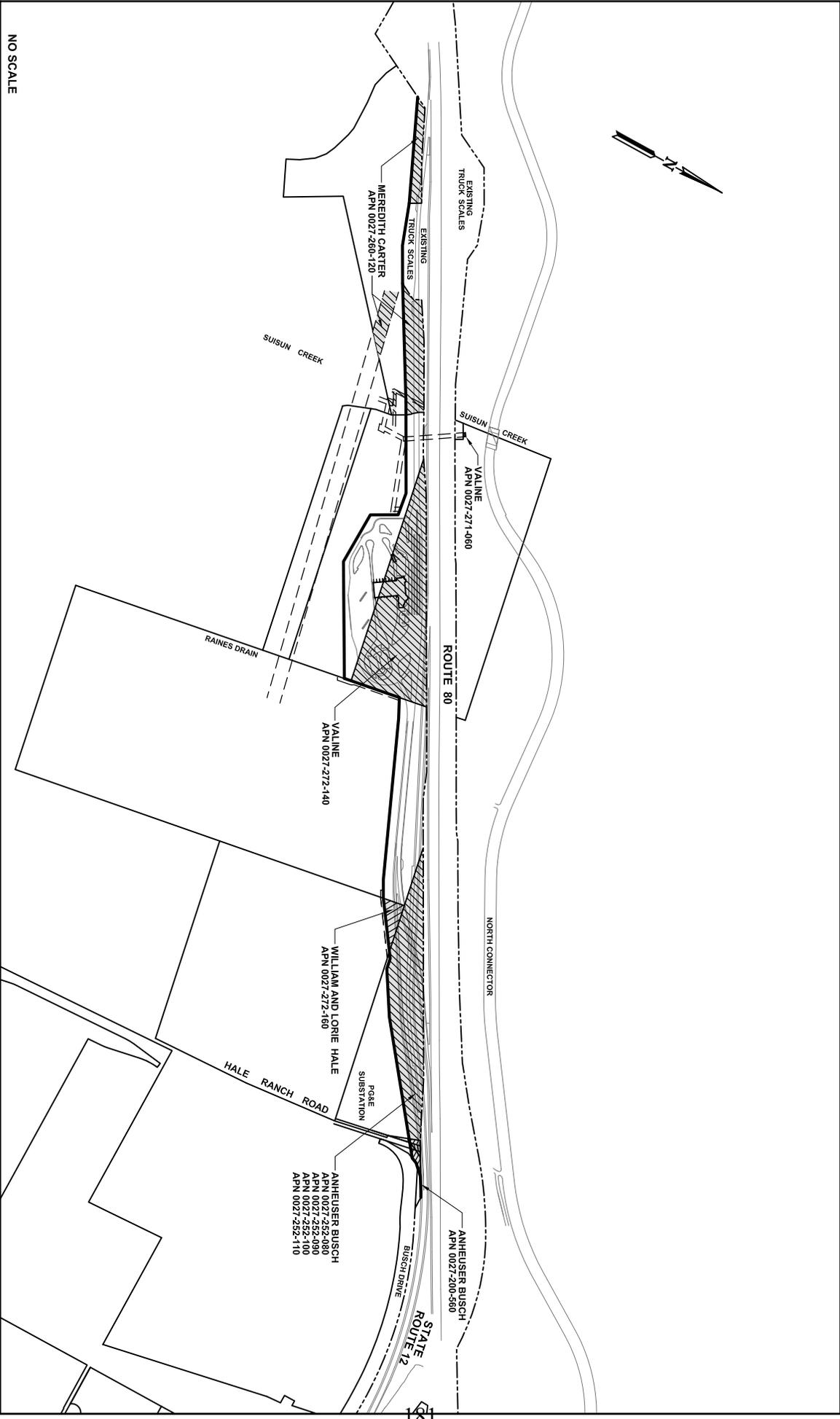
Attachments:

- A. List of Properties needed for the I-80 Eastbound Cordelia Truck Scales Relocation Project
- B. Property Map
- C. Resolution of Necessity No. 2010-20 (Carter)
- D. Resolution of Necessity No. 2010-21 (Valine)
- E. Resolution of Necessity No. 2010-22 (Hale)
- F. Resolution of Necessity No. 2010-23 (Anheuser Busch)

**List of Properties needed for the
I-80 Eastbound Cordelia Truck Scales Relocation Project**

Property Owner	Parcel No.	Assessor Parcel Number (APN)
Meredith Carter, et al	61894	Portion of APN 0027-260-120
Michelle Valine	62081 61896	Portion of APN 0027-271-060 APN 0027-272-140
William and Lorie Hale	61898	Portion of APN 0027-272-160
Anheuser Busch, Inc	61901 61899	Portion of APN 0028-200-560 Portion of APN 0027-252-080 Portion of APN 0027-252-090 Portion of APN 0027-252-100 Portion of APN 0027-252-110

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NO SCALE

NOVEMBER 2010

PROPERTY MAP
 SOLANO TRANSPORTATION AUTHORITY **STA**
 I-80 EASTBOUND CORDELIA TRUCK SCALES RELOCATION PROJECT

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RESOLUTION NO. 2010 - 20

**THE SOLANO TRANSPORTATION AUTHORITY
RESOLUTION OF NECESSITY AUTHORIZING THE CONDEMNATION OF PROPERTY FOR
THE CONSTRUCTION OF THE I-80 EASTBOUND CORDELIA TRUCK SCALES
RELOCATION PROJECT [Meredith Carter, et al.]**

WHEREAS, Solano Transportation Authority is the project sponsor and in cooperation with Caltrans is currently preparing to rebuild and relocate the Eastbound Cordelia Truck Scales Facility, build a two-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps, a public use and transportation-related project, known as the I-80 Eastbound Cordelia Truck Scales Relocation Project; and

WHEREAS, Solano Transportation Authority has reviewed, considered and adopted the Environmental Impact Report/Environmental Assessment prepared by Caltrans for the I-80 Eastbound Cordelia Truck Scales Relocation Project by Resolution No. 2010-02; and

WHEREAS, Solano Transportation Authority requires additional property in order to construct the project.

RESOLVED, by the Board of the Solano Transportation Authority, by a vote of two-thirds of its members, that:

1. Solano Transportation Authority intends to implement the I-80 Eastbound Cordelia Truck Scales Relocation Project which includes the rebuilding and relocation of the existing Eastbound Cordelia Truck Scales Facility, the building of a new two-lane bridge across Suisun Creek, and the construction of braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps, and in connection therewith acquire interests in certain real property pursuant to Government Code sections 6500, *et seq.*, 25350.5, 37350.5, 40404, and 65088, *et seq.* Streets and Highways Code section 943 and Code of Civil Procedure sections 1240.320 – 1240.350. The property described in Exhibits A3-A5 and B3-B5 is being acquired pursuant to the provisions of Code of Civil Procedure sections 1240.320 and 1240.330 in that it is necessary to acquire said property for exchange with Pacific Gas and Electric or Solano Irrigation District to continue the public use previously made of property acquired by Solano Transportation Authority.
2. The property to be acquired consists of the following property interests from the hereafter described parcels:

<u>Owner</u>	<u>Assessor's Parcel No.</u>	<u>Take</u>	<u>Type</u>
Meredith Carter, et al.	0027-260-120	1.150 acres	Fee Acquisition
Meredith Carter, et al.	0027-260-120	2.678 acres	Fee Acquisition
Meredith Carter, et al.	0027-260-120	26,700 sq. ft.	Easement - Pacific Gas and Electric

<u>Owner</u>	<u>Assessor's Parcel No.</u>	<u>Take</u>	<u>Type</u>
Meredith Carter, et al.	0027-260-120	5,425 sq. ft.	Easement - Solano Irrigation District
Meredith Carter, et al.	0027-260-120	1,431 sq. ft.	Easement - Pacific Gas and Electric
Meredith Carter, et al.	0027-260-120	1.881 acres	Temporary Construction Easement

The said property is more particularly described in Exhibits A1-A6 and B1-B6, attached hereto and incorporated herein by this reference.

3. On October 22, 2010, notice of Solano Transportation Authority's intention to adopt a Resolution of Necessity for acquisition by eminent domain of the real property described in Exhibits A1-A6 and B1-B6 was sent to persons whose names appear on the last equalized County Assessment Roll as owners of said property. The notice specified Wednesday, December 8, 2010 at 6:00 p.m., in the STA Board Chambers at Suisun City Hall Council Chambers, 701 Civic Center Drive, Suisun City, CA 94585 as the time and place for the hearing thereon.
4. The hearing was held at that time and place, and all interested parties were given an opportunity to be heard. Based upon the evidence presented to it, this Board finds, determines and hereby declares the following:
 - a. Public interest and necessity require the proposed project.
 - b. The project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury.
 - c. The property sought to be acquired is necessary for the project.
 - d. The offer of compensation required by Section 7267.2 of the Government Code has been made to the owner or owners of record.
6. The Counsel for Solano Transportation Authority or his designee is hereby authorized and empowered:
 - a. To acquire in Solano Transportation Authority's name, by condemnation, the titles, easements and rights of way described above in and to said real property or interest therein, in accordance with the provisions for eminent domain in the Code of Civil Procedure and the Constitution of California.
 - b. To prepare and prosecute in Solano Transportation Authority's name such proceedings in the proper court as are necessary for such acquisition.

- c. To deposit the probable amount of compensation, based on an appraisal, and to apply to said court for an order permitting Solano Transportation Authority to take immediate possession and use said real property for said public uses and purposes.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED by the Board of Directors of the Solano Transportation Authority, County of Solano, State of California, at a regular meeting of the Board held on the 8th day of December, 2010 by the following vote:

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 a regular meeting thereof held this 8th day of December 2010.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 8th day of December, 2010 by the following vote:

AYES: _____
NOS: _____
ABSENT: _____
ABSTAINED: _____

ATTEST: _____
Johanna Masiclat
Clerk of the Board

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DESCRIPTION FOR
RESOLUTION OF NECESSITY
ROAD 04-SOL-80-14.2

APN: 0027-260-120
SOLANO COUNTY

PARCEL 61894-1 - FEE

For freeway purposes that real property described as follows:

A portion of that certain Quitclaim Deed to Meredith Carter Recorded May 21, 1997 at Document Number 1997-00031280 in the Office of the County Recorder of Solano County, State of California, said portion being more particularly described as follows;

BEGINNING on the general northwestern line of above referenced Real Property at the northern terminus of that course described as "S. 28° 58' 30" E., 90.00 feet" in Parcel 1 of the Grant Deed to the State of California recorded February 11, 1960 in Book 1014 at Page 316 Official Records Solano County; thence along the southeastern line of said Parcel 1 S28°54'17"E, 90.00 feet; thence leaving said Parcel 1 S65°44'25"W, 769.48 feet to a point on the general northwestern line of said Real Property, said point being on the southeastern line of above referenced Parcel 1 to the State of California; thence along said southeastern line of Parcel 1 the following three courses N27°17'58"E, 95.47 feet, N64°45'11"E, 398.41 feet and N61°05'43"E, 290.01 feet to the **POINT OF BEGINNING**.

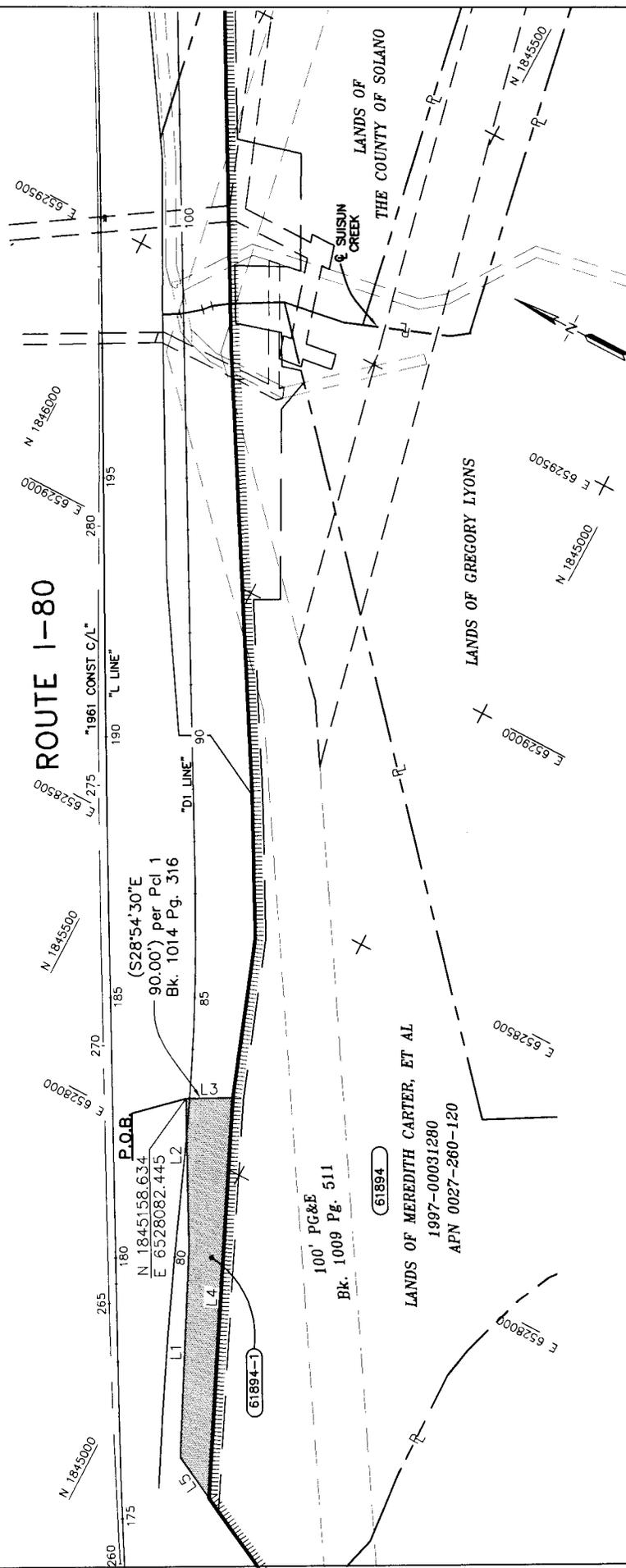
Lands abutting said freeway shall have no right or easement of access thereto.

Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone II. Multiply distances shown by 0.999972 to obtain ground distances.

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COUNTY OF SOLANO



LINE TABLE	
LINE	BEARING
L1	398.41' N64°45'11"E
L2	290.01' N61°05'43"E
L3	90.00' S28°54'17"E
L4	769.48' S65°44'25"W
L5	95.47' N27°17'58"E

LEGEND

- P.O.B.
- FEE PARCEL
- APN
- Property line
- Access Restriction
- Easement Line



EXHIBIT B-1



CHAUDHARY & ASSOCIATES, INC.
 ENGINEERS SURVEYORS INSPECTORS
 851 NAPA VALLEY CORPORATE WAY, SUITE G
 NAPA, CALIFORNIA 94558
 Tel: (707) 255-2729 FAX: (707) 255-5021 WWW.CHAUDHARY.COM

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 2, 1991.35 CA-HPGN. Distances and stationing are grid distances. Multiply distances by 0.9999972 to obtain ground level distances.

2008/0509034/FRONS/61894-1.DWG

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DESCRIPTION FOR
RESOLUTION OF NECESSITY
ROAD 04-SOL-80-14.4

APN: 0027-260-120
SOLANO COUNTY

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PARCEL 61894-2 - FEE

For freeway purposes that real property described as follows:

A portion of that certain Quitclaim Deed to Meredith Carter Recorded May 21, 1997 at Document Number 1997-00031280 in the Office of the County Recorder of Solano County, State of California, said portion being more particularly described as follows;

BEGINNING on the general northwestern line of above referenced Real Property at the northern terminus of that course described as "N 27° 56' 13" W, 60.00 feet" in Parcel 1 of the Grant Deed to the State of California recorded February 11, 1960 in Book 1014 at Page 316 Official Records Solano County; thence along the southeastern line of said Parcel 1 the following three courses N57°51'16"E, 305.25 feet, N61°21'15"E, 484.34 feet and N62°04'54"E, 23.42 feet to the general eastern line of said Real Property, said eastern line being the middle of Suisun Creek; thence leaving the southeastern line of said Parcel 1 along the middle of Suisun Creek the following four courses S29°43'06"E, 33.33 feet, S38°58'10"E, 43.41 feet, S48°59'24"E, 19.47 feet and S35°23'51"E, 35.17 feet; thence leaving said eastern line S61°05'44"W, 90.04 feet; thence S59°34'21"W, 858.65 feet to said general northwestern line of said Real Property also being said southeastern line of Parcel 1; thence along said southeastern line of Parcel 1 N27°22'36"E, 139.54 feet and N27°52'00"W, 60.00 feet to the **POINT OF BEGINNING**.

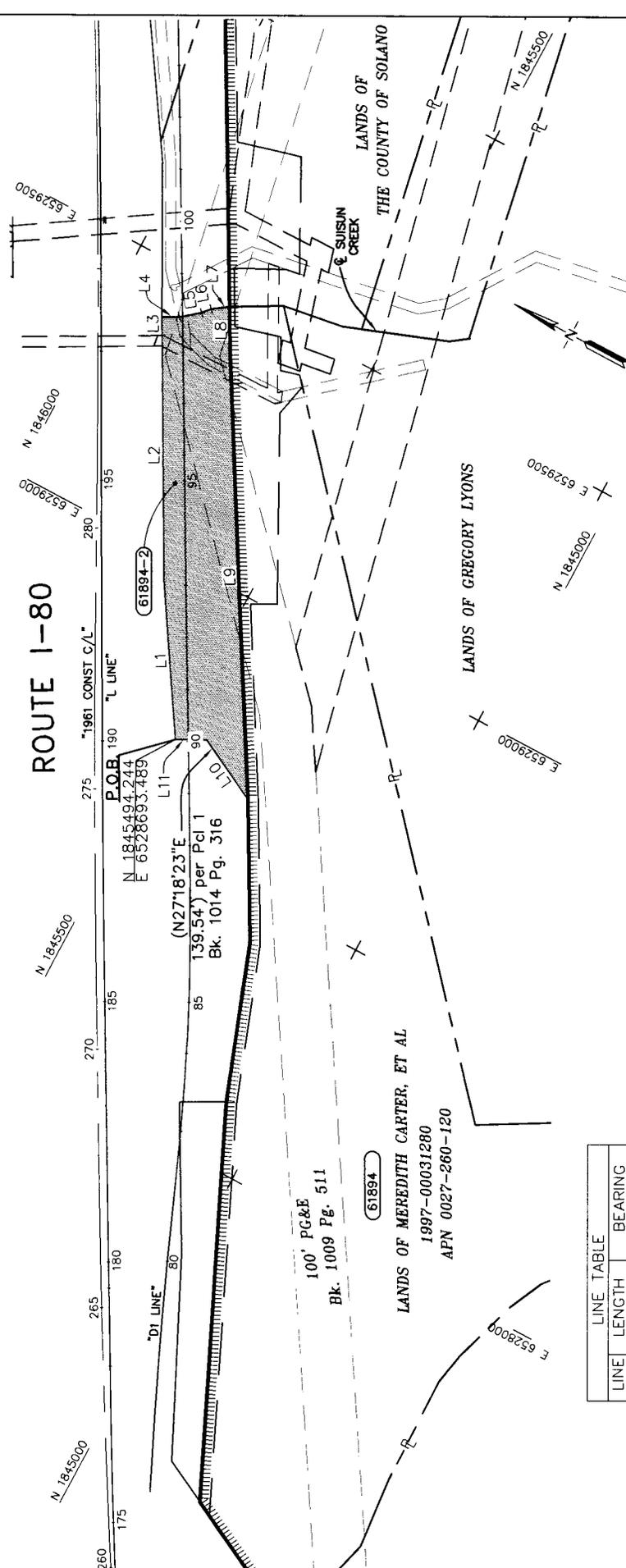
Lands abutting said freeway shall have no right or easement of access thereto.

Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone II. Multiply distances shown by 0.999972 to obtain ground distances.

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COUNTY OF SOLANO

ROUTE 1-80



LINE	LENGTH	BEARING
L1	305.25'	N57°51'16"E
L2	484.34'	N61°21'15"E
L3	23.42'	N62°04'54"E
L4	33.33'	S29°43'06"E
L5	43.41'	S38°58'10"E
L6	19.47'	S48°59'24"E
L7	35.17'	S35°23'51"E
L8	90.04'	S61°05'44"W
L9	858.65'	S59°34'21"W
L10	139.54'	N27°22'36"E
L11	60.00'	N27°52'00"W

LEGEND

- P.O.B.
- FEE PARCEL
- APN
- Property line
- Access Restriction
- Easement Line

1 inch = 300 ft.

EXHIBIT B-2



CHAUDHARY & ASSOCIATES, INC.
 ENGINEERS SURVEYORS INSPECTORS
 851 NAPA VALLEY CORPORATE WAY, SUITE G
 NAPA, CALIFORNIA 94556
 Tel: (707) 255-2729 FAX: (707) 255-5021 WWW.CHAUDHARY.COM

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 2, 1991.35 CA-HPGN. Distances and stationing are grid distances. Multiply distances by 0.999972 to obtain ground level distances.

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DESCRIPTION FOR
RESOLUTION OF NECESSITY
ROAD 04-SOL-80-14.4

APN: 0027-260-120
SOLANO COUNTY

PARCEL 61894-3 – EASEMENT

AN EASEMENT for the right from time to time to construct, reconstruct, install, inspect, maintain, replace, remove, and use facilities of the type hereinafter specified, together with a right of way therefor, within a strip or parcel of land or along a route as hereinafter set forth, and also ingress thereto and egress therefrom, over and across the lands of first party situate in the unincorporated area of the County of Solano, State of California, described as follows:

A portion of that Real Property as described in that certain Quitclaim Deed to Meredith Carter Recorded May 21, 1997 at Document Number 1997-00031280 in the Office of the County Recorder of Solano County, State of California, said portion being more particularly described as follows;

COMMENCING on the general northwestern line of above referenced Real Property at the southern terminus of that course described as "N 27° 18' 23" E., 139.54 feet" in Parcel 1 of the Grant Deed to the State of California recorded February 11, 1960 in Book 1014 at Page 316 Official Records Solano County; thence leaving last said line S86°40'34"E, 401.59 feet to a point on the southern line of the Real Property described in said Quitclaim Deed, said point being the **TRUE POINT OF BEGINNING**; thence leaving last said line S77°17'17"W, 300.10 feet to the southern line of the 100 foot wide easement described in the deed to Pacific Gas and Electric Company recorded January 8, 1960 in Book 1009 at Page 511 Official Records Solano County; thence along last said line N58°16'36"E, 127.01 feet and N47°13'06"E, 117.00 feet; thence leaving last said line N77°17'17"E, 262.41 feet to the southern line of the Real Property described in said Quitclaim Deed; thence along last said line S48°43'13"W, 209.12 feet to the **TRUE POINT OF BEGINNING**.

Said facilities include: Electric transmission lines consisting of one or more lines of towers, poles, and/or other structures, wires, and cables, including both underground and overhead ground wires, for the transmission of electric energy and for communication purposes, and all necessary and proper foundations, footings, crossarms and other appliances and fixtures for use in connection with said towers, poles and/or

1 other structures, wires and cables, together with a right of way, on, along and in all of the hereinabove
2 described easement area.

3 Bearings and distances used in the above description are based on the California Coordinate
4 System of 1983, Zone 2. Multiply grid distances shown by 0.999972 to obtain ground distances.

5 Grantor further grants to Grantee the right from time to time to trim or to cut down and clear away
6 any and all trees and brush now or hereafter along said route or within said strip or parcel and shall have
7 the further right from time to time to trim and to cut down and clear away trees on each side along said
8 route, strip or parcel which now or hereafter in the opinion of second party may be a hazard to the facilities
9 installed hereunder by reason of the danger of falling thereon, provided, however, that all trees which
10 second party is hereby authorized to cut and remove, if valuable for timber or wood, shall continue to be
11 the property of first party, but all tops, lops and brush shall be burned or removed by second party.

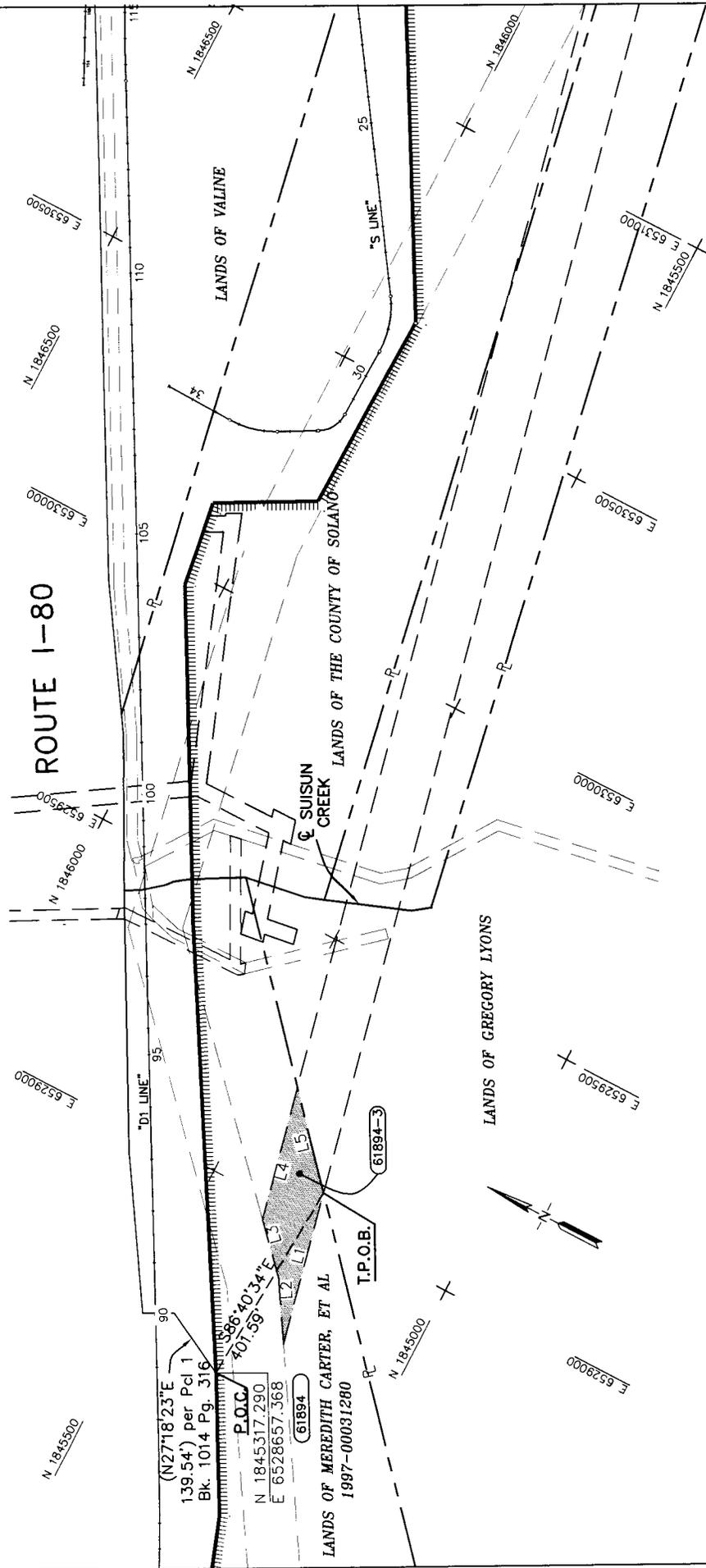
12 Grantor shall not erect or construct any building or other structure or drill or operate any well within
13 said parcel of land.

14 Grantor further grants to Grantee the right to assign to another public utility as defined in Section
15 216 of the California Public Utilities Code the right to install, inspect, maintain, replace, remove and use
16 communications facilities within said strip, or route (including ingress thereto and egress therefrom).

17 The provisions hereof shall inure to the benefit of and bind the successors and assigns of the
18 respective parties hereto.

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COUNTY OF SOLANO



ROUTE 1-80

(N27°18'23"E
139.54') per Pcl 1
Bk. 1014 Pg. 316
P.O.C.
N 1845317.290
E 6528657.368
(61894)

LANDS OF MEREDITH CARTER, ET AL
1997-00031280
T.P.O.B.
61894-3

LINE	LENGTH	BEARING
L1	300.10'	S77°17'17"W
L2	127.01'	N58°16'36"E
L3	117.00'	N47°13'06"E
L4	262.41'	N77°17'17"E
L5	209.12'	S48°43'13"W

LEGEND

- P.O.C. Point of Commencement
- T.P.O.B. True Point of Beginning
- Easement
- APN Assessor Parcel Number
- Property line
- Access Restriction
- Easement Line

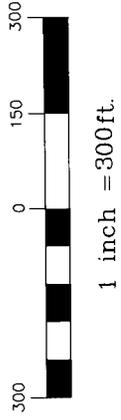


EXHIBIT B-3

CHAUDHARY & ASSOCIATES, INC.
ENGINEERS SURVEYORS INSPECTORS
851 NAPA VALLEY CORPORATE WAY, SUITE G
NAPA, CALIFORNIA 94558
Tel: (707) 255-2729 FAX: (707) 255-5021 WWW.CHAUDHARY.COM

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 2, 1991.35 CA-HPGN. Distances and stationing are grid distances. Multiply distances by 0.999972 to obtain ground level distances.

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DESCRIPTION FOR
RESOLUTION OF NECESSITY
ROAD 04-SOL-80-14.5

APN: 0027-260-120
SOLANO COUNTY

PARCEL 61894-4 – EASEMENT

A perpetual non-exclusive easement and right-of-way for the conveyance of water in underground pipelines, and uses necessary for the construction, operation, maintenance, repair and replacement thereof, such as installation of utility lines and access roads, upon and across that certain real property described as follows:

A portion of that Real Property as described in that certain Quitclaim Deed to Meredith Carter Recorded May 21, 1997 at Document Number 1997-00031280 in the Office of the County Recorder of Solano County, State of California, said portion being more particularly described as follows;

COMMENCING on the general northwestern line of above referenced Real Property at the southwestern terminus of that course described as “thence N27°18’23”E, 139.54 feet” of Exception No. 1 of Parcel 1; thence leaving said line N59°34’21”E, 804.68 feet to the **TRUE POINT OF BEGINNING**; thence N59°34’21”E, 22.96 feet; thence S00°59’49”E, 77.66 feet; thence N62°32’56”E, 158.03 feet to the general eastern line of said Real Property also being the middle of Suisun Creek; thence along last said line S29°22’03”E, 20.01 feet; thence leaving last said line S62°32’56”W, 166.82 feet; thence S41°12’54”E, 10.22 feet to the general eastern line of that certain Grant of Easement to the Solano Irrigation District recorded June 22, 1962 in Book 1147 at Page 377 in the Office of the County Recorder of Solano County; thence leaving last said line S68°54’21”W, 21.30 feet to the general western line of said Grant of Easement; thence leaving last said line N41°12’54”W, 12.76 feet; thence 00°59’43”W, 93.28 feet to the **TRUE POINT OF BEGINNING**.

Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone II. Multiply distances shown by 0.999972 to obtain ground distances.

The grant of easement herein contained shall include the right to enter upon said land to survey, improve, construct, reconstruct, maintain, alter, redesign, operate, control and use any and all of the facilities, fixtures and appurtenances whether located below or above ground from time to time thereon.

1 Grantor and his/her constituents shall not erect any temporary or permanent structures in the
2 easement without the express written permission from Grantee. This includes, but is not limited to, barns,
3 out buildings, concrete walls and footings, concrete slabs, retaining walls, wood or steel ornamental
4 fencing, concrete or asphalt pathways, walkways, driveways and/or roadways.

5 Grantor and his/her constituents shall not landscape within six (6.00) feet on either side of the
6 outside diameter of any pipelines installed by the Grantee. This includes, but is not limited to, trees,
7 shrubbery or ground cover that would inhibit the visual detection of the pipeline leak.

8 Grantee shall not be responsible or held accountable for any damage to temporary or permanent
9 structures, landscaping and/or above ground improvements, erected, installed, or planted in the easement,
10 including, without limitation, any cracking of concrete or asphalt pathways, walkways, driveways and/or
11 roadways located in the public use areas.

12 Grantor also grants to Grantee, the right of ingress to said easement and egress there from across
13 adjacent lands of Grantor by means of presently existing roads and lanes and any roads and lanes
14 hereafter constructed or located thereon, if such there be, and the right to erect, maintain and use gates in
15 all fences which now cross or shall hereafter cross said roads and lanes.

16 Grantor reserves the right to cultivate, occupy and use the premises for any purpose consistent
17 with the rights and privileges above granted and which will not interfere with or endanger any of the
18 structures or equipment of the Grantee or the use thereof.

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DESCRIPTION FOR
RESOLUTION OF NECESSITY
ROAD 04-SOL-80-14.5

APN: 0027-260-120
SOLANO COUNTY

PARCEL 61894-5 - EASEMENT

AN EASEMENT for the right from time to time to construct, reconstruct, install, inspect, maintain, replace, remove, and use facilities of the type hereinafter specified, together with a right of way therefor, within a strip or parcel of land or along a route as hereinafter set forth, and also ingress thereto and egress therefrom, over and across the lands of first party situate in the unincorporated area of the County of Solano, State of California, described as follows:

A portion of that Real Property as described in that certain Quitclaim Deed to Meredith Carter Recorded May 21, 1997 at Document Number 1997-00031280 in the Office of the County Recorder of Solano County, State of California, said portion being more particularly described as follows;

COMMENCING on the general northwestern line of above referenced real property at the southern terminus of that course described as "N 27° 18' 23" E., 139.54 feet" in Parcel 1 of the Grant Deed to the State of California recorded February 11, 1960 in Book 1014 at Page 316 Official Records Solano County; thence leaving last said line N68°32'54"E, 831.36 feet to a point on the southern line of the Real Property described in said Quitclaim Deed, said point being the **TRUE POINT OF BEGINNING**; thence leaving last said line N07°45'02"W, 42.85 feet; thence N73°36'29"E, 45.37 feet; thence S07°56'17"E, 15.16 feet; thence N73°36'29"E, 9.41 feet to said southern line of the Real Property described in said Quitclaim Deed; thence along said southern line S48°43'13"W, 65.02 feet to the **TRUE POINT OF BEGINNING**.

Said facilities include: Electric transmission lines consisting of one or more lines of towers, poles, and/or other structures, wires, and cables, including both underground and overhead ground wires, for the transmission of electric energy and for communication purposes, and all necessary and proper foundations, footings, crossarms and other appliances and fixtures for use in connection with said towers, poles and/or other structures, wires and cables, together with a right of way, on, along and in all of the hereinabove described easement area.

Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone II. Multiply distances shown by 0.999972 to obtain ground distances.

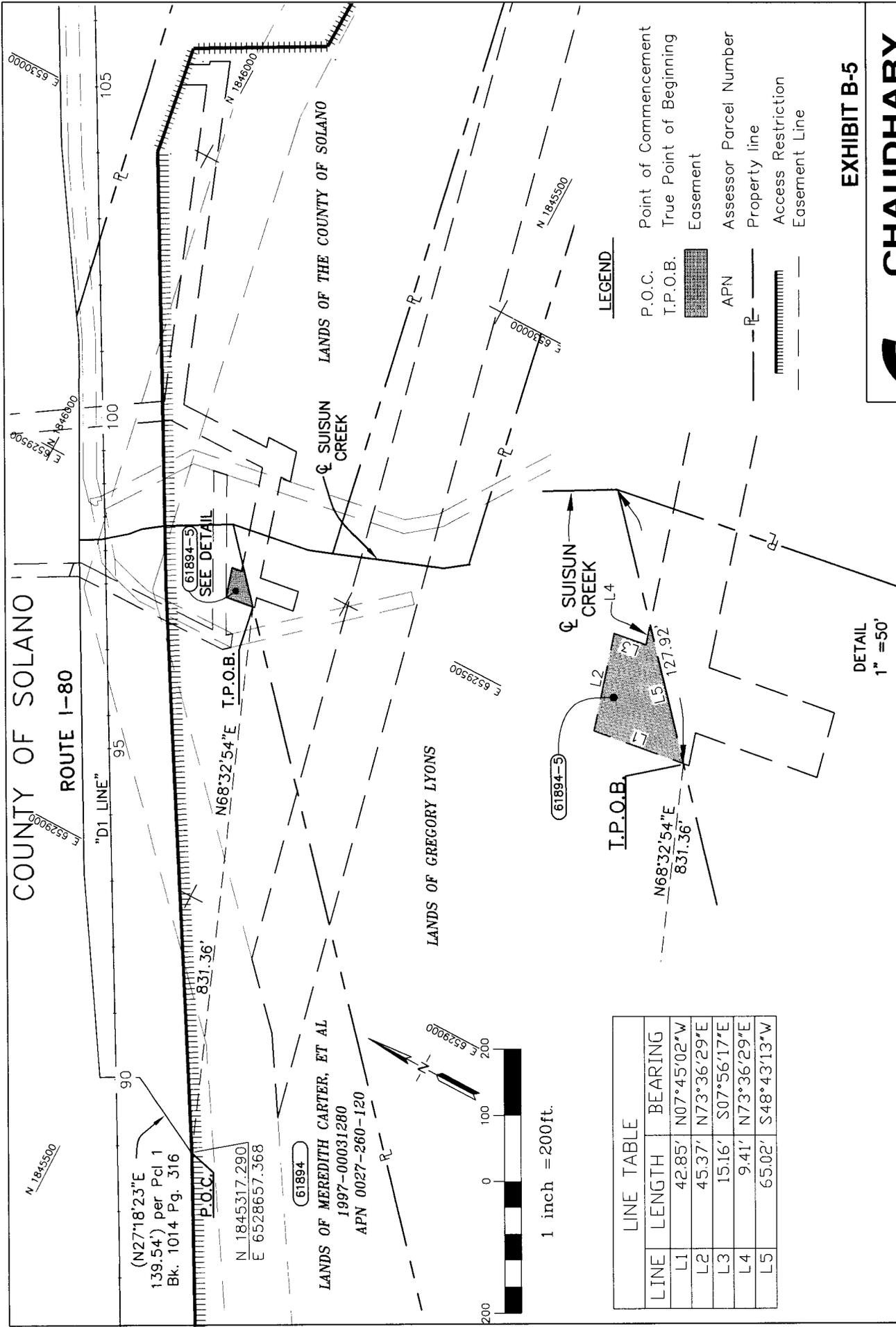
1 Grantor further grants to Grantee the right from time to time to trim or to cut down and clear away
2 any and all trees and brush now or hereafter along said route or within said strip or parcel and shall have
3 the further right from time to time to trim and to cut down and clear away trees on each side along said
4 route, strip or parcel which now or hereafter in the opinion of second party may be a hazard to the facilities
5 installed hereunder by reason of the danger of falling thereon, provided, however, that all trees which
6 second party is hereby authorized to cut and remove, if valuable for timber or wood, shall continue to be
7 the property of first party, but all tops, lops and brush shall be burned or removed by second party.

8 Grantor shall not erect or construct any building or other structure or drill or operate any well within
9 said parcel of land.

10 Grantor further grants to Grantee the right to assign to another public utility as defined in Section
11 216 of the California Public Utilities Code the right to install, inspect, maintain, replace, remove and use
12 communications facilities within said strip, or route (including ingress thereto and egress therefrom).

13 The provisions hereof shall inure to the benefit of and bind the successors and assigns of the
14 respective parties hereto.

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- LEGEND**
- P.O.C. Point of Commencement
 - T.P.O.B. True Point of Beginning
 - Easement
 - APN Assessor Parcel Number
 - Property line
 - Access Restriction
 - Easement Line

LINE TABLE

LINE	LENGTH	BEARING
L1	42.85'	N07°45'02"W
L2	45.37'	N73°36'29"E
L3	15.16'	S07°56'17"E
L4	9.41'	N73°36'29"E
L5	65.02'	S48°43'13"W

EXHIBIT B-5

CHAUDHARY & ASSOCIATES, INC.
 ENGINEERS SURVEYORS INSPECTORS
 851 NAPA VALLEY CORPORATE WAY, SUITE G
 NAPA, CALIFORNIA 94558
 Tel: (707) 255-2729 FAX: (707) 255-5021 WWW.CHAUDHARY.COM



2008/080903/461894-5.DWG

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 2, 1991.35 CA-HPGN. Distances and stationing are grid distances. Multiply distances by 0.999972 to obtain ground level distances.

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DESCRIPTION FOR
RESOLUTION OF NECESSITY
ROAD 04-SOL-80-14.3

APN: 0027-260-120
SOLANO COUNTY

PARCEL 61894-6 – TEMPORARY CONSTRUCTION EASEMENT

A Temporary Construction Easement to terminate on September 30, 2014, for construction purposes and incidents thereto, upon, over and across a portion of that certain Real Property as described in that certain Quitclaim Deed to Meredith Carter Recorded May 21, 1997 at Document Number 1997-00031280 in the Office of the County Recorder of Solano County, State of California, said easement being more particularly described as follows;

BEGINNING on the general northwestern line of above referenced Real Property at the eastern terminus of that coursed described as "N 61°01'30" E., 275.00 feet" of Exception No. 1 of Parcel 1; thence leaving said general northwestern line N59°34'21"E, 858.65 feet; thence N61°05'44"E, 90.04 feet to the northeastern line of said Real Property, said northeastern line being the middle of Suisun Creek; thence along last said line along the middle of Suisun Creek S29°22'03"E, 10.00 feet; thence leaving last line S61°05'44"W, 38.32 feet; thence S15°14'53"E, 38.22 feet; thence S48°43'13"W, 23.73 feet; thence N77°22'06"W, 66.83 feet; thence S62°32'56"W, 368.66 feet; thence N27°27'04"W, 51.06 feet; thence S59°34'21"W, 375.52 feet; thence S61°05'43"W, 276.86 feet; thence S70°13'21"W, 309.71 feet; thence S65°44'25"W, 793.89 feet to the general northwestern line of said Real Property; thence along last said line N27°17'58"E, 32.17 feet; thence leaving last said line N65°44'25"E, 769.48 feet; thence N70°13'21"E, 308.90 feet; thence N61°05'43"E, 275.00 feet to the **POINT OF BEGINNING**.

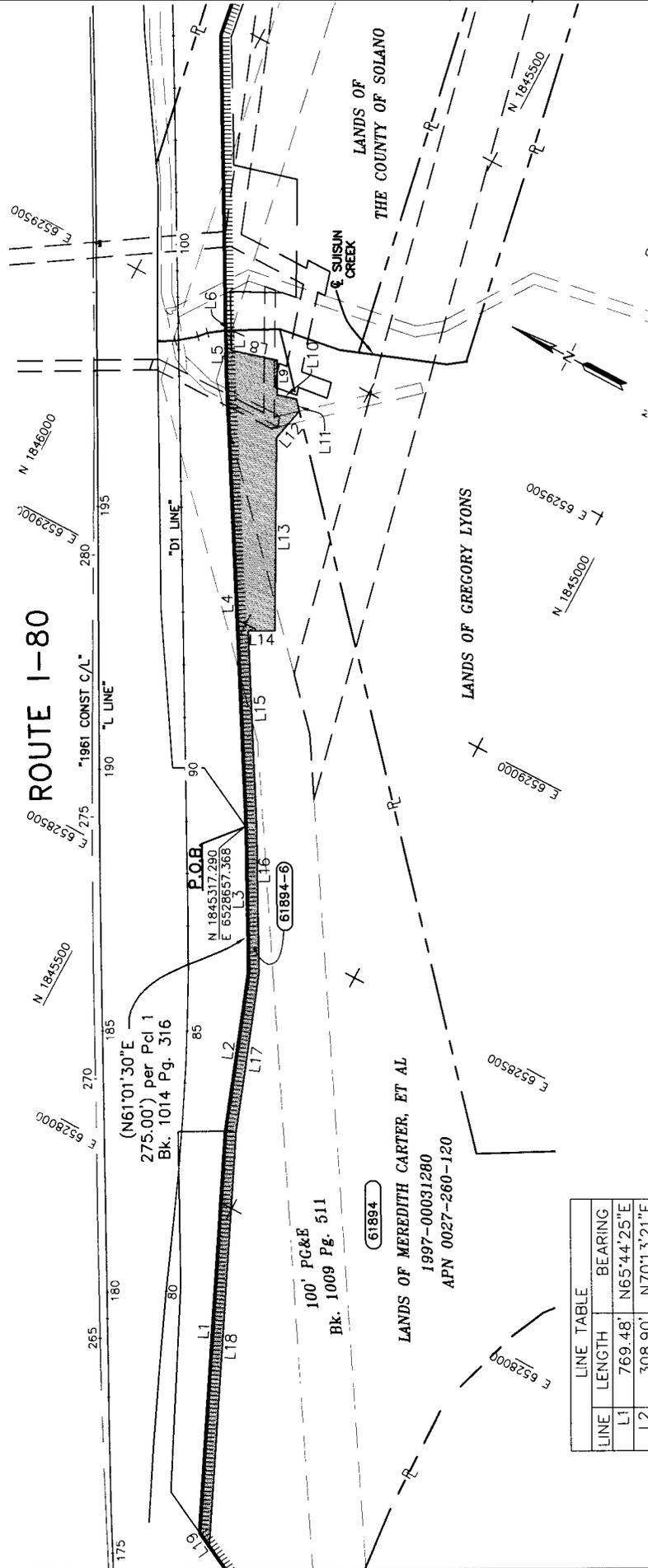
Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone II. Multiply distances shown by 0.999972 to obtain ground distances.

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COUNTY OF SOLANO

ROUTE 1-80



LINE	LENGTH	BEARING
L1	769.48'	N65°44'25"E
L2	308.90'	N70°13'21"E
L3	275.00'	N61°05'43"E
L4	858.65'	N59°34'21"E
L5	90.04'	N61°05'44"E
L6	10.00'	S29°22'03"E
L7	38.32'	S61°05'44"W
L8	89.23'	S16°00'34"E
L9	65.13'	S62°32'56"W
L10	38.22'	S151°45'53"E
L11	23.73'	S48°43'13"W
L12	66.83'	N77°22'06"W
L13	368.66'	S62°32'56"W
L14	51.06'	N27°27'04"W
L15	375.52'	S59°34'21"W
L16	276.86'	S61°05'43"W
L17	309.71'	S70°13'21"W
L18	793.89'	S65°44'25"W
L19	32.17'	N27°17'58"E

LEGEND

- P.O.B.
- Temporary Construction Easement
- Assessor Parcel Number
- Property line
- Access Restriction
- Easement Line

1 inch = 300ft.



EXHIBIT B-6

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 2, 1991.35 CA-HPCN. Distances and stationing are grid distances. Multiply distances by 0.999972 to obtain ground level distances.



CHAUDHARY & ASSOCIATES, INC.
 ENGINEERS SURVEYORS INSPECTORS
 851 NAPA VALLEY CORPORATE WAY, SUITE G
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 Tel: (707) 255-2729 FAX: (707) 255-5021 WWW.CHAUDHARY.COM

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RESOLUTION NO. 2010 - 21

**THE SOLANO TRANSPORTATION AUTHORITY
RESOLUTION OF NECESSITY AUTHORIZING THE CONDEMNATION OF PROPERTY FOR
THE CONSTRUCTION OF THE I-80 EASTBOUND CORDELIA TRUCK SCALES
RELOCATION PROJECT [Michelle Valine]**

WHEREAS, Solano Transportation Authority is the project sponsor and in cooperation with Caltrans is currently preparing to rebuild and relocate the Eastbound Cordelia Truck Scales Facility, build a two-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps, a public use and transportation-related project, known as the I-80 Eastbound Cordelia Truck Scales Relocation Project; and

WHEREAS, Solano Transportation Authority has reviewed, considered and adopted the Environmental Impact Report/Environmental Assessment prepared by Caltrans for the I-80 Eastbound Cordelia Truck Scales Relocation Project by Resolution No. 2010-02; and

WHEREAS, Solano Transportation Authority requires additional property in order to construct the project.

RESOLVED, by the Board of the Solano Transportation Authority, by a vote of two-thirds of its members, that:

1. Solano Transportation Authority intends to implement the I-80 Eastbound Cordelia Truck Scales Relocation Project which includes the rebuilding and relocation of the existing Eastbound Cordelia Truck Scales Facility, the building of a new two-lane bridge across Suisun Creek, and the construction of braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps, and in connection therewith acquire interests in certain real property pursuant to Government Code sections 6500, *et seq.*, 25350.5, 37350.5, 40404 and 65088, *et seq.*, Streets and Highways Code section 943 and Code of Civil Procedure sections 1240.320 – 1240.350. The property described in Exhibit A2 and B2 is being acquired pursuant to the provisions of Code of Civil Procedure sections 1240.320 and 1240.330 in that it is necessary to acquire said property for exchange with Pacific Gas and Electric to continue the public use previously made of property acquired by Solano Transportation Authority.
2. The property to be acquired consists of the following property interests from the hereafter described parcels:

<u>Owner</u>	<u>Assessor's Parcel No.</u>	<u>Take</u>	<u>Type</u>
Michelle Valine	0027-272-140	11.458 acres	Fee Acquisition
Michelle Valine	0027-271-060	571 sq. ft.	Easement - Pacific Gas and Electric

The said property is more particularly described in Exhibits A1-A2 and B1-B2, attached hereto and incorporated herein by this reference.

3. On October 22, 2010, notice of Solano Transportation Authority's intention to adopt a Resolution of Necessity for acquisition by eminent domain of the real property described in Exhibits A1-A2 and B1-B2 was sent to persons whose names appear on the last equalized County Assessment Roll as owners of said property. The notice specified Wednesday, December 8, 2010 at 6:00 p.m., in the STA Board Chambers at Suisun City Hall Council Chambers, 701 Civic Center Drive, Suisun City, CA 94585 as the time and place for the hearing thereon.
4. The hearing was held at that time and place, and all interested parties were given an opportunity to be heard. Based upon the evidence presented to it, this Board finds, determines and hereby declares the following:
 - a. Public interest and necessity require the proposed project.
 - b. The project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury.
 - c. The property sought to be acquired is necessary for the project.
 - d. The offer of compensation required by Section 7267.2 of the Government Code has been made to the owner or owners of record.
6. The Counsel for Solano Transportation Authority or his designee is hereby authorized and empowered:
 - a. To acquire in Solano Transportation Authority's name, by condemnation, the titles, easements and rights of way described above in and to said real property or interest therein, in accordance with the provisions for eminent domain in the Code of Civil Procedure and the Constitution of California.
 - b. To prepare and prosecute in Solano Transportation Authority's name such proceedings in the proper court as are necessary for such acquisition.
 - c. To deposit the probable amount of compensation, based on an appraisal, and to apply to said court for an order permitting Solano Transportation Authority to take immediate possession and use said real property for said public uses and purposes.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED by the Board of Directors of the Solano Transportation Authority, County of Solano, State of California, at a regular meeting of the Board held on the 8th day of December, 2010 by the following vote:

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 a regular meeting thereof held this 8th day of December 2010.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 8th day of December, 2010 by the following vote:

AYES: _____
NOS: _____
ABSENT: _____
ABSTAINED: _____

ATTEST: _____
Johanna Masiclat
Clerk of the Board

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DESCRIPTION FOR
RESOLUTION OF NECESSITY
ROAD 04-SOL-80-14.5

APN: 0027-272-140
SOLANO COUNTY

PARCEL 61896 - FEE

For freeway purposes that real property described as follows:

A portion of Parcel Six as described in that certain Grant Deed to Michelle Valine recorded June 13, 2005 at Document Number 200500086743 in the Office of the County Recorder of Solano County, State of California, said portion being more particularly described as follows;

BEGINNING on the southern line of said Parcel Six at the most southern corner of Parcel 4794 B described in the Grant Deed to the State of California recorded May 10, 1960 in Book 1027 at Page 145 Official Records Solano County; thence along the southeasterly line of said Parcel 4794-B the following two courses N57°04'08"E, 257.59 feet and N61°05'43"E, 1,532.13 feet to the eastern line of said Parcel Six; thence leaving said Parcel 4794-B along said eastern line S09°41'24"E, 576.50 feet to the southeastern corner of said Parcel Six; thence along the southern line of said Parcel Six S79°18'36"W, 1,683.72 feet to the **POINT OF BEGINNING**.

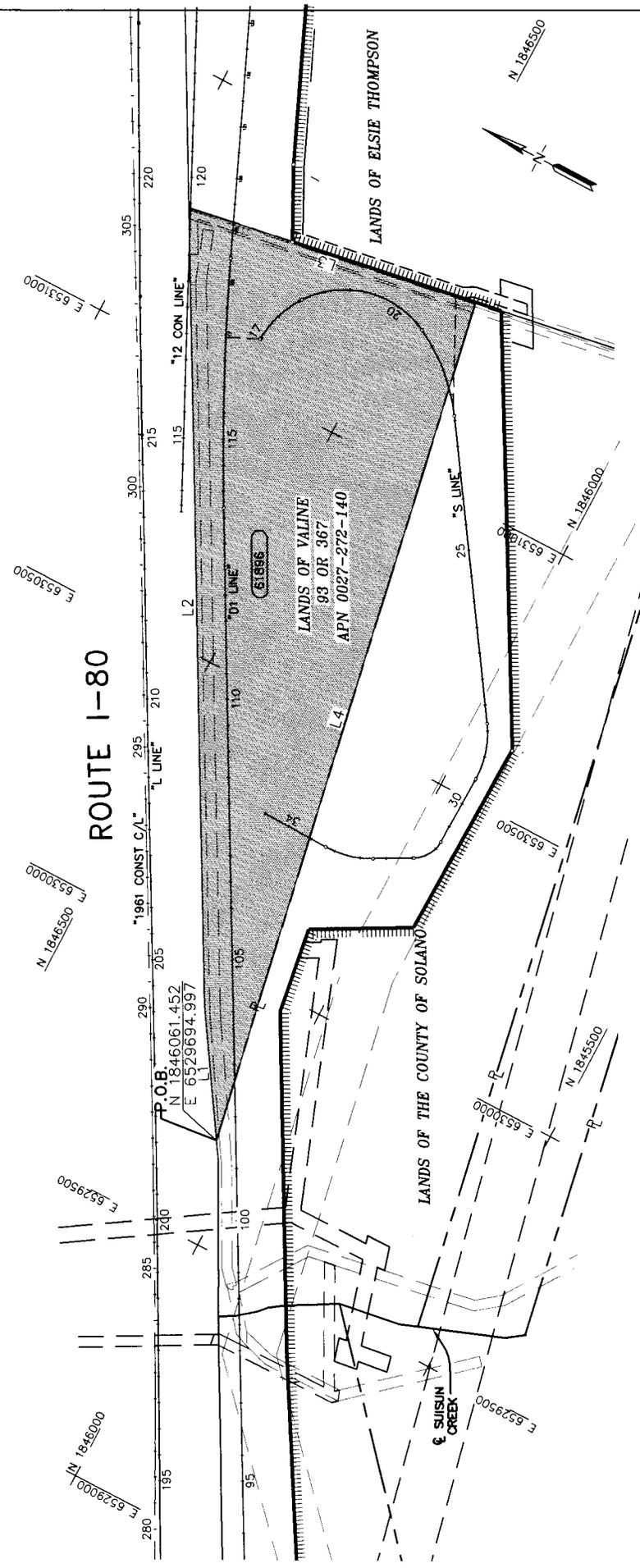
Lands abutting said freeway shall have no right or easement of access thereto.

Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone II. Multiply distances shown by 0.999972 to obtain ground distances.

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COUNTY OF SOLANO

ROUTE 1-80



LINE	LENGTH	BEARING
L1	257.59'	N57°04'08"E
L2	1,532.13'	N61°05'43"E
L3	576.50'	S09°41'24"E
L4	1,683.72'	S79°18'36"W

LEGEND

- P.O.B.
- FEE PARCEL
- APN
- Property line
- Access Restriction
- Easement Line

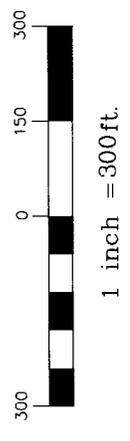


EXHIBIT B-1

CHAUDHARY & ASSOCIATES, INC.
 ENGINEERS SURVEYORS INSPECTORS
 851 NAPA VALLEY CORPORATE WAY, SUITE G
 NAPA, CALIFORNIA 94658
 Tel: (707) 255-2729 FAX: (707) 255-5021 WWW.CHAUDHARY.COM

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 2, 1991.35 CA-HPGN. Distances and stationing are grid distances. Multiply distances by 0.9999972 to obtain ground level distances.

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DESCRIPTION FOR
RESOLUTION OF NECESSITY
ROAD 04-SOL-80-14.8

APN: 0027-271-060
SOLANO COUNTY

PARCEL 62081-1 - EASEMENT

AN EASEMENT for the right from time to time to construct, reconstruct, install, inspect, maintain, replace, remove, and use facilities of the type hereinafter specified, together with a right of way therefor, within a strip or parcel of land or along a route as hereinafter set forth, and also ingress thereto and egress therefrom, over and across the lands of first party situate in the unincorporated area of the County of Solano, State of California, described as follows:

A portion of Parcel Six as described in that certain Grant Deed to Michelle Valine recorded June 13, 2005 at Document Number 200500086743 in the Office of the County Recorder of Solano County, State of California, said portion being more particularly described as follows;

COMMENCING at the southeastern corner of the Real Property as described in that certain Director's Deed to the City of Fairfield recorded August 25, 1977 in Book 1977 at Page 64338 in the Office of the County Record of Solano County; thence along the eastern line of said Real Property N28°38'14"W, 59.07 feet; thence along the northern line of said Real Property S61°30'57"W, 17.42 feet to the **TRUE POINT OF BEGINNING**; thence continuing along said northern line S61°30'57"W, 30.09 feet; thence leaving last said line N32°54'43"W, 17.86 feet; thence N57°05'17"E, 30.00 feet; thence S32°54'43"E, 20.18 feet to the **TRUE POINT OF BEGINNING**.

Said facilities include: Electric transmission lines consisting of one or more lines of towers, poles, and/or other structures, wires, and cables, including both underground and overhead ground wires, for the transmission of electric energy and for communication purposes, and all necessary and proper foundations, footings, crossarms and other appliances and fixtures for use in connection with said towers, poles and/or other structures, wires and cables, together with a right of way, on, along and in all of the hereinabove described easement area.

Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone II. Multiply distances shown by 0.999972 to obtain ground distances.

1 Grantor further grants to Grantee the right from time to time to trim or to cut down and clear away
2 any and all trees and brush now or hereafter along said route or within said strip or parcel and shall have
3 the further right from time to time to trim and to cut down and clear away trees on each side along said
4 route, strip or parcel which now or hereafter in the opinion of second party may be a hazard to the facilities
5 installed hereunder by reason of the danger of falling thereon, provided, however, that all trees which
6 second party is hereby authorized to cut and remove, if valuable for timber or wood, shall continue to be
7 the property of first party, but all tops, lops and brush shall be burned or removed by second party.

8 Grantor shall not erect or construct any building or other structure or drill or operate any well within
9 said parcel of land.

10 Grantor further grants to Grantee the right to assign to another public utility as defined in Section
11 216 of the California Public Utilities Code the right to install, inspect, maintain, replace, remove and use
12 communications facilities within said strip, or route (including ingress thereto and egress therefrom).

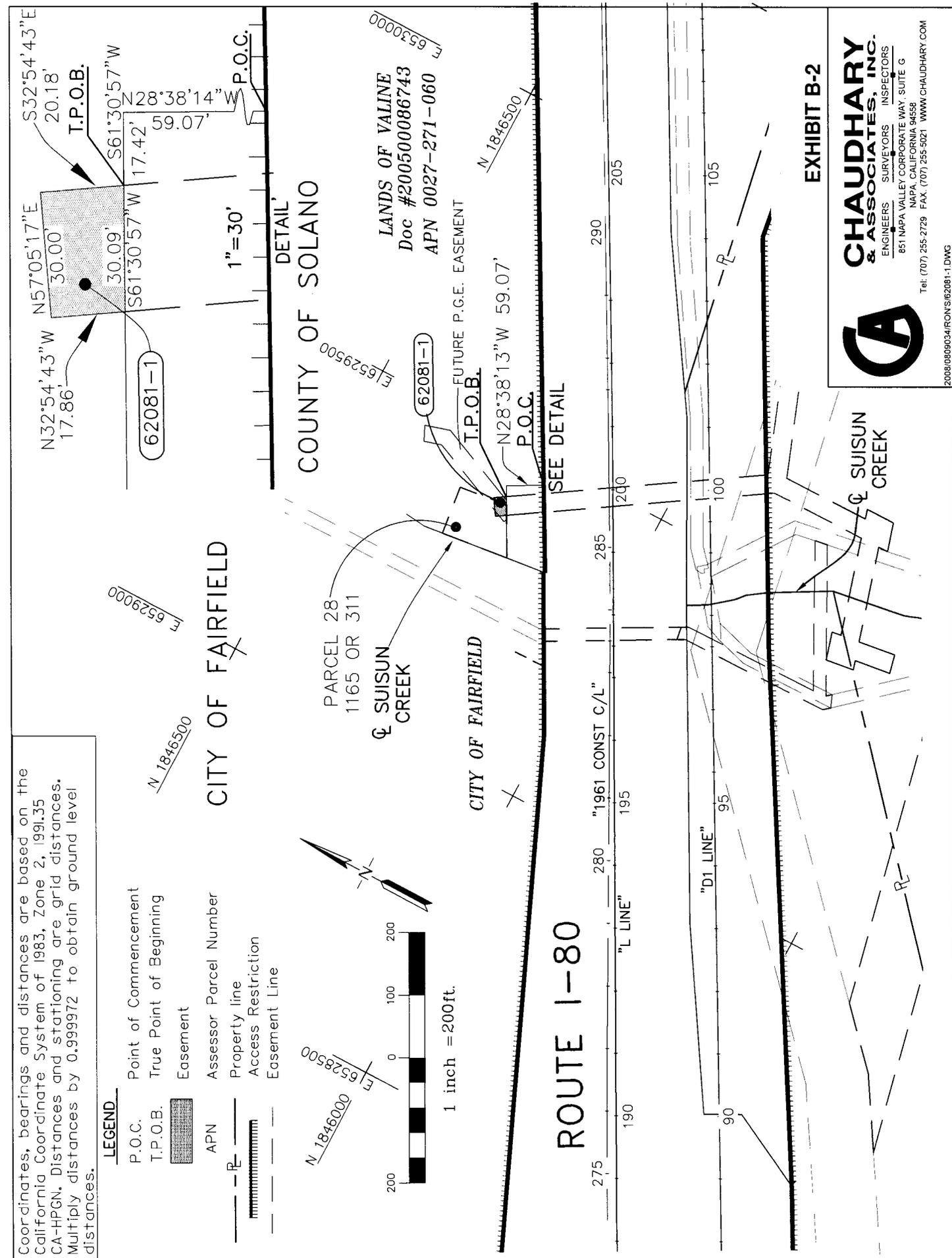
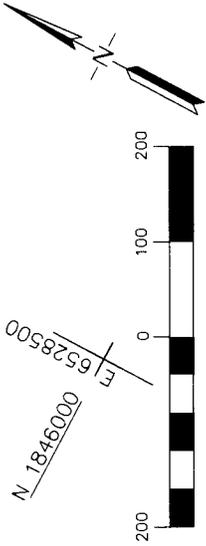
13 The provisions hereof shall inure to the benefit of and bind the successors and assigns of the
14 respective parties hereto.

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Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 2, 1991.35 CA-HPGN. Distances and stationing are grid distances. Multiply distances by 0.999972 to obtain ground level distances.

LEGEND

- P.O.C.
- T.P.O.B.
- Easement
- APN
- Property line
- Access Restriction
- Easement Line



ROUTE 1-80

EXHIBIT B-2



CHAUDHARY & ASSOCIATES, INC.
 ENGINEERS SURVEYORS INSPECTORS
 851 NAPA VALLEY CORPORATE WAY, SUITE G
 NAPA, CALIFORNIA 94658
 Tel: (707) 255-2729 FAX: (707) 255-5021 WWW.CHAUDHARY.COM

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RESOLUTION NO. 2010 - 22

**THE SOLANO TRANSPORTATION AUTHORITY
RESOLUTION OF NECESSITY AUTHORIZING THE CONDEMNATION OF PROPERTY FOR
THE CONSTRUCTION OF THE I-80 EASTBOUND CORDELIA TRUCK SCALES
RELOCATION PROJECT [William and Lorie Hale, Trustees]**

WHEREAS, Solano Transportation Authority is the project sponsor and in cooperation with Caltrans is currently preparing to rebuild and relocate the Eastbound Cordelia Truck Scales Facility, build a two-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps, a public use and transportation-related project, known as the I-80 Eastbound Cordelia Truck Scales Relocation Project; and

WHEREAS, Solano Transportation Authority has reviewed, considered and adopted the Environmental Impact Report/Environmental Assessment prepared by Caltrans for the I-80 Eastbound Cordelia Truck Scales Relocation Project by Resolution No. 2010-02; and

WHEREAS, Solano Transportation Authority requires additional property in order to construct the project.

RESOLVED, by the Board of the Solano Transportation Authority, by a vote of two-thirds of its members, that:

1. Solano Transportation Authority intends to implement the I-80 Eastbound Cordelia Truck Scales Relocation Project which includes the rebuilding and relocation of the existing Eastbound Cordelia Truck Scales Facility, the building of a new two-lane bridge across Suisun Creek, and the construction of braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps, and in connection therewith acquire interests in certain real property pursuant to Government Code sections 6500, *et seq.*, 25350.5, 37350.5, 40404, and 65088, *et seq.*, Streets and Highways Code section 943 and Code of Civil Procedure sections 1240.320 – 1240.350. The property described in Exhibit A2 and B2 is being acquired pursuant to the provisions of Code of Civil Procedure sections 1240.320 and 1240.330 in that it is necessary to acquire said property for exchange with Solano Irrigation District to continue the public use previously made of property acquired by Solano Transportation Authority.
2. The property to be acquired consists of the following property interests from the hereafter described parcels:

<u>Owner</u>	<u>Assessor's Parcel No.</u>	<u>Take</u>	<u>Type</u>
William and Lorie Hale, Trustees	0027-272-160	28,097 sq. ft.	Fee Acquisition
William and Lorie Hale, Trustees	0027-272-160	8,228 sq. ft.	Easement - Solano Irrigation District

<u>Owner</u>	<u>Assessor's Parcel No.</u>	<u>Take</u>	<u>Type</u>
William and Lorie Hale, Trustees	0027-272-160	8,317 sq. ft.	Temporary Construction Easement

The said property is more particularly described in Exhibits A1-A3 and B1-B3, attached hereto and incorporated herein by this reference.

3. On October 22, 2010, notice of Solano Transportation Authority's intention to adopt a Resolution of Necessity for acquisition by eminent domain of the real property described in Exhibits A1-A3 and B1-B3 was sent to persons whose names appear on the last equalized County Assessment Roll as owners of said property. The notice specified Wednesday, December 8, 2010 at 6:00 p.m., in the STA Board Chambers at Suisun City Hall Council Chambers, 701 Civic Center Drive, Suisun City, CA 94585 as the time and place for the hearing thereon.
4. The hearing was held at that time and place, and all interested parties were given an opportunity to be heard. Based upon the evidence presented to it, this Board finds, determines and hereby declares the following:
 - a. Public interest and necessity require the proposed project.
 - b. The project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury.
 - c. The property sought to be acquired is necessary for the project.
 - d. The offer of compensation required by Section 7267.2 of the Government Code has been made to the owner or owners of record.
6. The Counsel for Solano Transportation Authority or his designee is hereby authorized and empowered:
 - a. To acquire in Solano Transportation Authority's name, by condemnation, the titles, easements and rights of way described above in and to said real property or interest therein, in accordance with the provisions for eminent domain in the Code of Civil Procedure and the Constitution of California.
 - b. To prepare and prosecute in Solano Transportation Authority's name such proceedings in the proper court as are necessary for such acquisition.
 - c. To deposit the probable amount of compensation, based on an appraisal, and to apply to said court for an order permitting Solano Transportation Authority to take immediate possession and use said real property for said public uses and purposes.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED by the Board of Directors of the Solano Transportation Authority, County of Solano, State of California, at a regular meeting of the Board held on the 8th day of December, 2010 by the following vote:

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 a regular meeting thereof held this 8th day of December 2010.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 8th day of December, 2010 by the following vote:

AYES: _____
NOS: _____
ABSENT: _____
ABSTAINED: _____

ATTEST: _____
Johanna Masiclat
Clerk of the Board

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DESCRIPTION FOR
RESOLUTION OF NECESSITY
ROAD 04-SOL-80-15.1

APN: 0027-272-160
SOLANO COUNTY

PARCEL 61898-1 - FEE

For freeway purposes that real property described as follows:

A portion of that certain Grant Deed to William R. Hale and Lorie A. Hale as Trustees of the "Hale Family 1996 Revocable Trust" recorded December 12, 1996 at Document Number 1996-00083516 in the Office of the County Recorder of Solano County, State of California, said portion being more particularly described as follows;

BEGINNING at the northwestern corner of said Real Property; thence along the northern line of said Real Property N79°06'28"E, 350.75 feet; thence leaving last said line S54°47'34"W, 389.10 feet to the western line of said Real Property; thence along last said line N09°31'14"W, 160.26 feet to the **POINT OF BEGINNING**.

Lands abutting said freeway shall have no right or easement of access thereto.

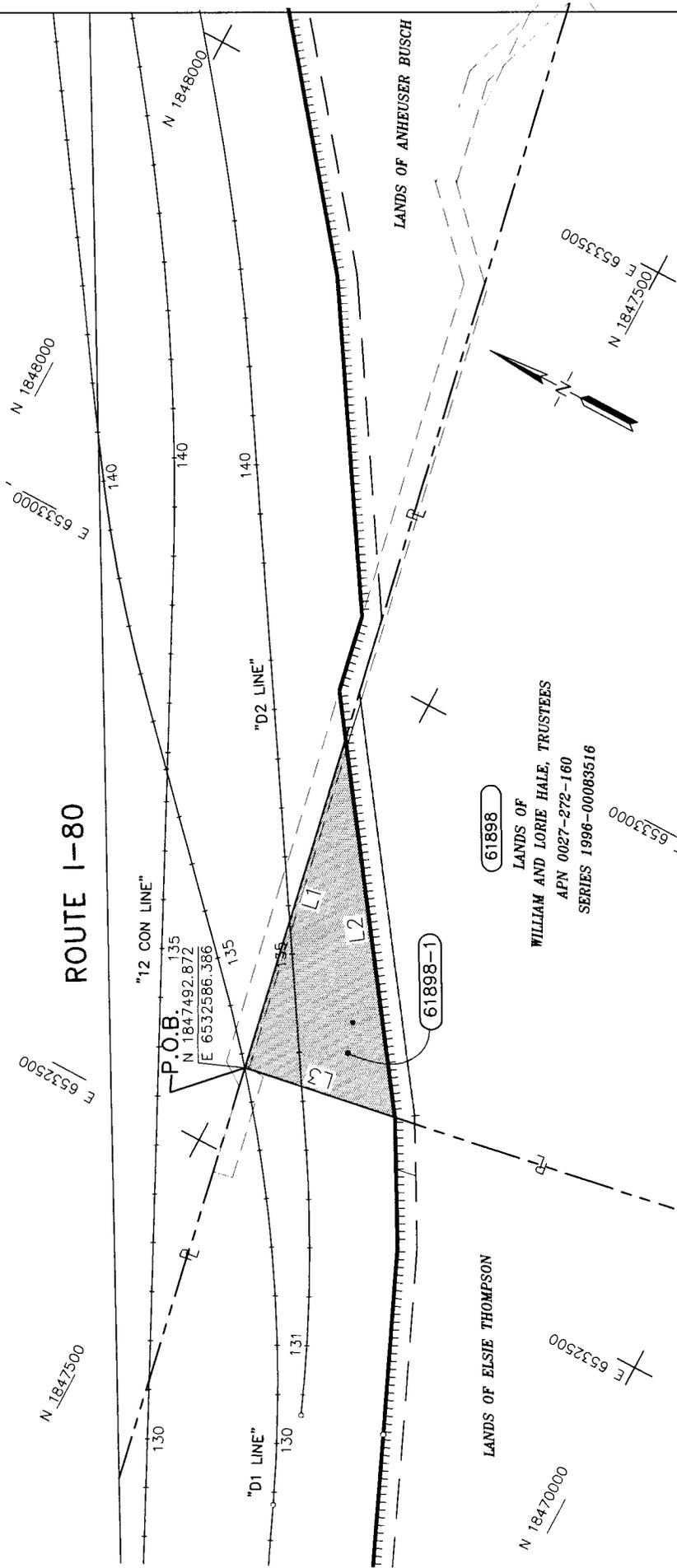
Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone II. Multiply distances shown by 0.999972 to obtain ground distances.

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COUNTY OF SOLANO

ROUTE 1-80



61898
 LANDS OF
 WILLIAM AND LORIE HALE, TRUSTEES
 APN 0027-272-160
 SERIES 1996-00083516

LINE TABLE	
LINE	BEARING
L1	350.75' N79°06'28"E
L2	389.10' S54°47'34"W
L3	160.26' N09°31'14"W

- LEGEND**
- P.O.B. (Point of Beginning)
 - Fee Parcel (hatched pattern)
 - APN (Assessor Parcel Number)
 - Property line (dashed line)
 - Access Restriction (line with perpendicular ticks)
 - Easement Line (long-dashed line)

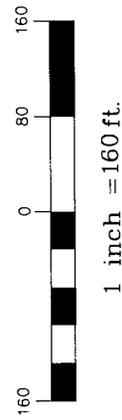


EXHIBIT B-1

CHAUDHARY & ASSOCIATES, INC.
 ENGINEERS SURVEYORS INSPECTORS
 851 NAPA VALLEY CORPORATE WAY SUITE G
 NAPA, CALIFORNIA 94558
 Tel: (707) 255-2729 FAX: (707) 255-5021 WWW.CHAUDHARY.COM

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 2, 1991.35 CA-HPCN. Distances and stationing are grid distances. Multiply distances by 0.999972 to obtain ground level distances.

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DESCRIPTION FOR
RESOLUTION OF NECESSITY
ROAD 04-SOL-80-15.1

APN: 0027-272-160
SOLANO COUNTY

PARCEL 61898-2 - EASEMENT

A perpetual non-exclusive easement and right-of-way for the conveyance of water in underground pipelines, and uses necessary for the construction, operation, maintenance, repair and replacement thereof, such as installation of utility lines and access roads, upon and across that certain real property described as follows:

A portion of that Real Property as described in that certain Grant Deed to William and Lorie Hale recorded December 12, 1996 at Document Number 1996-00083516 in the Office of the County Recorder of Solano County, State of California, said portion being more particularly described as follows;

COMMENCING at the northwestern corner of said Real Property; thence along the western line of said Real Property S09°31'14"E, 160.26 feet to the **TRUE POINT OF BEGINNING**; thence leaving last said line N54°47'34"E, 384.66 feet to the general southern line of that certain Grant of Easement to the Solano Irrigation District recorded February 24, 1961 in Book 1067 at Page 252 in the Office of the County Recorder of Solano County; thence along last said line N79°06'06"E, 48.58 feet; thence leaving last said line S54°47'34"W, 430.04 feet; thence S61°08'01"W, 8.13 feet to the western line of said Real Property; thence along last said line N09°31'14"W, 21.20 feet to the **TRUE POINT OF BEGINNING**.

Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone II. Multiply distances shown by 0.999972 to obtain ground distances.

The grant of easement herein contained shall include the right to enter upon said land to survey, improve, construct, reconstruct, maintain, alter, redesign, operate, control and use any and all of the facilities, fixtures and appurtenances whether located below or above ground from time to time thereon.

Grantor and his/her constituents shall not erect any temporary or permanent structures in the easement without the express written permission from Grantee. This includes, but is not limited to, barns, out buildings, concrete walls and footings, concrete slabs, retaining walls, wood or steel ornamental fencing, concrete or asphalt pathways, walkways, driveways and/or roadways.

1 Grantor and his/her constituents shall not landscape within six (6.00) feet on either side of the
2 outside diameter of any pipelines installed by the Grantee. This includes, but is not limited to, trees,
3 shrubbery or ground cover that would inhibit the visual detection of the pipeline leak.

4 Grantee shall not be responsible or held accountable for any damage to temporary or permanent
5 structures, landscaping and/or above ground improvements, erected, installed, or planted in the easement,
6 including, without limitation, any cracking of concrete or asphalt pathways, walkways, driveways and/or
7 roadways located in the public use areas.

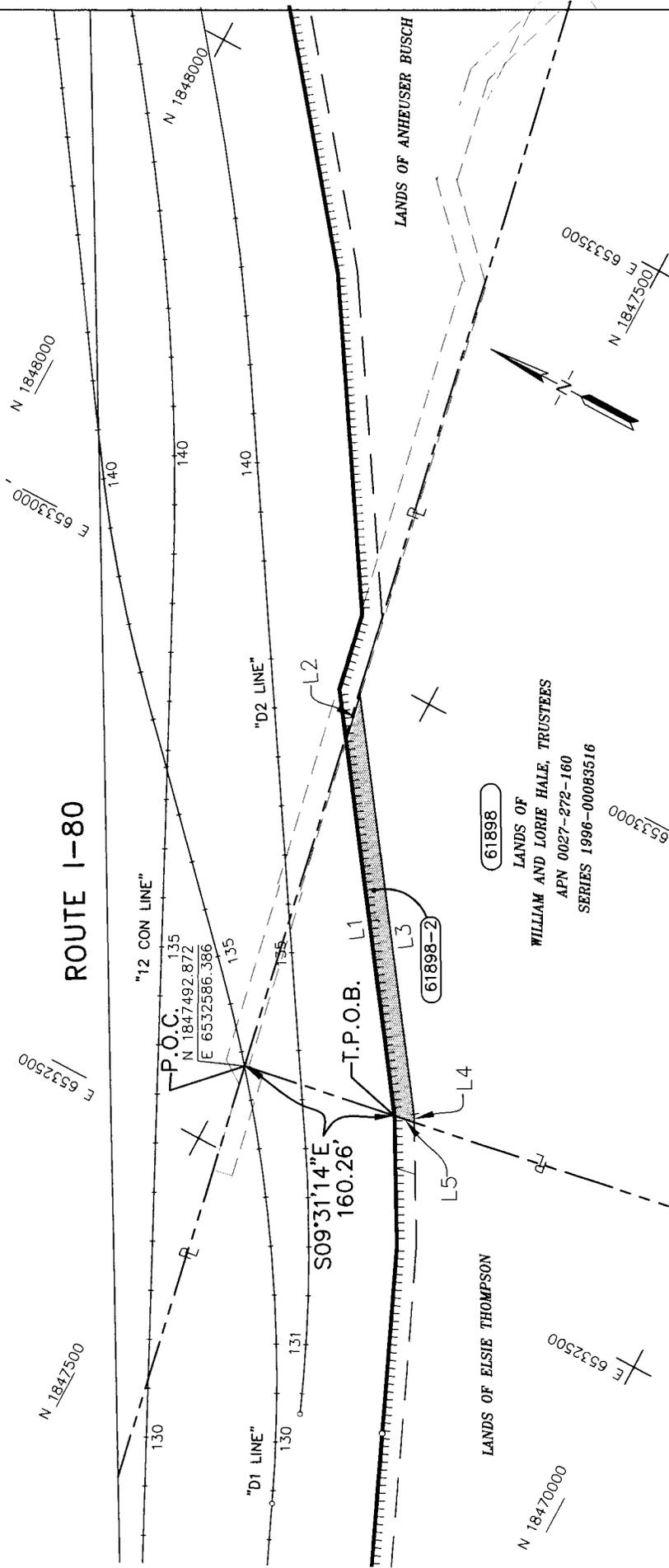
8 Grantor also grants to Grantee, the right of ingress to said easement and egress there from across
9 adjacent lands of Grantor by means of presently existing roads and lanes and any roads and lanes
10 hereafter constructed or located thereon, if such there be, and the right to erect, maintain and use gates in
11 all fences which now cross or shall hereafter cross said roads and lanes.

12 Grantor reserves the right to cultivate, occupy and use the premises for any purpose consistent
13 with the rights and privileges above granted and which will not interfere with or endanger any of the
14 structures or equipment of the Grantee or the use thereof.

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COUNTY OF SOLANO

ROUTE 1-80



LINE	LENGTH	BEARING
L1	384.66'	N54°47'34"E
L2	48.58'	N79°06'06"E
L3	430.04'	S54°47'34"W
L4	8.13'	S61°08'01"W
L5	21.20'	N09°31'14"W

LEGEND

- P.O.C. Point of Commencement
- T.P.O.B. True Point of Beginning
- [Shaded Area] Easement
- APN Assessor Parcel Number
- Property line
- [Dashed Line] Access Restriction
- [Dotted Line] Easement Line

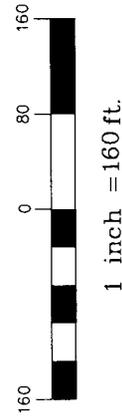


EXHIBIT B-2

CHAUDHARY & ASSOCIATES, INC.
 ENGINEERS SURVEYORS INSPECTORS
 851 NAPA VALLEY CORPORATE WAY, SUITE G
 NAPA, CALIFORNIA 94558
 Tel: (707) 255-2729 FAX: (707) 255-5021 WWW.CHAUDHARY.COM

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 2, 1991.35 CA-HPCN. Distances and stationing are grid distances. Multiply distances by 0.999972 to obtain ground level distances.

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DESCRIPTION FOR
RESOLUTION OF NECESSITY
ROAD 04-SOL-80-15.1

APN: 0027-272-160
SOLANO COUNTY

PARCEL 61898-3 – TEMPORARY CONSTRUCTION EASEMENT

A Temporary Construction Easement to terminate on September 30, 2014, for construction purposes and incidents thereto, upon, over and across a portion of that certain Real Property as described in that certain Grant Deed to William R. Hale and Lorie A. Hale as Trustees of the "Hale Family 1996 Revocable Trust" recorded December 12, 1996 at Document Number 1996-00083516 in the Office of the County Recorder of Solano County, State of California, said easement being more particularly described as follows;

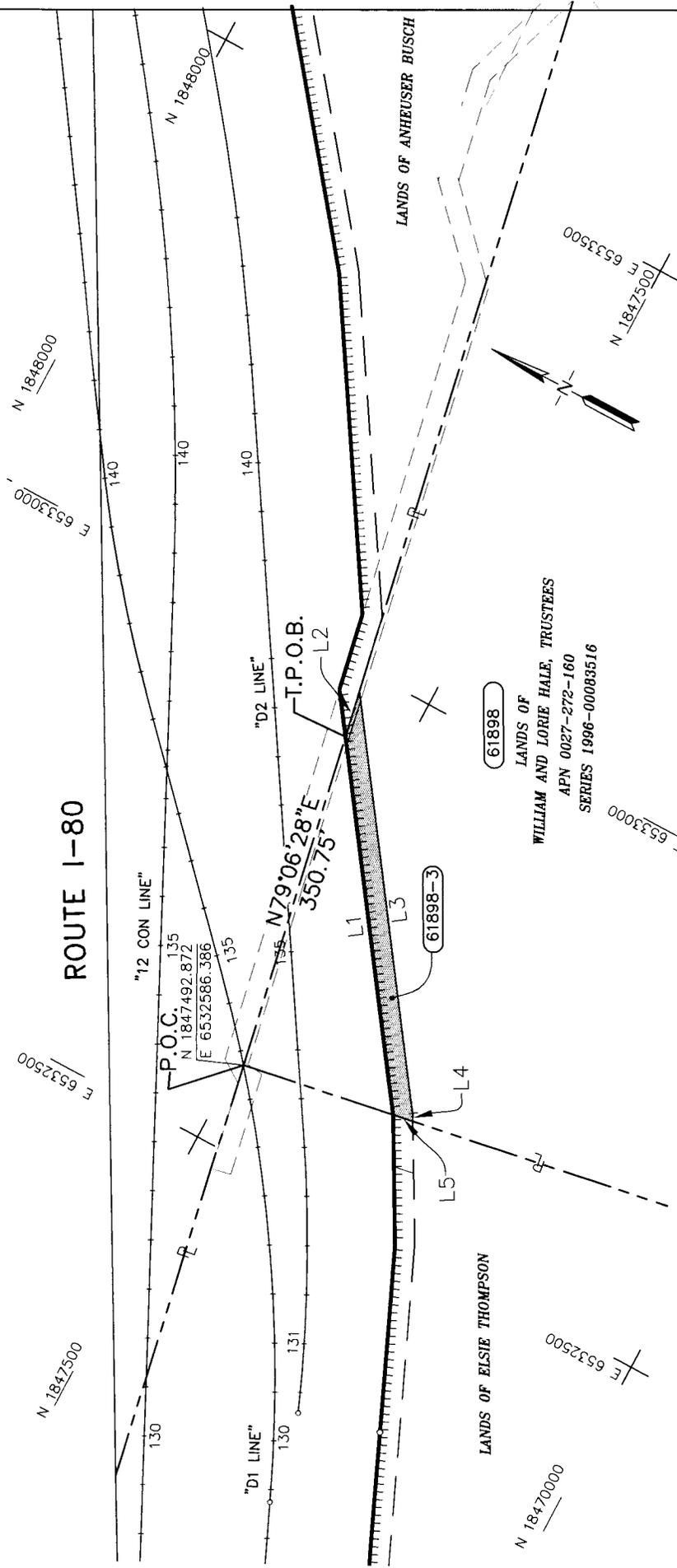
COMMENCING at the northwestern corner of said Real Property; thence along the northern line of said Real Property N79°06'28"E, 350.75 feet to the **TRUE POINT OF BEGINNING**; thence continuing along last said line N79°06'28"E, 48.57 feet; thence leaving last said line S54°47'34"W, 434.47 feet; thence S61°08'01"W, 8.13 feet to the western line of said Real Property; thence along last said line N09°31'14"W, 21.20 feet; thence leaving last said line N54°47'34"E, 389.10 feet to the **TRUE POINT OF BEGINNING**.

Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone II. Multiply distances shown by 0.999972 to obtain ground distances.

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COUNTY OF SOLANO

ROUTE 1-80



LINE	LENGTH	BEARING
L1	389.10'	N54°47'34"E
L2	48.57'	N79°06'28"E
L3	434.47'	S54°47'34"W
L4	8.13'	S61°08'01"W
L5	21.20'	N09°31'14"W

LEGEND

- P.O.C. Point of Commencement
- T.P.O.B. True Point of Beginning
- Temporary Construction Easement
- APN Assessor Parcel Number
- Property line
- Access Restriction
- Easement Line

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 2, 1991.35 CA-HPGN. Distances and stationing are grid distances. Multiply distances by 0.999972 to obtain ground level distances.

CHAUDHARY & ASSOCIATES, INC.
 ENGINEERS SURVEYORS INSPECTORS
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EXHIBIT B-3

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RESOLUTION NO. 2010 - 23

**THE SOLANO TRANSPORTATION AUTHORITY
RESOLUTION OF NECESSITY AUTHORIZING THE CONDEMNATION OF PROPERTY FOR
THE CONSTRUCTION OF THE I-80 EASTBOUND CORDELIA TRUCK SCALES
RELOCATION PROJECT [Anheuser Busch, Inc.]**

WHEREAS, Solano Transportation Authority is the project sponsor and in cooperation with Caltrans is currently preparing to rebuild and relocate the Eastbound Cordelia Truck Scales Facility, build a two-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps, a public use and transportation-related project, known as the I-80 Eastbound Cordelia Truck Scales Relocation Project; and

WHEREAS, Solano Transportation Authority has reviewed, considered and adopted the Environmental Impact Report/Environmental Assessment prepared by Caltrans for the I-80 Eastbound Cordelia Truck Scales Relocation Project by Resolution No. 2010-02; and

WHEREAS, Solano Transportation Authority requires additional property in order to construct the project.

RESOLVED, by the Board of the Solano Transportation Authority, by a vote of two-thirds of its members, that:

1. Solano Transportation Authority intends to implement the I-80 Eastbound Cordelia Truck Scales Relocation Project which includes the rebuilding and relocation of the existing Eastbound Cordelia Truck Scales Facility, the building of a new two-lane bridge across Suisun Creek, and the construction of braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps, and in connection therewith acquire interests in certain real property pursuant to Government Code sections 6500, *et seq.*, 25350.5, 37350.5, 40404 and 65088, *et seq.*, Streets and Highways Code section 943 and Code of Civil Procedure sections 1240.320 – 1240.350.
2. The property to be acquired consists of the following property interests from the hereafter described parcels:

<u>Owner</u>	<u>Assessor's Parcel No.</u>	<u>Take</u>	<u>Type</u>
Anheuser Busch, Inc.	0027-252-080; -090; -100; and -110	8.405 acres	Fee Acquisition
Anheuser Busch, Inc.	0027-252-080 and -090	27,327 sq. ft.	Temporary Construction Easement
Anheuser Busch, Inc.	0027-252-090	266 sq. ft.	Easement
Anheuser Busch, Inc.	0028-200-560	177 sq. ft.	Fee Acquisition

<u>Owner</u>	<u>Assessor's Parcel No.</u>	<u>Take</u>	<u>Type</u>
Anheuser Busch, Inc.	0028-200-560	488 sq. ft.	Temporary Construction Easement

The said property is more particularly described in Exhibits A1-A5 and B1-B5, attached hereto and incorporated herein by this reference.

3. On October 22, 2010, notice of Solano Transportation Authority's intention to adopt a Resolution of Necessity for acquisition by eminent domain of the real property described in Exhibits A1-A5 and B1-B5 was sent to persons whose names appear on the last equalized County Assessment Roll as owners of said property. The notice specified Wednesday, December 8, 2010 at 6:00 p.m., in the STA Board Chambers at Suisun City Hall Council Chambers, 701 Civic Center Drive, Suisun City, CA 94585 as the time and place for the hearing thereon.
4. The hearing was held at that time and place, and all interested parties were given an opportunity to be heard. Based upon the evidence presented to it, this Board finds, determines and hereby declares the following:
 - a. Public interest and necessity require the proposed project.
 - b. The project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury.
 - c. The property sought to be acquired is necessary for the project.
 - d. The offer of compensation required by Section 7267.2 of the Government Code has been made to the owner or owners of record.
6. The Counsel for Solano Transportation Authority or his designee is hereby authorized and empowered:
 - a. To acquire in Solano Transportation Authority's name, by condemnation, the titles, easements and rights of way described above in and to said real property or interest therein, in accordance with the provisions for eminent domain in the Code of Civil Procedure and the Constitution of California.
 - b. To prepare and prosecute in Solano Transportation Authority's name such proceedings in the proper court as are necessary for such acquisition.
 - c. To deposit the probable amount of compensation, based on an appraisal, and to apply to said court for an order permitting Solano Transportation Authority to take immediate possession and use said real property for said public uses and purposes.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED by the Board of Directors of the Solano Transportation Authority, County of Solano, State of California, at a regular meeting of the Board held on the 8th day of December, 2010 by the following vote:

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 a regular meeting thereof held this 8th day of December 2010.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 8th day of December, 2010 by the following vote:

AYES: _____
NOS: _____
ABSENT: _____
ABSTAINED: _____

ATTEST: _____
Johanna Masiclat
Clerk of the Board

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DESCRIPTION FOR
RESOLUTION OF NECESSITY
ROAD 04-SOL-80-15.3

APN: 0027-252-080, -090, -100, -110
SOLANO COUNTY

PARCEL 61899-1 - FEE

For freeway purposes that real property described as follows:

A portion of that certain Joint Tenancy Grant Deed to Youie Tim and Jennie Lee Tim, recorded October 5, 1960 in Book 1046 at Page 567, and a portion of the real Property described in the Director's Deed to Anheuser-Busch, Inc., recorded May 15, 1979 in Book 1979 at Page 38123 in the Office of the County Recorder of Solano County, State of California, said portions being more particularly described as follows;

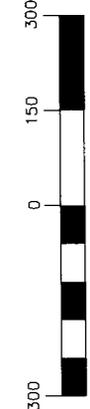
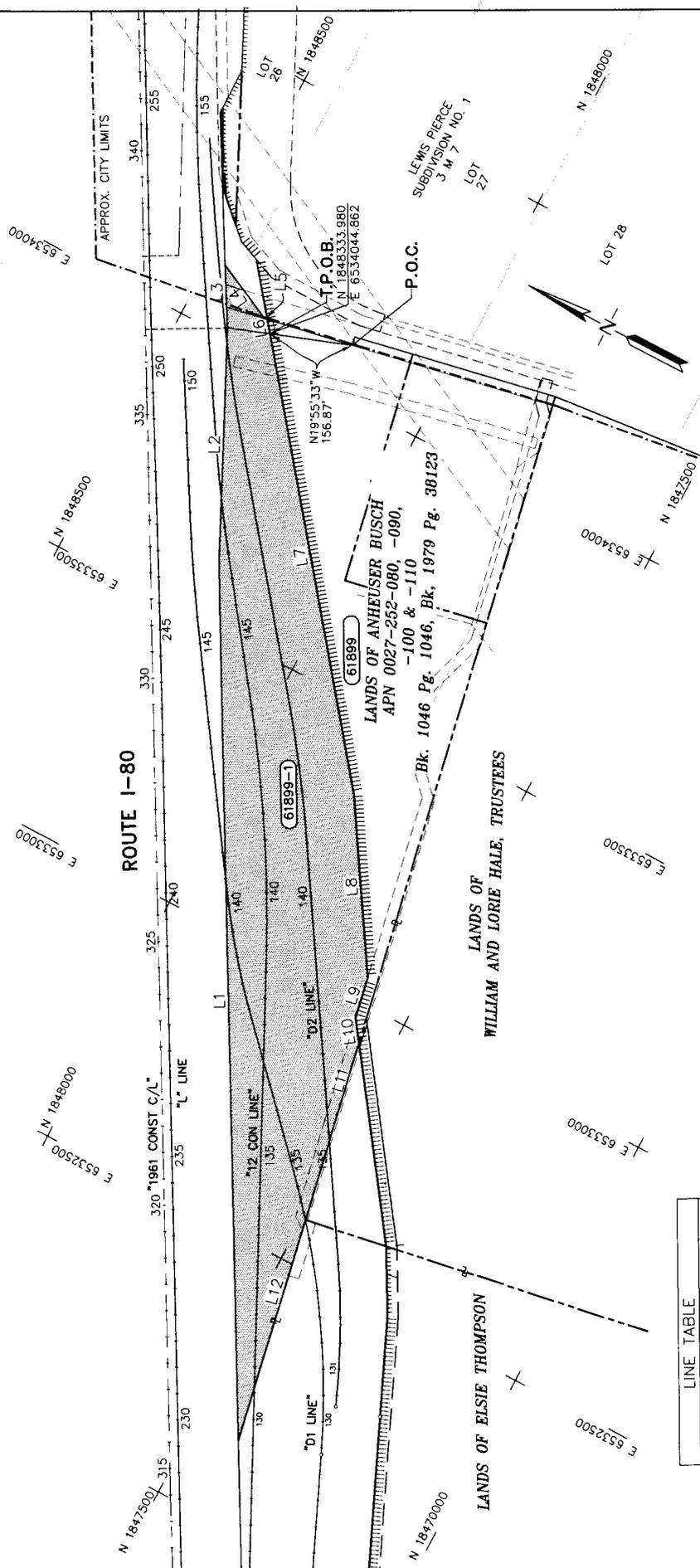
COMMENCING at the Point of Beginning of said Director's Deed; thence along the general western line of the property described in said Director's Deed N19°55'33"W, 156.87 feet to the **TRUE POINT OF BEGINNING**; thence leaving the property described in said Director's Deed S52°00'10"W, 889.33 feet; thence S58°04'50"W, 348.82 feet; thence S79°06'28"W, 78.87 feet; thence S54°47'34"W, 48.57 feet to the southern line of the property described in said Joint Tenancy Grant Deed; thence along last said line the following two courses S79°06'28"W, 350.75 feet and S79°15'33"W, 438.04 feet to a point on the southeastern line of Parcel 11896-1 as described in that Grant Deed to the State of California recorded April 19, 1985 in Book 1985 at Page 31805; thence along the southeastern line of Parcel 11896-1 N61°05'43"E, 1668.59 feet to the southeastern line of Parcel 4790 described in the Grant Deed to the State of California recorded June 5, 1959 in Book 978 at Page 59 Official Records Solano County; thence along said southeastern line of Parcel 4790 N64°20'43"E, 444.31 feet to the southwestern corner of Parcel 11896-2 as described in that Grant Deed to the State of California recorded April 19, 1985 in Book 1985 at Page 31805; thence along said southeastern line of Parcel 11896-2 N60°21'59"E, 118.87 feet to the general eastern line of said Director's Deed; thence leaving said southeastern line of Parcel 11896-2 along last said general eastern line the following two courses S25°58'24"W, 125.63 feet and S10°56'28"E, 5.14 feet; thence leaving last said line S52°00'10"W, 27.51 feet to the **TRUE POINT OF BEGINNING**.

Lands abutting said freeway shall have no right or easement of access thereto.

Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone II. Multiply distances shown by 0.999972 to obtain ground distances.

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COUNTY OF SOLANO



- LEGEND**
- P.O.C. Point of Commencing
 - T.P.O.B. True Point of Beginning
 - Fee Parcel
 - APN Assessor Parcel Number
 - Property line
 - Access Restriction
 - Easement Line

LINE	LENGTH	BEARING
L1	1,668.59'	N61°05'43"E
L2	444.31'	N64°20'43"E
L3	118.87'	N60°21'59"E
L4	125.63'	S25°58'24"W
L5	5.14'	S10°56'28"E
L6	27.51'	S52°00'10"W
L7	889.34'	S52°00'10"W
L8	348.82'	S58°04'50"W
L9	78.87'	S79°06'28"W
L10	48.57'	S54°47'34"W
L11	350.75'	S79°06'28"W
L12	438.04'	S79°15'33"W

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 2, 1991.35 CA-HPGN. Distances and stationing are grid distances. Multiply distances by 0.999972 to obtain ground level distances.

CHAUDHARY & ASSOCIATES, INC.
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 NAPA, CALIFORNIA 94558
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EXHIBIT B-1

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DESCRIPTION FOR
RESOLUTION OF NECESSITY
ROAD 04-SOL-80-15.3

APN: 0027-252-080, & 0027-252-090
SOLANO COUNTY

PARCEL 61899-2 – TEMPORARY CONSTRUCTION EASEMENT

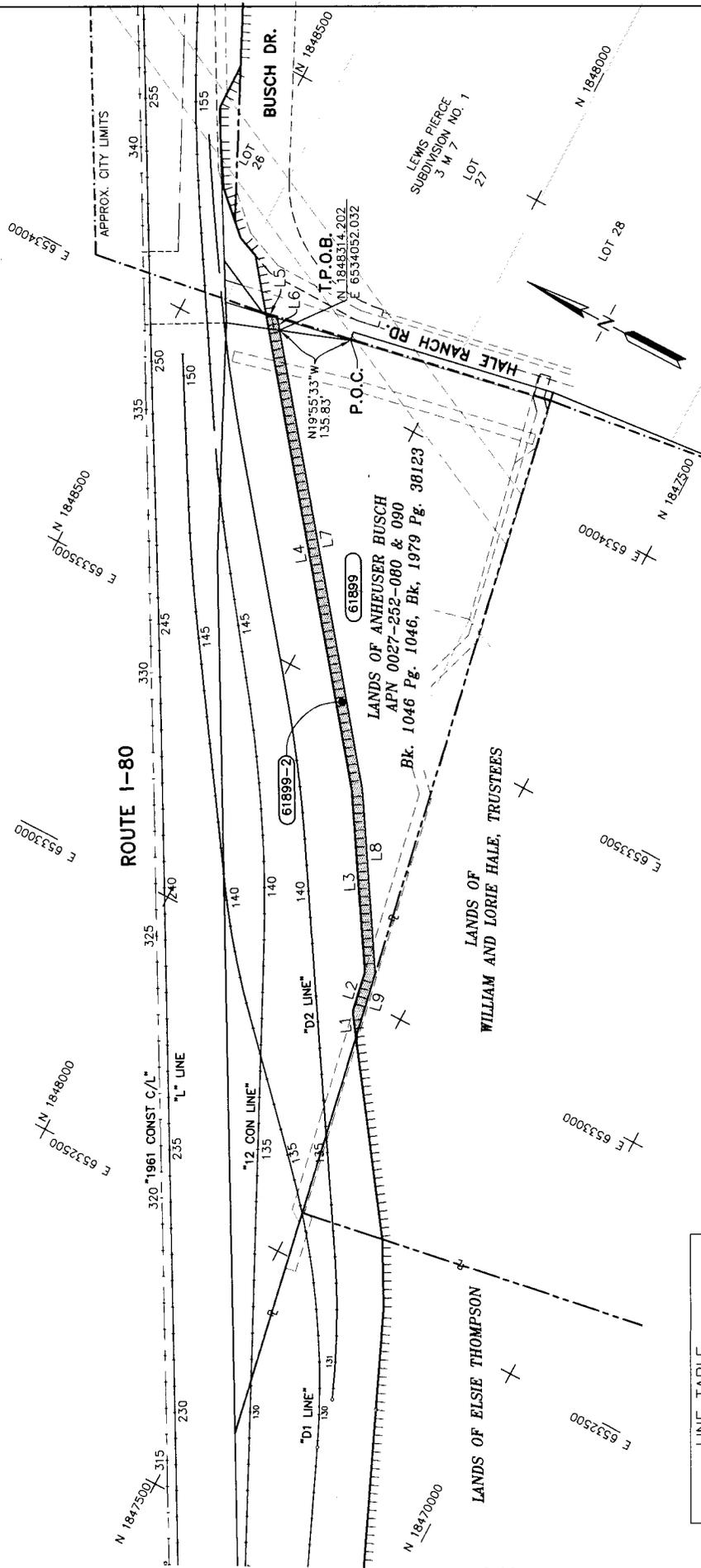
A Temporary Construction Easement to terminate on September 30, 2014 for construction purposes and incidents thereto, over, upon and across a portion of that certain Real Property described in the Joint Tenancy Grant Deed to Youie Tim and Jennie Lee Tim, recorded in Book 1046 at Page 567 October 5, 1960, and a portion of the Director's Deed to Anheuser-Busch, Inc., recorded May 15, 1979 in Book 1979 at Page 38123 in the Office of the County Recorder of Solano County, State of California, said portion being more particularly described as follows;

COMMENCING at the Point of Beginning of said Director's Deed; thence along the general western line of said Director's Deed N19°55'33"W, 135.83 feet to the **TRUE POINT OF BEGINNING**; thence leaving last said line S52°00'10"W, 883.87 feet; thence S58°04'50"W, 353.59 feet to the southern line of said Joint Tenancy Grant Deed; thence along last said line S79°06'28"W, 126.85 feet; thence leaving last said line N54°47'34"E, 48.57 feet; thence N79°06'28"E, 78.87 feet; thence N58°04'50"E, 348.82 feet; thence N52°00'10"E, 916.84 feet to the general eastern line of said Director's Deed; thence along last said line S10°56'28"E, 22.46 feet; thence leaving last said line S52°00'10"W, 23.82 feet to the **TRUE POINT OF BEGINNING**.

Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone II. Multiply distances shown by 0.999972 to obtain ground distances.

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COUNTY OF SOLANO



LINE	LENGTH	BEARING
L1	48.57	N54°47'34"E
L2	78.87	N79°06'28"E
L3	348.82	N58°04'50"E
L4	916.84	N52°00'10"E
L5	22.46	S10°56'28"E
L6	23.82	S52°00'10"W
L7	883.87	S52°00'10"W
L8	353.59	S58°04'50"W
L9	126.85	S79°06'28"W

LEGEND

- P.O.C.
- T.P.O.B.
- Temporary Construction Easement
- APN
- Property line
- Access Restriction
- Easement Line



1 inch = 300ft.

EXHIBIT B-2



CHAUDHARY & ASSOCIATES, INC.
 ENGINEERS SURVEYORS INSPECTORS
 851 NAPA VALLEY CORPORATE WAY, SUITE G
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 Tel: (707) 255-2729 FAX: (707) 255-5021 WWW.CHAUDHARY.COM

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DESCRIPTION FOR
RESOLUTION OF NECESSITY
ROAD 04-SOL-80-15.4

APN: 0027-252-090
SOLANO COUNTY

PARCEL 61899-3 - EASEMENT

A perpetual non-exclusive easement and right-of-way for the conveyance of water in underground pipelines, and uses necessary for the construction, operation, maintenance, repair and replacement thereof, such as installation of utility lines and access roads, upon and across that certain real property described as follows:

A portion of that certain Real Property described in above referenced Director's Deed to Anheuser-Busch, Inc., recorded May 15, 1979 in Book 1979 at Page 38123 in the Office of the County Recorder of Solano County, State of California, said easement being more particularly described as follows;

BEGINNING at the True Point of Beginning of above described Parcel 1 (61899-1); thence N52°00'10"E, 27.51 feet to the general eastern line of said Director's Deed; thence along last said line S10°56'28"E, 11.23 feet; thence leaving last said line S52°00'10"W, 25.66 feet to the general western line of said Director's Deed; thence along last said line N19°55'33"W, 10.52 feet to the **POINT OF BEGINNING**.

Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone II. Multiply distances shown by 0.999972 to obtain ground distances.

The grant of easement herein contained shall include the right to enter upon said land to survey, improve, construct, reconstruct, maintain, alter, redesign, operate, control and use any and all of the facilities, fixtures and appurtenances whether located below or above ground from time to time thereon.

Grantor and his/her constituents shall not erect any temporary or permanent structures in the easement without the express written permission from Grantee. This includes, but is not limited to, barns, out buildings, concrete walls and footings, concrete slabs, retaining walls, wood or steel ornamental fencing, concrete or asphalt pathways, walkways, driveways and/or roadways.

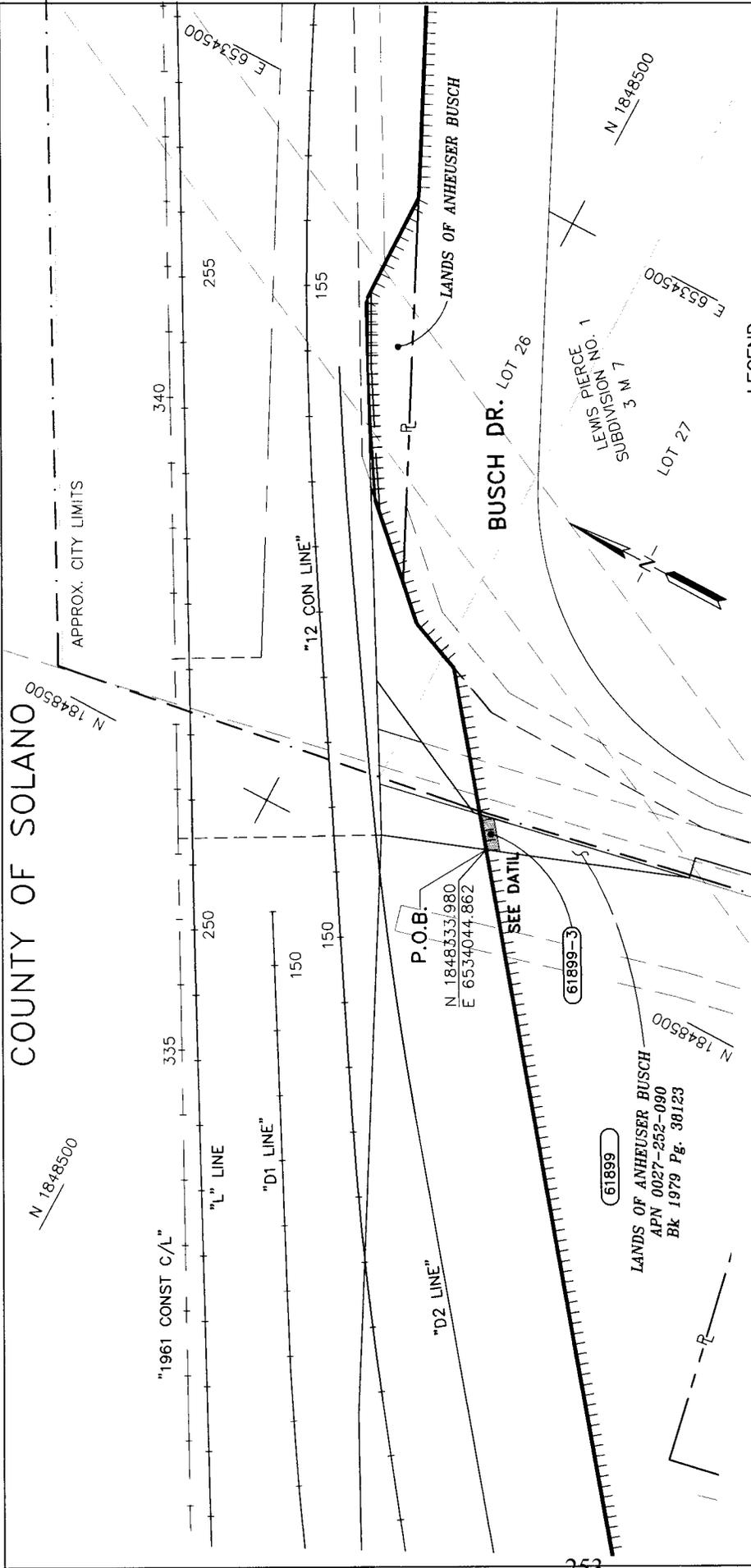
Grantor and his/her constituents shall not landscape within six (6.00) feet on either side of the outside diameter of any pipelines installed by the Grantee. This includes, but is not limited to, trees, shrubbery or ground cover that would inhibit the visual detection of the pipeline leak.

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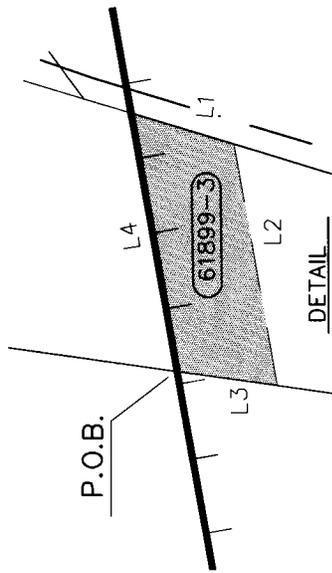
Grantee shall not be responsible or held accountable for any damage to temporary or permanent structures, landscaping and/or above ground improvements, erected, installed, or planted in the easement, including, without limitation, any cracking of concrete or asphalt pathways, walkways, driveways and/or roadways located in the public use areas.

Grantor also grants to Grantee, the right of ingress to said easement and egress there from across adjacent lands of Grantor by means of presently existing roads and lanes and any roads and lanes hereafter constructed or located thereon, if such there be, and the right to erect, maintain and use gates in all fences which now cross or shall hereafter cross said roads and lanes.

Grantor reserves the right to cultivate, occupy and use the premises for any purpose consistent with the rights and privileges above granted and which will not interfere with or endanger any of the structures or equipment of the Grantee or the use thereof.

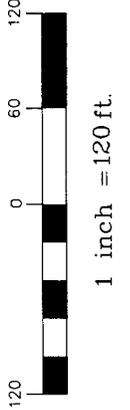


LINE	LENGTH	BEARING
L1	11.23'	S10°56'28"E
L2	25.66'	S52°00'10"W
L3	10.52'	N19°55'33"W
L4	27.51'	N52°00'10"E



SCALE 1" = 20'

- LEGEND**
- P.O.B. [Symbol]
 - Easement [Symbol]
 - Assessor Parcel Number [Symbol]
 - Property line [Symbol]
 - Access Restriction [Symbol]
 - Easement Line [Symbol]



Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 2, 1991.35 CA-HPGN. Distances and stationing are grid distances. Multiply distances by 0.999972 to obtain ground level distances.

EXHIBIT B-3



CHAUDHARY & ASSOCIATES, INC.
 ENGINEERS SURVEYORS INSPECTORS
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 NAPA, CALIFORNIA 94558
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DESCRIPTION FOR
RESOLUTION OF NECESSITY
ROAD 04-SOL-80-15.5

APN: 0028-200-560
SOLANO COUNTY

PARCEL 61901-1 - FEE

For freeway purposes that real property described as follows:

A portion of Parcel No. Two described in that Grant Deed to Anheuser-Busch, Inc. record November 14, 1972 in Book 1789 at Page 221 in the Office of the County Recorder of Solano County, State of California, said portion being more particularly described as follows;

BEGINNING on the general southeastern line of Parcel 11902-1, as described in the Grant Deed to the State of California recorded April 19, 1985 in Book 1985 at Page 31805 Official Records of Solano County, at the southwestern terminus of the course described as "(5) S. 60°22'00 W. 140.84 feet"; thence along said general southeastern line of Parcel 11902-1, the following two courses N60°21'59"E, 140.84 feet and N89°03'26"E, 3.88 feet; thence leaving said Parcel 11902-1 along a non tangent curve to the left, from a radial line that bears N27°30'35"W, having a radius of 3,452.58 feet through a central angle 0°51'29" an arc length of 51.71 feet; thence along a non tangent curve to the left, from a radial line that bears N30°14'44"W, having a radius of 3,454.58 feet through a central angle of 01°41'49" an arc length of 102.32 feet to the southeasterly line of Parcel 7 as described in the Relinquishment to the County of Solano recorded February 3, 1964 in Book 1249 at Page 491, Official Records of Solano County; thence along said southeasterly line N43°33'12"E, 10.16 feet to the **POINT OF BEGINNING**.

Lands abutting said freeway shall have no right or easement of access thereto.

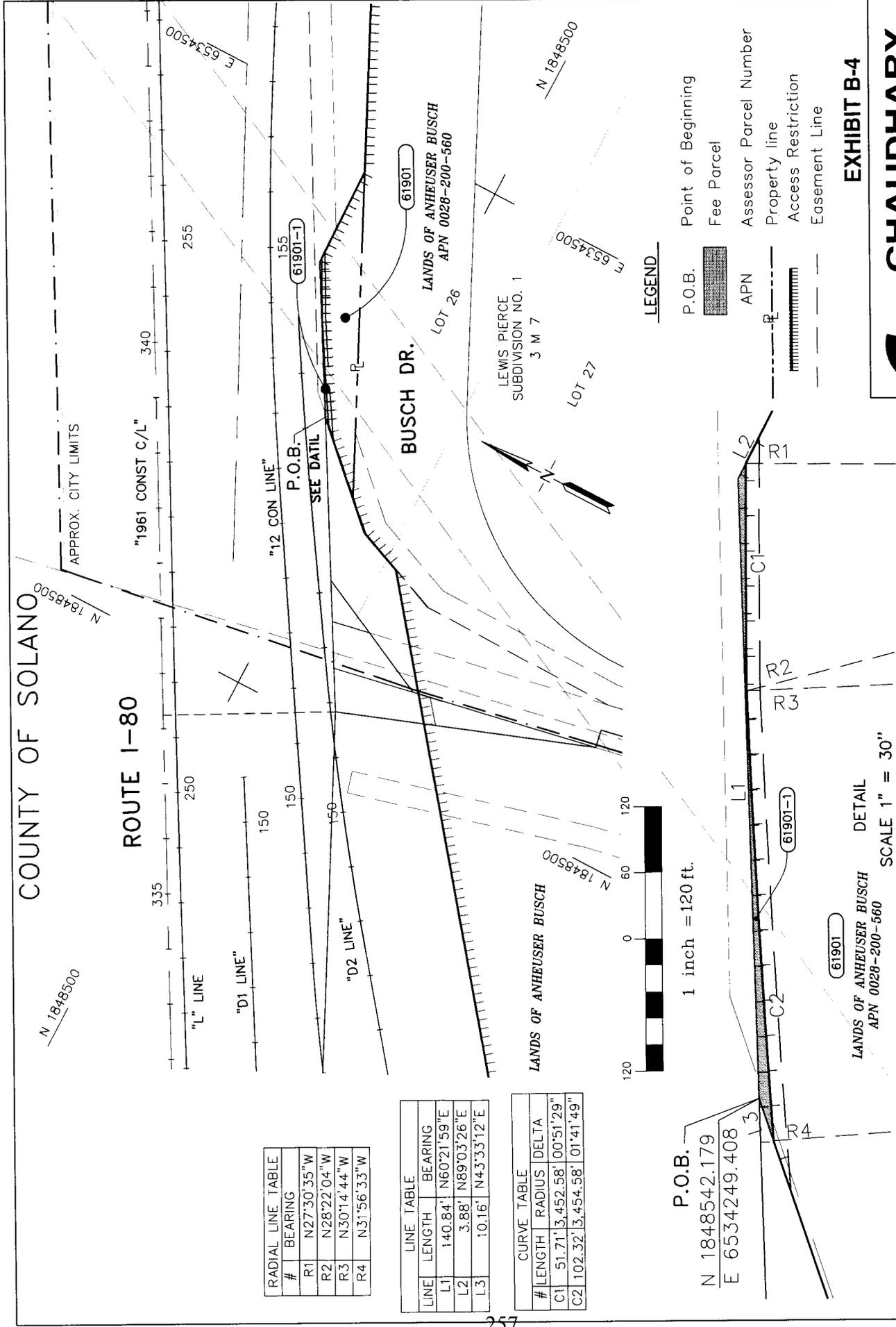
Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone II. Multiply distances shown by 0.999972 to obtain ground distances.

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COUNTY OF SOLANO

ROUTE 1-80



RADIAL LINE TABLE

#	BEARING
R1	N27°30'35"W
R2	N28°22'04"W
R3	N30°14'44"W
R4	N31°56'33"W

LINE TABLE

LINE	LENGTH	BEARING
L1	140.84'	N60°21'59"E
L2	3.88'	N89°03'26"E
L3	10.16'	N43°33'12"E

CURVE TABLE

#	LENGTH	RADIUS	DELTA
C1	51.71'	3,452.58'	00°51'29"
C2	102.32'	3,454.58'	01°41'49"

1 inch = 120 ft.



P.O.B.
N 1848542.179
E 6534249.408

LANDS OF ANHEUSER BUSCH
APN 0028-200-560
SCALE 1" = 30"

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 2, 1991.35 CA-HPGN. Distances and stationing are grid distances. Multiply distances by 0.999972 to obtain ground level distances.



CHAUDHARY & ASSOCIATES, INC.
ENGINEERS SURVEYORS INSPECTORS
851 NAPA VALLEY CORPORATE WAY, SUITE G
NAPA, CALIFORNIA 94558
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EXHIBIT B-4

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DESCRIPTION FOR
RESOLUTION OF NECESSITY
ROAD 04-SOL-80-15.5

APN: 0028-200-560
SOLANO COUNTY

PARCEL 61901-2 – TEMPORARY CONSTRUCTION EASEMENT

A Temporary Construction Easement to terminate on September 30, 2014, for construction purposes and incidents thereto, upon, over and across a portion of that certain Parcel No. Two as described in that Grant Deed to Anheuser-Busch, Inc. record November 14, 1972 in Book 1789 at Page 221 in the Office of the County Recorder of Solano County, State of California, said portion being more particularly described as follows;

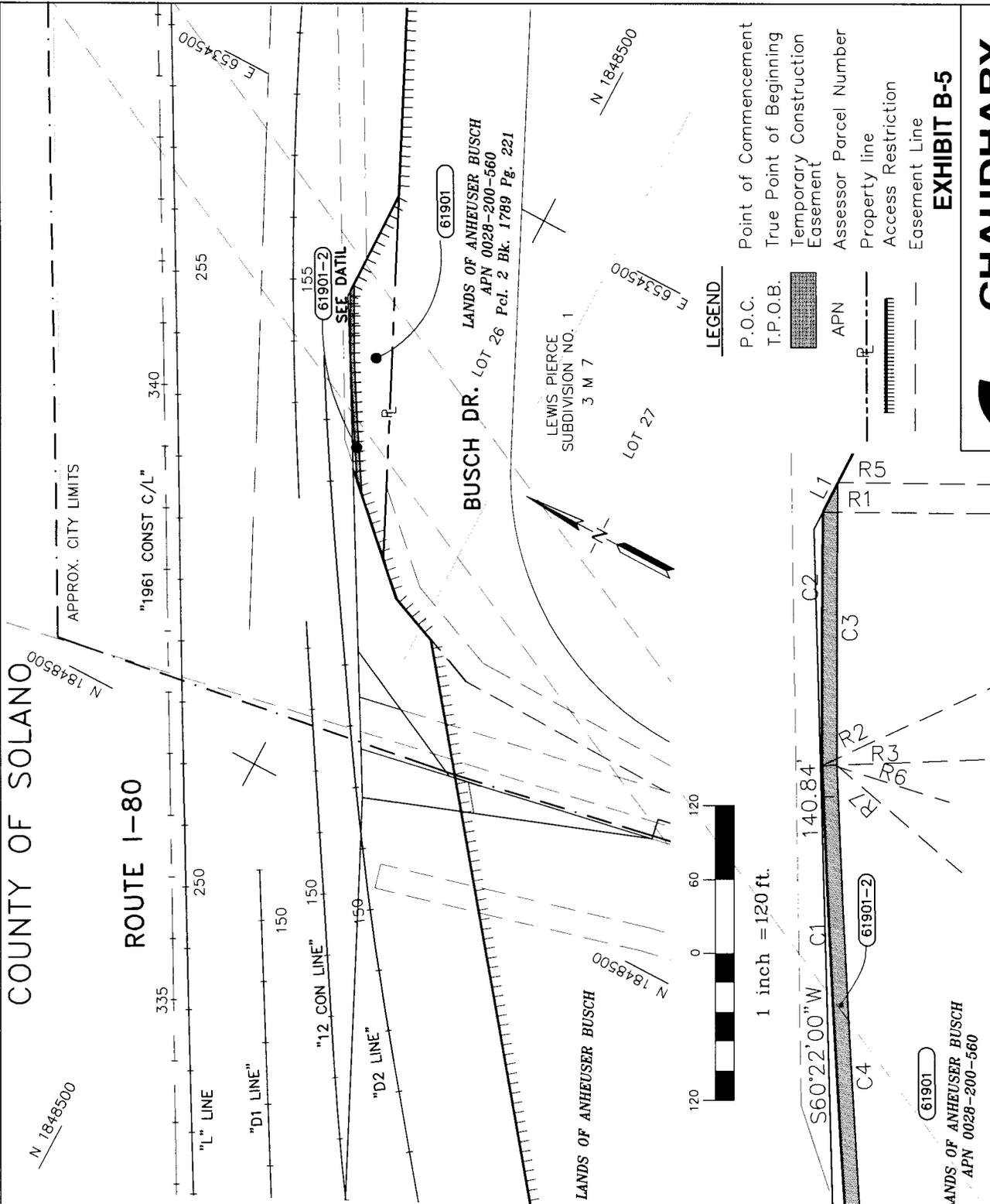
COMMENCING at the southwestern terminus of the course described as "(5) S. 60°22'00 W . 140.84 feet" of Parcel 11902-1 in the Grant Deed to the State of California recorded April 19, 1985 in Book 1985 at Page 31805; thence S43°33'12"W, 10.16 feet; to the **TRUE POINT OF BEGINNING**; thence along a non tangent curve to the right, from a radial line that bears N31°56'33"W, having a radius of 3,454.58 feet through a central angle of 01°41'49" an arc length of 102.32 feet; thence along a non tangent curve to the right, from a radial line that bears N28°22'04"W, having a radius of 3,452.58 feet through a central angle of 00°51'29" an arc length of 51.71 feet to the south line of said Parcel 11902-1; thence along last said line N89°03'26"E, 6.72 feet; thence leaving last said line along a non tangent curve to the left, from a radial line that bears N27°24'35"W, having a radius of 3,449.58 feet through a central angle of 0°57'26" an arc length of 57.63 feet; thence along a non tangent curve to the left, from a radial line that bears N30°14'47"W, having a radius of 3,451.58 feet through a central angle of 01°53'24" an arc length of 113.85 feet; thence N43°33'12"W, 12.06 feet to the **TRUE POINT OF BEGINNING**.

Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone II. Multiply distances shown by 0.999972 to obtain ground distances.

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COUNTY OF SOLANO

ROUTE 1-80



RADIAL LINE TABLE	
#	BEARING
R1	N27°30'35"W
R2	N28°22'04"W
R3	N30°14'44"W
R4	N31°56'33"W
R5	N27°24'35"W
R6	N28°22'01"W
R7	N30°14'47"W
R8	N32°08'10"W

LINE TABLE		
LINE	LENGTH	BEARING
L1	6.72'	N89°03'26"E
L2	12.06'	N43°33'12"E

CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C1	102.32'	3,454.58'	1°41'49"
C2	51.71'	3,452.58'	0°51'29"
C3	57.63'	3,449.58'	0°57'26"
C4	113.85'	3,451.58'	1°53'24"

P.O.C.:
 N 1848542.179
 E 6534249.408
 S43°33'12"W
 10.16'

T.P.O.B.



1 inch = 120 ft.

LEGEND

- P.O.C. Point of Commencement
- T.P.O.B. True Point of Beginning
- [Hatched Box] Temporary Construction Easement
- APN Assessor Parcel Number
- Property line
- Access Restriction
- Easement Line

EXHIBIT B-5



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2008/0809034/IRON/S/61898.3.DWG

DETAIL

SCALE 1" = 30"

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 2, 191.35 CA-HPGN. Distances and stationing are grid distances. Multiply distances by 0.999972 to obtain ground level distances.

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DATE: November 22, 2010
TO: STA Board
FROM: Bernadette Curry, Interim Legal Counsel
Janet Adams, Deputy Executive Director/Director of Projects
RE: Adoption of Local Preference Policy

Background:

At the October 13, 2010 Board meeting, the Board directed staff to explore the possibility of adopting a local preference for future consultant contracts and Request for Proposals.

Discussion:

A properly administered local purchasing preference supports the public interest of local residents throughout Solano County who are likely to be employed by local businesses. Among other things, local businesses provide jobs to County residents, generate revenue for the jurisdictions within the County, and contributes to the social fabric and economic vitality of the local community.

As proposed, the Local Preference Policy will not bar any potential contractor from competing for STA contracts (Attachment A). The process will continue to encourage competition while allowing for local preference to allow for any disadvantages suffered by local businesses compared to those originating in low-cost areas. Furthermore, the proposed Local Preference Policy would not apply to any contract which is required by law to be awarded to the “lowest, responsible bidder”, such as public work projects or other projects to the extent the application would be prohibited by state or federal law.

The attached policy is modeled after Solano County’s Local Preference Policy, adopted on May 5, 2009. At that time, Solano County had conducted a survey that determined that the cost of doing business in Solano County was higher based on information from the State of California Employment Development Department when comparing job classifications across metropolitan service areas.

The proposed STA policy will apply to purchases of goods and services as well in the solicitation of professional services. As proposed, local businesses whose bid is within 5% of the low bid will be given the opportunity to match the lower price. In instances where a local business and a non-local business submit equivalent, lowest responsible bids, preference shall be given to the local business. In professional services solicitations, special consideration will be given to local firms based on their knowledge of the community and proximity to project locations.

At the November 17, 2010 TAC meeting, this proposal received a unanimous recommendation for the STA Board to approve this Local Purchasing Policy.

Fiscal Impact:

None.

Recommendation:

Adopt the Local Purchasing Policy as shown in Attachment A.

Attachment:

A. Local Preference Policy



1. Local Preference

In order to address the competitive disadvantage faced by local businesses that seek to enter into contracts with the Solano Transportation Authority ("STA") because of the higher costs of doing business in Solano County, and to encourage businesses to locate and remain in Solano County, the STA has implemented a local preference policy.

1.1. Definition of Local Business

For purposes of this section, a "local business" means a business enterprise, including but not limited to a sole proprietorship, partnership, or corporation, which has the following:

- a valid business license issued from Solano County or a political subdivision within Solano County; and
- its principal business office, or a satellite office with at least one full-time employee, located in Solano County.

1.2. Preference

1.2.1. Contracts for purchases of Goods or Supplies

When competitive bidding is utilized to purchase goods or supplies, the STA representative conducting the solicitation shall perform as follows:

- Where the lowest responsible bidder is not a local business, the STA representative shall provide the lowest responsible local business bidder, should one exist and its bid is within five percent (5%) of the lowest responsible bidder, with notice and an opportunity to reduce its bid to match that of the lowest responsible bidder. Notice shall be by telephone and either facsimile or electronic mail. The local business shall have five (5) business days after the date of such notice to match the lowest bid, in writing. Should the local business so match, it shall be deemed the lowest responsible bidder and receive the award.
- Should the lowest responsible local business bidder decline to match as set forth above, the STA representative shall provide the next lowest responsible local business bidder, should one exist and its bid is within five percent (5%) of the lowest responsible bidder, with the same notice

and opportunity to match the bid of the lowest responsible bidder as above. This process shall continue as necessary, until an award is made either to a responsible local business bidder within five percent (5%) of the lowest responsible bidder, or the lowest responsible bidder itself.

- In instances where a local business and a non-local business submit equivalent, lowest responsible bids, the STA representative shall give preference to the local business.
- No contract awarded to a local business under this section shall be assigned or subcontracted in any manner that permits more than fifty (50) percent or more of the dollar value of the contract to be performed by an entity that is not a local business.

1.2.2. Contracts for Professional Service

When awarding contracts for professional services, the STA representative conducting the solicitation shall give special consideration to local businesses for knowledge of the communities and proximity to project locations.

1.3. Declaration of Compliance

In submitting a bid subject to this section, a local business shall affirm its compliance with subsection 1.1 on a form to be provided by the STA representative.

1.4. Notice

The STA representative shall provide adequate notice of the provisions of this section to prospective bidders.

1.5. Exceptions

This section is expressly inapplicable to public works or other projects to the extent the application would be prohibited by state or federal law.

[SEAL]
[Address Info and Where to Send it]

DECLARATION OF LOCAL BUSINESS

Solano Transportation Authority (“STA”) gives local businesses a preference in formal solicitations of goods and services as set forth in _____ of the STA’s Purchasing Policy Manual.

In order to qualify for this preference, a business must meet all of the following criteria:

- a valid business license issued from Solano County or a political subdivision within Solano County; and
- its principal business office, or a satellite office with at least one full-time employee, located in Solano County.

By completing and signing this form, the undersigned states that, under penalty of perjury, the statements provided are true and correct and that the business meets the definition of a local business.

All information submitted is subject to investigation, as well as disclosure to third parties under the California Public Records Act. Incomplete, unclear, or incomprehensible responses to the following will result in the bid not being considered for application of the STA’s local preference policy. False or dishonest responses will result in rejection of the bid and curtail the declarant’s ability to conduct business with the STA in the future. It may also result in legal action.

1. Legal name of business: _____

2. Physical address of principal place of business or satellite office with at least one employee:

3. Business license number issued by County of Solano, or incorporated city within the County:

License Number: _____ Issued by: _____

Authorized Signature: _____ Date: _____

Printed Name & Title: _____



DATE: November 19, 2010
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA's Draft 2011 Legislative Priorities and Platform

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On November 18, 2009, the STA Board adopted its 2010 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2010. Legislative updates are provided by STA's state and federal legislative advocacy firms, Shaw/Yoder/Antwih (Attachment A) and Akin Gump (Attachment B).

Discussion:

To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform and Priorities is first developed in draft form by staff with input from the STA's state and federal legislative consultants. The draft is distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. On October 13, 2010, the STA Board released the draft for public review and comment.

The deadline for comments was November 12, 2010. STA staff received the following comments (in italics); staff's recommendations are noted:

City of Fairfield:

There is a reference to the California Consensus Principles in Legislative Priority #14 and 15, but that document is not referenced in Item XIII (Federal New Authorization Policy) to which the Principles refer.

Staff has added the California Consensus Principles as Attachment A to the Legislative Priorities and Platform.

Metropolitan Transportation Commission:

1) Suggest that you delete all references to Prop 42 and spillover since those are now non existent.

Since Prop 42 and spillover were essentially placed back on the table with the final State Budget, the references should remain to be consistent with existing Board policy.

2) I was curious what the intent was of the legislative priority #10 - "exempt projects from the provisions of SB 375" - as you know, SB 375 doesn't impose any conditions on projects per se, only on the overall RTP. This gives the impression that Solano County is opposed to SB 375 and further confuses people about what SB 375 does. For instance, it does not prohibit an I-80/680 interchange project even if that project is estimated to significantly increase GHGs...

SB 375 provides exemptions from some requirements for projects that have local sales tax funds and that were approved prior to the bill's passage. Supporting expansion of those exemptions to other projects with local funding is consistent with the spirit of the bill, and does not indicate opposition to the bill as a whole.

3) Legislative platform/Alternative Modes #4 - Do you have specific ideas here related to how to increase employer opportunities to provide commute incentives? We are exploring more of a mandatory approach, similar to the model now in place in SF, Berkeley, Richmond and SFO where employers have to offer certain commute benefits, but can comply by simply offering pre-tax transit or vanpooling benefits, which saves them payroll taxes anyway so is a net gain financially. This approach has received significant business community support. Maybe your platform could support the concept of a regional commute benefit ordinance along those lines. This also relates to Item 2 under your transit header - there basically is an income tax credit even for not subsidizing, just by offering pre-tax employers save on payroll taxes.

The STA promotes commuter incentives through the Solano Napa Commuter Information Program. The STA Board has not taken a position on implementation of a regional commute benefit ordinance.

4) Delete references to "regional express lane network legislation" since that is not being pursued..the express lane network is instead being pursued more incrementally via the CTC AB 1467 route.

Existing Board policy supports a regional express lane network, either through authorizing legislation or via approval by the California Transportation Commission as authorized by AB 1467.

5) On goods movement, MTC suggests leading with #6 and also specifying here that STA support a user fee to support freight projects - as outlined in your federal authorization platform, p.10.

The STA Board has not taken a position in support of user fees for freight projects.

Based on the input received, staff made one revision to the 2011 STA Legislative Platform and Priorities (adding Attachment A – California Consensus Principles).

At the Technical Advisory Committee (TAC) meeting on November 17, additional edits were submitted by the City of Fairfield and approved by the TAC and STA staff, and are indicated by underlined text in the final draft (Attachment C). These include the replacement of the Fairfield Transportation Center with the Fairfield/Vacaville Multi-modal Train Station under Section 1.B Appropriations as proposed for Federal Fiscal Year (FFY) 2012 of the Legislative Priorities, and broadening the terminology of emission devices and population designation that pertains to transit agencies.

Recommendation:

Approve the STA 2011 Legislative Priorities and Platform as specified in Attachment C.

Attachments:

- A. State Legislative Update (Shaw/Yoder/Antwih)
- B. Federal Legislative Update (Akin Gump)
- C. Final Draft 2011 STA Legislative Priorities and Platform



SHAW/YODER/ANTWIH, inc
 LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

November 17, 2010

TO: Board Members, Solano Transportation Authority
 FROM: Gus Khouri, Legislative Advocate
 Shaw / Yoder / Antwih, Inc.

RE: STATE LEGISLATIVE UPDATE- NOVEMBER

Working late into the morning of October 8th, both houses of the Legislature approved the 2010-11 state budget and subsequent trailer bill language. After having to close a \$24.3 billion budget gap in 2008 and a gap of \$60 billion in 2009, the 2010-11 Budget Act closes a budget gap of \$19.3 billion — an extraordinary three-year period in the state's fiscal history totaling budget solutions of \$103.6 billion, and creates a reserve of \$1.3 billion. The 2010-11 budget package was approved on the 100th day of the fiscal year. Governor Schwarzenegger immediately signed the \$86.6 billion spending plan on the eve of October 8th.

The package includes about \$4.1 billion in revenue solutions through the suspension of Proposition 98 for K -14 education, assumes over \$5.5 billion in federal assistance, and delays business \$1.2 billion in tax write-offs (net operating loss). It also includes substantial pension reforms which will save the state over \$100 billion in future years, a ballot initiative for 2012 to strengthen the state's rainy day fund, and reductions in prison spending and health and human services spending.

The Legislature failed to approve a transportation trailer bill, SB 854, which would have provided additional clarification that local governments are not subject to the same maintenance of effort and other requirements under Proposition 42 when they are apportioned fuel excise tax revenues. The bill also would have allowed the state to borrow excess money from the gas excise tax and generate revenue through electronic billboards but failed due to a provision in the trailer bill having to do with DUI checkpoints and vehicle impoundment.

Unfortunately, the governor did make substantial line-item reductions to fund high-speed rail projects. He reduced the level of funding available, \$146 million to \$38 million, to local transit systems which provide connectivity to the high-speed rail system and the level of capital outlay support, \$88 million to \$62 million. The remaining amounts are for implementation of positive train control. Fortunately, the enactment of SB 1371, Chapter 292, Statutes of 2010, allows recipients of Proposition 1A funds to pursue a letter of no prejudice in order to keep projects on schedule.

With the exception of line-item vetoes to funding supporting high-speed rail projects, the "gas tax swap" approved by the legislature largely remained intact. Below is a summary of the impact to transportation and transit pursuant to the enacted 2010-11 State Budget.

Budget Impact on Transportation

In March, the legislature adopted the "gas tax swap" which eliminated the sales tax on gasoline (Proposition 42) and replaced it with a 17.3 cent increase in excise tax revenue. This new increment provided an additional \$650 million to what the sales tax generated and was to be split 44/44/12 between the State Transportation Improvement Program (STIP), and

cities and counties, and State Highway Operations and Protection Program (SHOPP), respectively.

The 2010-11 Budget Act borrows this amount and proposes to repay it in 2013. This funding is available on a one-time only basis, as specified in ABx8 9, Chapter 12, Statutes of 2010, of the recently enacted excise gas tax swap legislation.

Budget Impact on Transit

In March, the legislature captured a total of \$1.586 billion in traditional sources of funding through the “gas tax swap” from public transportation for FY 10-11. Public transportation received a \$400 million appropriation to the State Transit Assistance (STA) program from the balance created from the *Shaw v. Chiang* lawsuit. The intercity rail program received a \$129 million appropriation from that balance as well for FY 10-11 and is expected to receive a like amount for FY 11-12. Beginning in FY 11-12, local transit operators are expected to receive \$348 million as a result of the 75% allocation to the STA program from the sales tax on diesel. The remaining 25% is dedicated primarily to the intercity rail program as well as the other traditional expenditures of the Public Transportation Account (CPUC, CTC, ITS). Non-article XIX funds which are derived from the sale of documents and miscellaneous services to the public were also dedicated to the intercity rail program to ensure full funding in future years.

Citing a \$6 billion deficit for the remainder of FY 10-11 and a \$19 billion deficit for FY 11-12, Governor Schwarzenegger is expected to call for a Special Session of the legislature to convene on December 6th, when the new class of legislators are sworn into office.

Election Results

On November 2nd, voters approved Propositions 22 and 26 which both could alter the nature of transportation financing yet again. We are checking with our legal counsel, but the following represents a potential interpretation of the possible ramifications due to the passage of both measures.

Proposition 26, which was approved by 52.9% of statewide voters, requires certain fees to be approved by a 2/3 vote. It is uncertain as to which fees would be impacted. In addition, most other fees or charges in existence at the time of the November 2, 2010 election would not be affected unless:

- The state or local government later increases or extends the fees or charges. (In this case, the state or local government would have to comply with the approval requirements of Proposition 26, meaning a two-thirds vote.)
- The fees or charges were created or increased by a state law—passed between January 1, 2010 and November 2, 2010—that conflicts with Proposition 26. This repeal would not take place, however, if two-thirds of each house of the Legislature passed the law again.

Proposition 22, approved by 61% of statewide voters, prohibits the State from borrowing or delaying the distribution of tax revenues that are dedicated for transportation, redevelopment, or local government projects and services.

Impact of Propositions on Transportation

In March, the legislature approved the “gas tax swap” which had the effect of eliminating the sales tax on gasoline and imposing an increased amount of excise tax revenues. The net effect was to allow the legislature to acquire roughly \$1 billion on an annual basis, without repayment, to pay off bond debt service while maintaining funding for local streets and roads, the State Transportation Improvement Program (STIP), and creating a new dedicated funding source for the State Highway Operations and Protection Program (SHOPP). This was made possible by eliminating three out of the four funding sources for public

transportation (spillover, Proposition 42, and the sales tax on 9 cents of the excise tax) and redirecting the revenue to create the higher excise tax (18 to 35.3 cents).

With the passage of Proposition 26, we have reason to believe that the gas tax swap could be repealed notwithstanding its reintroduction and approval by a 2/3 vote of the legislature. In fact, the Legislative Analyst Office's analysis of the measure specifically calls out the gas tax swap as an example of a tax that was passed as a fee, despite the fact that the taxpayer is not paying more at the pump:

“In the spring of 2010, the state increased fuel taxes paid by gasoline suppliers, but eliminated other fuel taxes paid (sales tax) by gasoline retailers. Overall, these changes do not raise more state tax revenues, but they give the state greater spending flexibility over their use. The net result of the gas tax swap also provided additional funding for the State Transportation Improvement Program (STIP), State Highway Operations and Protection Program (SHOPP), and cities and counties for local streets and roads, as well as an increase in allocated revenue for public transportation from historical averages.

Using this flexibility, the state shifted about \$1 billion of annual transportation bond costs from the state's General Fund to its fuel tax funds. (The General Fund is the state's main funding source for schools, universities, prisons, health, and social services programs.) The swap decreases the potential amount of money available for public transportation programs, but helps the state balance its General Fund budget.

Since the Legislature approved this tax change with a majority vote in each house, this law would be repealed in November 2011—unless the Legislature approved the tax again with a two-thirds vote in each house.”

We are in the process of verifying with our legal counsel, but if our assertion is correct, the invalidation of the gas tax swap may restore the spillover, Proposition 42, and sales tax on the 9 cents of the excise tax (Proposition 111). These sources, in addition to excise tax revenue and sales tax on diesel, would receive constitutional protection with the passage of Proposition 22 and forbid the legislature from diverting the revenue to pay for General Fund purposes, essentially placing a \$1 billion hole in the state budget.

Other potential outcomes are being considered as well. Some perceive that the elimination of taxes (sales tax) is legal, while the imposition of others (excise tax) is illegal, despite the overall balance not having an impact on a taxpayer. If that were to be the case, Proposition 22 would protect a smaller pie of funding. The legislature has threatened to halt bond sales due to restrictions that prohibit using transportation revenue to pay off General Obligation bond debt service. Furthermore, the legislature is not precluded from eliminating or imposing taxes, which could impact the flow of revenue.

Other Propositions of Significance

Proposition 23, which was defeated (received only 38% of the vote), would have suspended state laws (AB 32 and SB 375) requiring reduced greenhouse gas emissions that cause global warming, until California's unemployment rate drops to 5.5 percent or less for four consecutive quarters. The state would have been required to abandon implementation of comprehensive greenhouse-gas-reduction program that includes increased renewable energy and cleaner fuel requirements, and mandatory emission reporting and fee requirements for major polluters such as power plants and oil refineries, until the suspension is lifted.

Proposition 25, which was approved by nearly 55% of the vote, changes the legislative vote requirement to pass the budget and budget-related legislation from two-thirds to a simple majority. The measure retains the two-thirds vote requirement for taxes. It also provides that

if the Legislature fails to pass a budget bill by June 15, all members of the Legislature will permanently forfeit any reimbursement for salary and expenses for every day until the day the Legislature passes a budget bill.

While the Democratic majority in the legislature is pleased with its passage, it is uncertain as to whether the measure will help in the adoption of a timely budget given that Proposition 26 was also approved. The legislature will still need to raise revenues in some capacity, and that now requires a 2/3 vote for fees in addition to taxes, to address a \$6 billion deficit for FY 10-11 and \$19 billion hole for FY 11-12.

AKIN GUMP
STRAUSS HAUER & FELD LLP

Attorneys at Law

M E M O R A N D U M

November 19, 2010

To: Solano Transportation Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: October-November Report

2010 Elections

Republicans won control of the House of Representatives and are projected to gain 65 seats. The current House ratio stands at 240-160, with 5 seats undecided. While Democrats held the majority in the Senate, Republicans gained 6 seats (Arkansas, Illinois, Indiana, North Dakota, Pennsylvania and Wisconsin) and narrowed the Democrats' margin to 47-53.

Californians did not vote out Democratic candidates like voters did in other parts of the country. Jerry Brown won the governor's race by a margin of 53.4 to 41.5 percent over Republican and former Ebay executive Meg Whitman. Senator Barbara Boxer defeated Republican challenger and former Hewlett-Packard CEO Carly Fiorina. The Solano County congressional delegation all won reelection by broad margins: Rep. Dan Lungren (R) won by a margin of 50.6 to 42.7 percent; Rep. George Miller (D) won by a margin of 67.4 to 32.6 percent; and Rep. John Garamendi (D) won by a margin of 58.4 to 38.3 percent.

California members will wield greater power in the 112th Congress. Senator Barbara Boxer will continue to chair the Environment and Public Works Committee and Senator Feinstein will continue to chair the Interior and Environment Subcommittee of the Appropriations Committee. California will gain influence in the House as Rep. Dreier will chair the powerful Rules Committee, Rep. Buck McKeon will chair the Armed Services Committee, Darrell Issa will chair the Oversight and Government Reform Committee and Kevin McCarthy will be Majority Whip. Rep. Jerry Lewis is lobbying to become Chair of the Appropriations Committee, but he is term-limited and needs a waiver from leadership. He is competing with Rep. Harold Rogers of Kentucky and early indications are that the Republican leadership supports Rep. Lewis.

Republicans are expected to push for tax reform and deficit reduction measures, including a potential roll back of government spending to fiscal year 2008 levels and a series of rescissions. The Republican Leadership also will attempt to reign in federal regulators, including the Environmental Protection Agency, reduce the size of the federal workforce and repeal the recently enacted Democratic healthcare reforms. Despite funding constraints, members of both parties seem to understand the need for continued federal investment in infrastructure to reduce congestion, facilitate trade, and keep the United States competitive in the world economy. Senate Environment and Public Works Committee Chair Barbara Boxer (D-CA) and future

Solano Transportation Authority
November 19, 2010
Page 2

House Transportation and Infrastructure Committee Chair John Mica (R-FL) have stated their intent to move the surface transportation reauthorization in the next congress. Chairman Mica will be drafting a different bill from the bill drafted last year by Chairman James Oberstar.

Congressional Committees in the 112th Congress

House Transportation and Infrastructure

Rep. John Mica (R-FL), the Ranking Member on the House Transportation and Infrastructure Committee, will assume the chairmanship in January. Rep. Mica has served 18 years in Congress, four years as ranking member of the Transportation Committee. Rep. Mica has been opposed to increasing the gasoline tax, but has raised the possibility of substituting a sales tax or indexing the tax to inflation to stabilize funding to the trust fund. He also has proposed transferring unspent stimulus spending, easing regulations to allow states greater flexibility to enter into public private partnerships, increasing innovative financing for infrastructure projects, and streamlining the environmental permitting process to expedite project delivery. He has objected to diverting funds from traditional formula grant programs to discretionary grant programs like the TIGER program. We have met with Republican Committee staff and they have indicated that they will be drafting a new bill although they presumably will incorporate some of the concepts in the bill that Chairman Oberstar drafted last year. Chairman Mica has a significant toll road network in his district and is interested in toll roads, but does not support Department of Transportation oversight over toll roads pricing as proposed in the Oberstar bill.

Rep. Nick Rahall (WV) will be the Ranking Democratic member on the Committee replacing Chairman James Oberstar who lost his bid for reelection. Rep. Rahall is currently the chairman of the Natural Resources Committee, but has served on the Transportation Committee through the last two highway reauthorizations. Rep. Rahall is a supporter of the highway program and he has had less of a focus on the transit program because his West Virginia district does not have significant transit needs.

Senate Environment and Public Works Committee

Senator Barbara Boxer will retain the chair of the Senate Environment and Public Works Committee, which has jurisdiction over the highway program. Committee members and Republican moderates, George Voinovich (R-OH) and Christopher Bond (R-MO), are retiring from the Senate and will leave two seats to be filled by Republicans. Sen. Arlen Specter (D-PA), also a Committee member, lost his primary election in May. Even with Sen. Specter's departure, Sen. Kirsten Gillibrand (NY), the most junior Democrat, could be forced off the Committee, if the Democrats are required to reduce their committee membership due to Republican gains. Committee staff are drafting the highway title of a surface transportation bill, although they have not made significant progress in light of the lack of consensus over funding for the bill.

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Senate Banking Committee

Sen. Timothy Johnson (D-SD) is expected to succeed retiring Sen. Christopher Dodd (D-CT), as chairman of the Senate Banking Committee. Sen. Richard Shelby (R-AL) is expected to continue as the Ranking Member. The Banking Committee has jurisdiction over the federal transit program, although it tends to be a low priority of the Committee because of its broad jurisdiction. The Committee's agenda in the next congress will include oversight of the implementation of the new financial services reform law, as well as legislation to address mortgage failures and restructure Fannie Mae and Freddie Mac. Sen. Robert Menendez (D-NJ) seems likely to retain the chair of the Housing, Transportation and Community Development Subcommittee and Sen. David Vitter (R-LA) to continue to serve as Ranking Member.

House Appropriations Committee

Appropriations Committee Ranking Member Jerry Lewis (R-CA) is challenging Rep. Harold Rogers (R-KY) for the Appropriations Committee chairmanship. Rep. Lewis would need a waiver from the Republican leadership because he has served 4 years as ranking member and 2 years as Chair and is therefore term-limited. Rep. Norm Dicks (D-WA) is expected to serve as Ranking Member, following the retirement of the present chairman, Rep. David Obey (D-WI).

Republicans in the House have pledged to reduce discretionary spending and have agreed to a two year moratorium on earmarks.

Senate Appropriations Committee

Senate Appropriations Chairman Daniel Inouye (D-HI) and Ranking Member Thad Cochran (R-MS) are expected to continue to serve in their positions. A number of Subcommittee chairs and ranking members are expected to change. Retiring Sen. Byron Dorgan (D-ND) leaves open the chairmanship of the Energy and Water Subcommittee. Sen. Mary Landrieu (D-LA) is the most senior Democrat on the Subcommittee, but it is not certain if another more senior Democrat from the full committee will claim the gavel, triggering a round of subcommittee swaps. Retiring Republican Senators will leave open ranking member positions on Energy & Water (Bennett, UT), Transportation, Housing and Urban Development (Bond, MO), State and Foreign Operations (Gregg, OH), and Homeland Security (Voinovich, OH).

Lame Duck Session

Congress returned for a lame duck session on November 15 that is now expected to extend well into December. The focus of the session will be on passing legislation to fund the federal government in fiscal year 2011 as well as extending the Bush tax cuts. The current continuing resolution funds the federal government through December 3. Congress will likely pass another

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short-term extension after returning from the Thanksgiving break and then will decide whether to pass another continuing resolution or enact an omnibus appropriations bill for fiscal year 2011.

Republicans are quickly demonstrating their resolve to cut federal spending and bring the deficit under control in light of their significant gains in the election. On November 18, Senate Minority Leader McConnell announced that he is opposed to adopting a massive omnibus spending bill in the lame duck session. Democrats had hoped to negotiate a bill by lowering the levels to the \$1.108 trillion recommended by Senate Republicans. If the Democrats bring an omnibus bill to the floor, fiscal conservatives such as Senators Jim DeMint (R-SC) and Tom Coburn (R-OK) are expected to filibuster the bill and offer amendments to further reduce spending levels. It appears more likely that Congress will adopt a continuing resolution to fund the government either for the first few months of 2011 or for the remainder of the fiscal year, which would give the members of the 112th Congress a fresh start in reducing spending for fiscal year 2012.

Congress also must extend SAFETEA-LU, the surface transportation law, before the latest extension expires on December 31. House Transportation and Infrastructure Committee Chairman Oberstar, who was defeated in the last election, has said that he favors a one year extension. Rep. Mica, the future chairman, supports a six month extension because of his desire to move a bill next year.

The issue of extending the Bush era tax cuts, set to expire at the end of this year, is expected to be a focus of heated debate during the lame duck session. Republicans support making the tax cuts currently in effect permanent. The Obama Administration and the Democratic Leadership have supported renewing current tax rates only for individuals earning less than \$200,000 a year and families earning up to \$250,000. President Obama has stated that he is willing to negotiate with Congressional Republicans on tax cuts and may agree to a shorter extension of the tax cuts for upper income earners in order to prevent the reductions for the middle classes to lapse. Republicans are expected to oppose any effort to decouple the tax rates and to reject anything but parity – extending all tax cuts for an equivalent term.

Earmarks in the 112th Congress and STA Strategy for Securing Funding

This week, during organizational meetings, the House Republican Caucus voted to continue its moratorium on earmarking, and for the first time, the Senate Republican Caucus adopted a two year ban on earmarks. Minority Leader Mitch McConnell had been opposed to the ban, but relented under pressure from conservatives. He had argued that rejecting earmarks is merely symbolic and would not bring deficit spending under control since earmarks are routinely included as part of the overall discretionary spending budget. Senate Democrats appear to support continued earmarks, even though a couple of caucus members, Senators Claire McCaskill (MO) and Mark Udall (CO), have called for adopting a ban. In reality, however, it

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will be difficult for the Senate and House to agree to a bill that includes earmarks only for Senate Democrats.

The effect of the earmark ban on transportation projects remains unsettled. A number of Republicans, including committee leadership, rank and file members and members of the Tea Party have acknowledged the importance of directed spending for transportation projects and begun to make an argument for an exception. Among these members, incoming House Transportation Committee Chairman Mica has spoken with Republican leadership about the need to direct funds to transportation projects so as not to be “writing a blank check to the administration”. Sen. James M. Inhofe (R-OK), ranking member on the Senate Environment and Public Works Committee and a fiscal conservative, has stated his opposition to the earmark ban in general on grounds that Congress has a constitutional duty to direct spending.

If Congress were to make an exception of transportation earmarks, it will probably call them something different than earmarks, limit them to the surface transportation bill and subject them to greater scrutiny. Regardless of whether earmarks continue in the transportation appropriations legislation, funding for discretionary programs is not likely to disappear. Instead of Congress distributing the funds, the Department of Transportation will distribute the funds. With Congress earmarking fewer dollars in recent years, DOT has issued more Notices of Funding Availability (NOFA) seeking applications for funding. We will continue to bring grant opportunities to STA’s attention and assist you in preparing the applications. While it is more time consuming to prepare a competitive grant application than an earmark request, there often is more funding available for individual projects. We recommend meeting with DOT officials during your trip to Washington to discuss your priorities, apply for competitive funds where appropriate and relevant and ask members of the STA congressional delegation and other local stakeholders and elected officials to contact DOT in support of your applications.

TIGER II Grants

On October 19, the Department of Transportation (DOT) awarded \$600 million in fiscal year 2010 funding for 42 capital construction projects and 33 planning grants under TIGER II. DOT distributed about 29 percent of the funds to road projects, 26 percent to transit projects, 20 percent to rail projects, 16 percent to port projects, 4 percent to bike and pedestrian projects and 5 percent to planning projects.

DOT received nearly 1,000 construction applications totaling more than \$19 billion for the \$600 million in funding that was available. Under the fiscal year 2011 appropriations bills, the Senate included \$800 million in funding for the competitive grant program and the House included \$400 million. With Republican control of the House and objection to the Administration’s proposal to expand the competitively awarded DOT programs, funding may be reduced or eliminated in the next appropriations cycle.

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Diesel Emissions Reduction Grants

The Environmental Protection Agency (EPA) has issued two notices of funding availability for programs under the Diesel Emissions Reduction Act. On November 2, EPA issued a notice of funding availability for \$30 million under the National Clean Diesel Funding Assistance Program for projects that achieve significant reductions in diesel emissions, particularly from fleets operating in areas designated by the Administrator as poor air quality areas. Funds may be used for diesel vehicles, engines and equipment including buses, medium-duty or heavy-duty trucks, marine engines, locomotives and non-road engines, equipment or vehicles used in construction, handling of cargo (including at a port or airport), agriculture, mining or energy production (including stationary generators and pumps). The EPA will make 50 awards from \$30,000 to \$3 million. The deadline for applications is January 13, 2011.

According to the NOFA, priority in Region 9 (California, Arizona, Nevada, Hawaii, Guam, American Samoa and the Commonwealth of the Northern Mariana Islands) will be given to projects that: 1) achieve and clearly quantify fuel savings, greenhouse gas reductions (carbon dioxide and/or black carbon reductions) and diesel criteria pollutant reductions (particulate matter and/or nitrogen oxide reductions); 2) reduce emissions along interstate and international goods movement corridors; and 3) clearly demonstrate inclusion of community, neighborhood, and/or tribal organizations in disproportionately impacted areas as active partners in the project.

The EPA also issued a notice to award \$4 million for the Clean Diesel Emerging Technologies Funding Assistance Program. The EPA will make 8 awards, ranging from \$500,000 to \$1.5 million. Awards under this program support projects that utilize specific clean diesel technologies identified by the EPA.

Transportation Management Systems

The Federal Transit Administration (FTA) will award \$3 million under a pilot program to demonstrate effective Transit Asset Management (TAM) systems and develop “best practices” to be replicated by rail and bus transit agencies. Transit agencies, state departments of transportation and metropolitan planning organizations are eligible for the awards, either alone or in partnership with private-sector asset management companies. The FTA is looking for innovative approaches to asset management using proven technology that will enhance the ability of transit providers to maintain their assets in a state of good repair and/or make informed resource allocation decisions. Awards will be up to \$1 million. Proposals are due by January 18, 2011. The FTA intends to announce the winners in late February 2011.

Updated 12/2/2010 9:09 AM



Solano Transportation Authority

FINAL DRAFT 2011 Legislative Priorities and Platform

(For Review by STA Board 12/8/10)

LEGISLATIVE PRIORITIES

1. Pursue federal funding for the following priority projects and transit services:
 - A. New Authorization in surface transportation legislation
 1. I-80/I-680/SR 12 Interchange (Phase 2)
 2. Jepson Parkway Project
 3. Vacaville Intermodal Station (Phase 2)
 - B. Appropriations as proposed for Federal Fiscal Year (FFY) 2012
 1. Dixon Intermodal/B Street Pedestrian Undercrossing (SR2S)
 2. Curtola Transit Center (Phase 1)
 3. ~~Fairfield Transportation Center~~ Vacaville Multimodal Train Station
2. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure, operations and maintenance in Solano County.
3. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County.
4. Oppose efforts to reduce or divert funding from transportation projects.
5. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
6. Support establishment of regional Express Lanes network (High Occupancy Toll) with assurance that revenues collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate.
7. Support or sponsor Express Lanes on the I-80 Corridor in coordination with the regional express lanes network, or as a demo project if the regional express lanes network legislation is unsuccessful or does not provide the flexibility of the I-80 corridor working group to determine the expenditure plans for the corridor.
8. Monitor the implementation of the California Global Warming Solutions Act of 2006, including the development and issuance of implementing rules by the California Air Resources Board and the State Office of Planning and Research.
9. Monitor implementation of SB 375 (Steinberg), including establishment of regional emission reduction targets. Participate in the development of the Bay Area Sustainable Communities Strategy (SCS) and ensure that local initiatives are included as part of the development of regional SCS.
10. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg).
11. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels and/or to retrofit existing fleets with latest emission technologies.

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12. Support efforts to protect and preserve funding in Public Transportation Account (PTA) base, Prop. 42 and secure spillover funds to transit.
13. Monitor any new bridge toll proposals, support the implementation of projects funded by bridge tolls in and/or benefitting Solano County.
14. Support federal and state legislation framed by California Consensus Principles (Item XIII, Attachment A).
15. Support federal and state legislation framed by California Consensus Principles (Item XIII, Attachment A) that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales).

LEGISLATIVE PLATFORM

I. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commuter option.
2. Support legislation providing land use incentives in connection with rail and multimodal transit stations – Transit Oriented Development.
3. Support legislation and regional policy that provide qualified Commuter Carpools and Vanpools with reduced tolls on toll facilities as an incentive to encourage and promote ridesharing.
4. Support legislation that increases employers' opportunities to offer commuter incentives.
5. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for state and regional funding of Transportation Oriented Development (Transit Oriented Development) projects, including Proposition 1C funds. Ensure that development and transit standards for TOD projects can be reasonably met by developing suburban communities.
6. Support establishment of regional Express Lanes network (High Occupancy Toll) with assurance that revenues collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate. (Priority #6)
7. Support or sponsor Express Lanes on the I-80 Corridor in coordination with the regional express lane network, or as a demo project if the regional express lane network legislation is unsuccessful or does not provide the flexibility of the I-80 corridor working group to determine the expenditure plans for the corridor. (Priority #7)
8. Support federal legislation that authorizes funding for livable communities projects and programs.

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II. Climate Change/Air Quality

1. Monitor the implementation of the 2004 Ozone Attainment Plan by the Environmental Protection Agency (EPA).
2. Monitor the implementation of the California Global Warming Solutions Act of 2006, including the development and issuance of implementing rules by the California Air Resources Board and the State Office of Planning and Research. (Priority #8)
3. Monitor implementation of SB 375 (Steinberg), including establishment of regional emission reduction targets. Ensure that local Sustainable Communities Strategies (SCS) are included as part of the development of regional SCS. (Priority #9)
4. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg). (Priority #10)
5. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
6. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.
7. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.
8. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.
9. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas. Allow standards that tolerate higher levels of particulates and other air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions.
10. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
11. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
12. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels and/or to retrofit existing fleets with latest emission technologies. (Priority #11)

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13. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.
14. Support federal climate change legislation that provides funding from and any revenue generated by, emission dis-incentives or fuel tax increases (e.g. cap and trade programs) to local transportation agencies for public-transportation purposes.

IV. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.
3. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

V. Environmental

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Route 12 and State Route 113.
2. Monitor sea-level rise and climate change in relation to existing and proposed transportation facilities in Solano County.
3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new "critical habitat" in areas that will impact existing and proposed transportation facilities.
4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-foreseeable transportation improvements.
5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.

VI. Ferry

1. Protect the existing source of operating and capital support for Vallejo Baylink ferry service, most specifically the Bridge Tolls-Northern Bridge Group "1st and 2nd dollar" revenues which do not jeopardize transit operating funds for Vallejo Transit bus operations.

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2. Monitor implementation of SB 1093 (Vallejo Baylink Ferry transition to the San Francisco Bay Area Water Emergency Transportation Authority, or WETA) and support efforts to ensure appropriate level of service directly between Vallejo and San Francisco.
3. Monitor surface transportation authorization legislation to ensure adequate funding for ferry capital projects.

VII. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.
3. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support efforts to protect and preserve funding in Public Transportation Account (PTA) base, Prop. 42 and secure spillover funds to transit. *(Priority #12)*
6. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. *(Priority #3)*
7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
8. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
9. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures. *(Priority #5)*
10. Ensure that fees collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate. *(Priority #6)*
11. Support federal and state legislation framed by California Consensus Principles (Item #XIII, Attachment A) that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales). *(Priority #15)*
12. Support efforts to quickly enact legislation that reauthorizes the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), and provides a fair share return of funding to California.

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13. Support efforts to reauthorize federal transportation policy and funding as framed by California Consensus Principles (Item XIII, Attachment A), focusing efforts on securing funding for high priority regional transportation projects.
14. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
15. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance and repairs, and for transit operations.
16. Monitor the distribution of State and regional transportation demand management funding.
17. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any ballot initiative. (Priority #4)
18. Support legislation that encourages multiple stakeholders from multiple disciplines to collaborate with regard to the application for and the awarding of Safe Routes to School grants.

VIII. Project Delivery

1. Monitor legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

IX. Rail

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance funds.

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2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
3. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
4. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
5. Seek funds for the expansion of intercity, and development of regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.
6. Monitor the implementation of the High Speed Rail project.
7. Support efforts to fully connect Capitol Corridor trains to the California High Speed Rail system, and ensure access to state and federal high speed rail funds for the Capitol Corridor.

X. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.
2. Monitor implementation of the Safety Enhancement-Double Fine Zone designation on SR 12 from I-80 in Solano County to I-5 in San Joaquin County, as authorized by AB 112 (Wolk).
3. Support legislation to further fund replacement of at-grade railroad crossings with grade-separated crossings.
4. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

XI. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support an income tax credit to employers for subsidizing employee transit passes.
3. Support tax benefits and/or incentives for programs to promote the use of public transit.

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4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.
5. Monitor efforts to change Federal requirements and regulations regarding the use of federal transit funds for transit operations for rural, small and large Urbanized Areas (UZAs).
- ~~5.6.~~ [Support efforts that would minimize the impact of any consolidations of UZAs on Solano County transit agencies.](#)
- ~~6.7.~~ In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail. (Priority # 13)
- ~~7.8.~~ In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

XII. Movement of Goods

1. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
2. Support efforts to mitigate the impacts of additional maritime goods movement on surface transportation facilities.
3. Monitor and support initiatives that augment planning and funding for movement of goods via rail involvement.
4. Monitor and support initiatives that augment planning and funding for movement of goods via aviation.
5. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.
6. Monitor legislation to establish a national freight policy and fund freight-related projects.

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XIII. Federal New Authorization Policy

The National Surface Transportation Policy and Revenue Study Commission presented a report outlining a new long-term strategic transportation vision to guide transportation policymaking at the national level. The Solano Transportation Authority supports the principles contained in the Commission's "Transportation for Tomorrow," released in January 2008, specifically as summarized below:

Recommended Objectives for Reform:

- Increased Public and Private Investment
- Federal Government a Full Partner
- A New Beginning

Major Changes Necessary to Accomplish Objectives:

1. The federal program should be performance-driven, outcome-based, generally mode-neutral, and refocused to pursue objective of genuine national interest. The 108 existing surface transportation programs in SAFETEA-LU and related laws should be replaced with the following 10 new federal programs:
 - Rebuilding America – state of good repair
 - Global Competitiveness – gateways and goods movement
 - Metropolitan Mobility – regions greater than 1 million population
 - Connecting America – connections to smaller cities and towns
 - Intercity Passenger Rail and Water Transit – new regional networks in high-growth corridors
 - Highway Safety – incentives to save lives
 - Environmental Stewardship – both human and natural environments
 - Energy Security – development of alternative transportation fuels
 - Federal Lands – providing public access on federal property
 - Research and Development – a coherent national research program

National, state and regional officials and other stakeholders would establish performance standards, develop detailed plans for achievement, and develop detailed cost estimates to create a national surface transportation strategic plan. Only projects called for in the plan would be eligible for federal funding.

2. Congress should establish an independent National Surface Transportation Commission (NASTRAC), modeled after aspects of the Postal Regulatory Commission, the Base Closure and Realignment Commission, and state public utility commissions to perform two principal planning and financial functions:
 - a. Oversee various aspects of the development of the outcome-based performance standards.
 - b. Establish a federal share to finance the plan and recommend an increase in the federal fuel tax to fund that share.
3. Project delivery must be reformed by retaining all current environmental safeguards, but significantly shortening the time it takes to complete reviews and obtain permits.

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4. Major revenue reform is necessary:
 - a. All levels of government and the private sector must contribute their appropriate shares.
 - b. User financing must be implemented.
 - c. Budgetary protections for the Highway Trust Fund must be put in place.
 - d. Legislation must be passed to keep the Highway Account of the Highway Trust Fund solvent and prevent highway investment from falling below the levels guaranteed in SAFETEA-LU.

Between 2010 and 2025:

- a. Federal fuel tax should be raised and indexed to the construction cost index.
- b. Federal user-based fees (such as freight fees for goods movement, dedication of a portion of existing customs duties, ticket taxes for passenger rail improvements) should be implemented to help address the funding shortfall.
- c. Congress needs to remove certain barriers to tolling and congestion pricing by modifying the current federal prohibition against tolling on the Interstate System to allow:
 - i. Tolling to fund new capacity, with pricing flexibility to manage its performance.
 - ii. Congestion pricing in metropolitan areas with populations greater than 1 million.
- d. Congress should encourage the use of public-private partnerships to attract additional private investment to the surface transportation system.
- e. State and local governments need to raise motor fuel, motor vehicle, and other related user fees.

Post-2025:

- a. A vehicle miles traveled (VMT) fee should be implemented.



DATE: December 2, 2010
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Draft Solano Rail Crossing Inventory and Improvement Plan

Background:

Railroads provide both passenger and freight service to Solano County. Rail traffic also disrupts the flow of traffic on surface streets, and occasionally is involved in vehicle and/or pedestrian accidents. The Solano Transportation Authority's (STA's) Fiscal Year (FY) 2009-10 Overall Work Plan includes a task to conduct a Countywide rail crossing and accident inventory. The purpose of the inventory is to help STA identify and prioritize improvements to rail crossings located throughout Solano County in order to reduce congestion, improve transit and improve safety. The STA hired Wilson and Company to prepare a comprehensive database of rail crossings and accidents. Wilson and Company has completed the inventory work.

In May and June of 2010, TAC members received and provided comments on the crossing inventory and accident inventory. In September, a Draft of the complete plan, minus the appendices, was provided to the Technical Advisory Committee (TAC) for review and comment.

Discussion:

Attachment A is the Draft of the Solano Rail Crossing Inventory and Improvement Plan (Rail Plan), including the appendices.

The Rail Plan identifies the Dixon West B Street pedestrian crossing as the highest priority for a grade separation project based upon safety concerns. Since this project is not fully funded, it is recommended that STA and the partnering agencies seek additional funds to implement this project. The Rail Plan identifies the existing at-grade Peabody Road crossing as the highest priority for a grade-separation project based upon traffic congestion. The crossing will be grade-separated as part of the Fairfield Vacaville Intermodal Transportation Center Project.

Because of the cost of grade-separation projects, the Rail Plan does not recommend seeking out existing at-grade crossings for improvement, except as part of a larger development project. Instead, the Rail Plan recommends focusing on restricting unauthorized access to the rail corridor between crossings, and on making crossings sufficiently safe and attractive, and on providing good linkage from crossings to destinations such as schools, so that bicyclists and pedestrians do not attempt to cross an undesignated locations.

The Rail Plan is now ready for public release. After a 30-day public comment period (December 8, 2010 through January 12, 2011), the final version will come back to the STA Board for adoption.

At its meeting of November 18, 2010, the STA Technical Advisory Committee (TAC) reviewed the Draft Rail Plan. The TAC recommended that the STA Board release the Draft Rail Plan for a 30-day public comment period.

Fiscal Impact:

No direct impacts. However, adoption of the Rail Plan will guide funding decisions for STA-programmed money, and may result in additional funds being focused on the West B Street Pedestrian Undercrossing project in Dixon.

Recommendation:

Release the Draft Solano Rail Crossing Inventory and Improvement Plan for a 30-day public comment.

Attachment:

- A. Draft Solano Rail Crossing Inventory and Improvement Plan (Provided to the Board Members under separate enclosure. Copies may be requested by contacting the STA at (707) 424-6075.)



DATE: November 22, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: State Highway Operation and Protection Program (SHOPP) Solano
County Priorities

Background:

The State Highway Operation and Protection Program (SHOPP) is a four-year program of projects that have the purpose of collision reduction, major damage restoration, bridge preservation, roadway preservation, roadside preservation, mobility enhancement and preservation of other transportation facilities related to the state highway system. The SHOPP Program is updated by Caltrans every 2 years.

The current 2010 State Transportation Improvement Program Fund Estimate (Fund Estimate) was approved October 2009 by the California Transportation Commission (Commission) provides total programming capacity of \$6.75 billion for Capital Outlay and Capital Outlay Support for the 2010 SHOPP four-year period. This is a net reduction in funding as compared to the 2008 SHOPP. The decline of available funding for the SHOPP together with the following items continues to strain the ability to meet rehabilitation and preservation needs on the state highway:

- Ø The continuing increase in vehicle travel and goods movement contribute to an increasing rate of pavement and bridge deterioration, new traffic collision concentration locations, and increasing hours of traffic congestion.
- Ø The continuing under-funding of preservation and rehabilitation delays needed projects and ultimately increases the cost when projects are undertaken.
- Ø The increasing cost of meeting legal, statutory and regulatory mandates.

Solano County has seen a significant State investment from the SHOPP over the last 5 years. Improvements have been made or are currently under construction to State Route (SR) 12, SR 113, I-80, I-505 and I-680. Specifically:

State Route 12

- SR 12 West Truck Climbing Lane Project (\$8.4 M)
- SR 12 East Rehabilitate Roadway (Scandia Road to Currie Road) (\$47.4 M) under construction
- SR 12 East Rehabilitate Roadway (Chadburn to Union Creek) (\$7.7 M)
- SR 12 East Install Median Barrier (Chadborne Road to Pennsylvania Avenue) (\$3.3 M)

State Route 113

- SR 113 Rehabilitate Roadway (\$2.8 M)

Interstate 80

- I-80 Upgrade Median Barrier (West Texas Street to Yolo County) (\$13.3 M)
- I-80 Upgrade Median Barrier (American Canyon Road to Suisun Creek) (\$5.8 M)
- I-80 Rehabilitate Roadway (Tennessee Street to American Canyon Road) (\$25.3 M)
- I-80 Rehabilitate Roadway (American Canyon Road to Green Valley Creek) (\$21.8 M)
- I-80 Rehabilitate Roadway (SR 12 East to Leisure Town) (\$41.6 M)
- I-80 Rehabilitate Roadway (SR 113 to Yolo County) (\$17.3 M) under construction

Interstate 505

- I-505 Rehabilitate Roadway (In Vacaville from I-80 to County Line) (\$19.3M)

Interstate 680

- I-680 Rehabilitate Roadway (Benicia Arsenal Viaduct to Route 80) (\$20 M)

Future programmed SHOPP work includes:

State Route 12

- SR 12 Shoulder Widening (East Azevedo Road to Liberty Island Road) (\$9.1 M) to start 2012

Interstate 80

- I-80 Rehabilitate Roadway (Leisure Town to SR 113) (\$31.6 M) to start 2012
- I-80 Concrete Barrier (Vallejo, EB I-80/Admiral Callahan) (\$1.9 M) to start 2011

Attachment A is the Caltrans June 2010 SHOPP Map for Solano County. This map provides a visual summary of current and programmed SHOPP Projects in the County.

Discussion:

While the SHOPP investment in Solano County has been impressive and productive, it is important to look toward future needed improvements for the SHOPP. As projects take several years of development before construction can begin, the discussions with Caltrans on needed improvements that are SHOPP eligible need to occur now.

Recent preliminary engineering studies have been completed on SR 113 and SR 12 East. Specifically, the STA SR 113 Major Investment Study (MIS) May 2009 recommended as part of the short term improvements “Install Traffic Signal at SR 113/SR 12.” A copy of the document can be found on the STA website at <http://www.sta.dst.ca.us/studies.html#SR113MIS>. This project would install a full traffic signal at SR 113 and SR 12 to maintain a safe and efficient movement at this intersection. The proposed work would include, widen intersection with additional auxiliary lanes (right and left-turn lanes) to accommodate the traffic signal requirements. The work would need to include turning lanes that accommodate the need for truck turning movements. Potential dual turning lanes should be provided to accommodate turning demand traffic volumes which are 300 vehicles per hour or more. Caltrans standard signal warrants would have to be met in order to install a traffic signal. Total cost is estimated to be \$1.9 million (2009). In addition, the Highway 12 Association has submitted a letter dated September 17, 2010 requesting this work be included as a SHOPP priority for Solano County (Attachment B). As a result, STA staff is recommending this improvement be identified by STA as a 2012 SHOPP priority for Solano County.

In addition, the STA completed the SR 12/Church Road Project Study Report (PSR) in 2010. A copy of the document can be found on the STA website at <http://www.sta.dst.ca.us/projects-hwy-sr.html#psr>. The proposed improvements at the intersection of SR 12/Church Road-Amerada Road includes the addition of right turn/ left turn lanes and acceleration/deceleration lanes along SR 12 in the east-west directions, the addition of left turn lane on Church Road approach and realignment of the intersection to eliminate the offset between Church Road and Amerada Road. The estimated cost is up to \$8.6 M (2010). These improvements are considered safety and operational improvements similar to the work currently under construction and programmed for SR 12 East. As a result, STA staff recommends this improvement as a 2012 SHOPP priority for Solano County.

At the STA TAC Meeting of November 17, 2010, the TAC unanimously recommended the STA Board approve the proposed SHOPP priorities. Subsequently to the TAC meeting, the City of Dixon requested the STA Board also include the rehabilitation of portions of SR 113 (Attachment C). While this request was not presented to the STA TAC, staff concurs with the proposal and recommends the STA Board consider including this work as an additional SHOPP priority.

Fiscal Impacts:

None, prioritization of priorities for future SHOPP work in Solano County does not impact the STA budget.

Recommendation:

Recommend the following two improvements as priorities for the 2012 SHOPP in Solano County:

1. Install Traffic Signal at SR 113/SR 12; and
2. Operational improvements to the SR 12/Church Road-Amerada Road Intersection.

Attachments:

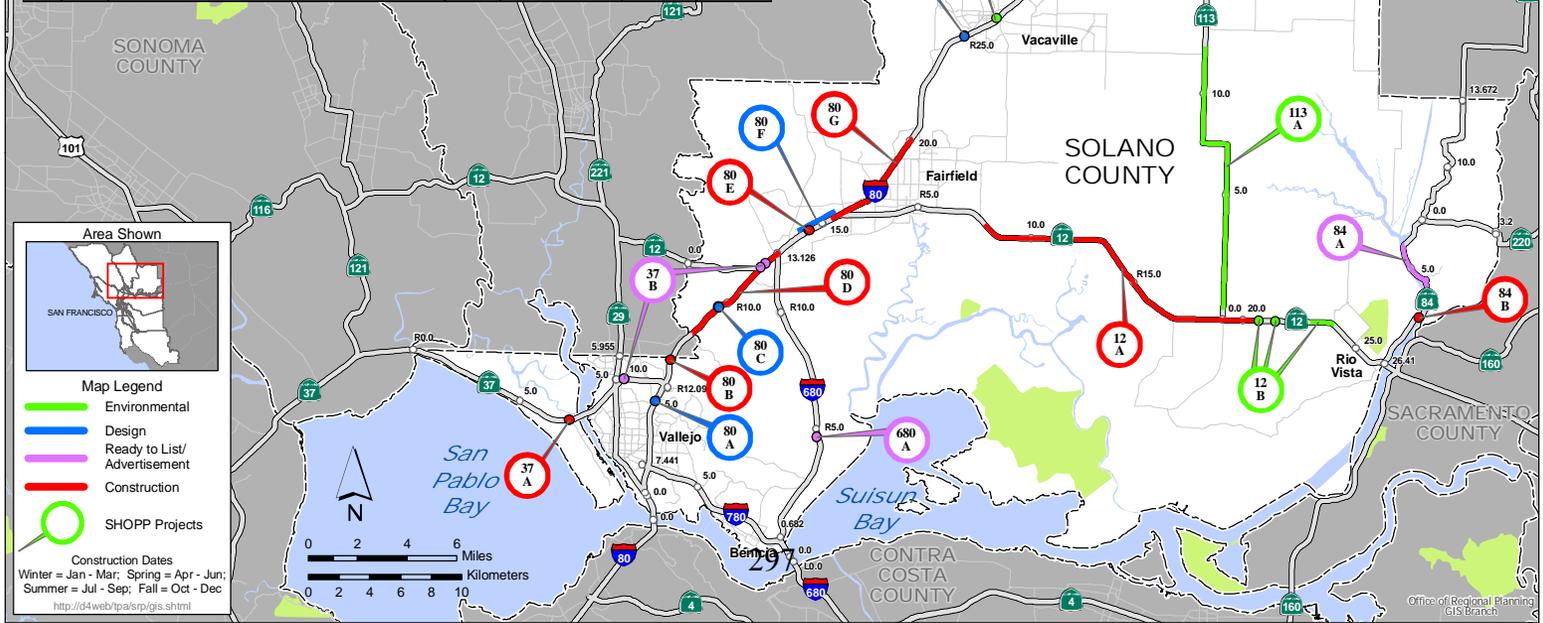
- A. Caltrans June 2010 Solano County SHOPP Map
- B. Highway 12 Association Letter of September 17, 2010
- C. City of Dixon Letter Dated November 22, 2010

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Solano County State Highway Operations & Protection Program Projects

MapID	EA	Description	Capital Cost (K)	Project Manager	Begin Construction	End Construction
12 B	2A620	SOL 12 SHOULDER WIDENING AND ADD LEFT TURN POCKETS	\$9,120	Sameer Khoury	Summer 2012	Fall 2013
80 K	4A250	SOL 80 INSTALL MBGR AT VARIOUS LOCATIONS	\$4,210	James Hsiao	Fall 2013	Fall 2014
113 A	0G060	SOL 113 DRAINAGE SYSTEM REHABILITATION	\$969	Larry Jones	Summer 2013	Spring 2014
80 A	4A460	SOL 80 CONSTRUCT BARRIER	\$1,890	James Hsiao	Summer 2011	Winter 2011
80 C	25902	SOL VAR MITIGATION PROJECT	\$500	James Hsiao	TBD	TBD
80 F	0A535	SOL 80 East Bound Truck Scales Relocation	\$64,700	Nicolas Endrawos	Fall 2011	Spring 2014
80 H	0A090	SOL 80 ON-RAMP/WIDEN BRG	\$4,620	Sameer Khoury	Winter 2012	Fall 2013
80 I	4A010	SOL 80 CRACK SEAT & OVERLAY PAVEMENT	\$31,570	Sameer Khoury	Spring 2012	Fall 2013
37 B	1E470	SOL TREAT BRIDGE DECK WITH METHACK PLATE	\$1,600	RAMES SARGES	Spring 2010	Fall 2011
80 J	0A300	SOL 80 R/D RESURFACE CAPM	\$17,300	Sameer Khoury	Summer 2010	Fall 2011
84 A	35710	SOL 84 REMOVE TOP OF LEVEE'S EMBANKMENT	\$2,900	Jay Haghavari	Spring 2010	Spring 2011
680 A	35721	SOL 680 REPLACE CULTIVT	\$543	Jason Mac	Spring 2010	Winter 2011
12 A	0T10U	SOL 12 ROADWAY REHAB	\$47,400	Jason Mac	Winter 2009	Fall 2011
37 A	0G000	SOL 37 PLANTING AT GUADALCANAL VIEWING AREA	\$500	Betsy Joseph	Spring 2009	Summer 2012
80 B	29900	SOL 80 RESTORE ROADSIDE REST AREA	\$8,220	Jason Mac	Summer 2009	Fall 2011
80 D	2409U	SOL 80 PVMT REHAB	\$32,100	Sameer Khoury	Summer 2008	Spring 2011
80 E	4A450	SOL 80 REPL WEIGH SCALES	\$644	Sameer Khoury	Summer 2009	Fall 2010
80 G	4C15U	SOL 80 PAVEMENT REHAB	\$25,600	Sameer Khoury	Spring 2009	Summer 2010
84 B	44630	SOL 84 REPLCE CACHE SLOUGH FERRY	\$4,300	Jason Mac	Winter 2009	Fall 2010



Map Legend

- Environmental (Green line)
- Design (Blue line)
- Ready to List/Advertisement (Purple line)
- Construction (Red line)
- SHOPP Projects (Green circle)

Construction Dates
 Winter = Jan - Mar, Spring = Apr - Jun,
 Summer = Jul - Sep, Fall = Oct - Dec

<http://d4web/tpa/srp/gis.shtml>

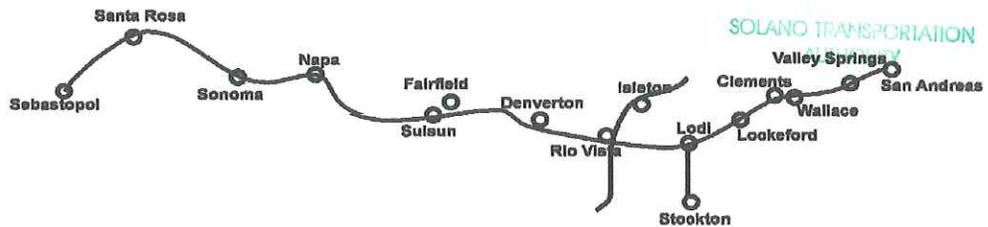
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HIGHWAY 12 ASSOCIATION
PO Box 300
Rio Vista, California 94571

RECEIVED

SEP 20 2010



Mr. Robert Macaulay
Director of Planning
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585-2427

Sep 17, 2010

Reference: Signalization of the SR 12/SR 113/Birds Landing Road Intersection

Dear Mr. Macaulay

On behalf of the members of the Highway 12 Association, I want to thank the Solano Transportation Authority for all the organization has done to improve SR 12. The ongoing safety improvements between Rio Vista and Suisun City were much needed and are greatly appreciated by the people who live and drive along the highway.

However, one additional piece of work is needed to eliminate a major safety concern. A traffic signal should be installed at the intersection of SR 12, SR 113 and Birds Landing Road at the earliest opportunity. Recent studies of the SR 12 and SR 113 corridors have separately identified that intersection as a safety hazard and have recommended that, as a minimum, a traffic signal be installed. In conjunction with the traffic signal, warning lights should be installed on all approaches to the intersection to alert approaching drivers of the need to prepare to stop.

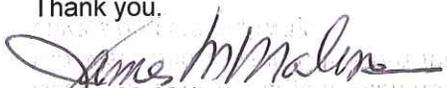
As you know SR 12 carries a great deal of traffic, with an average of 21,000 trips both east and west bound. Much of that traffic comes from large trucks that use SR 12 to go between Interstate 80 and Interstate 5. Additionally, SR 113 handles both truck and automobile traffic and Birds Landing Road has increased truck traffic that supports the gas wells and windmill farm located in the Montezuma Hills.

Members of the Highway 12 Association and residents of Rio Vista and the surrounding area have expressed strong support for the signalization of that intersection as does the Montezuma Fire District, which is responsible for fire and emergency services in the area.

Some people advocate the realignment of SR 113 and Birds Landing Road. While this has merit, it should not be used as a rationale to delay the signalization of the intersection.

The Highway 12 Association asks that you convey our concerns and our request for signalization of the SR 12/SR 113/Birds Landing Road Intersection to the people responsible for establishing the priorities for SHOPP projects within Solano County.

Thank you.


James M. Malone
Chairman, Highway 12 Association

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



COUNCILMEMBER KAY FULFS CAYLER
COUNCILMEMBER MICHAEL CEREMELLO, JR.
TREASURER JAMES SLAUGHTER

November 22, 2010

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

Subject: Request to Place Portions of State Route 113 on the Solano County Priorities List for the 2012 State Highway Operation and Protection Program (SHOPP)

Dear Daryl:

This letter is a follow-up to our meeting of November 18, 2010, in which we discussed priority transportation projects for the City of Dixon. In our meeting we discussed the poor condition of the pavement along portions of State Route 113 (SR 113) through Dixon. Specifically, the reaches from Interstate 80 south to approximately H Street, from East Chestnut Street south to Valley Glen Drive, and from Parkway Boulevard south to Midway Road.

These reaches of roadway show considerable failure of the pavement, as evidenced by cracking, "alligatoring", and migration of fine soil particles upward through the asphalt pavement whenever it rains. There are also a number of significant potholes developing, especially in the northbound lanes between H Street and Vaughn Road, and the southbound lanes from Chestnut to Valley Glen Drive.

The City of Dixon therefore requests that the Solano Transportation Authority add the above described reaches of SR 113 to the Solano County Priorities List for the 2012 State Highway Operation and Protection Program (SHOPP). Attached are two figures that show the reaches the City requests to be added to the 2012 SHOPP.

Feel free to contact Royce Cunningham, City Engineer, at (707) 678-7031, ext. 305, or at rcunningham@ci.dixon.ca.us if you have any questions or require further information.

Sincerely,

Nancy Huston
City Manager

City of Dixon

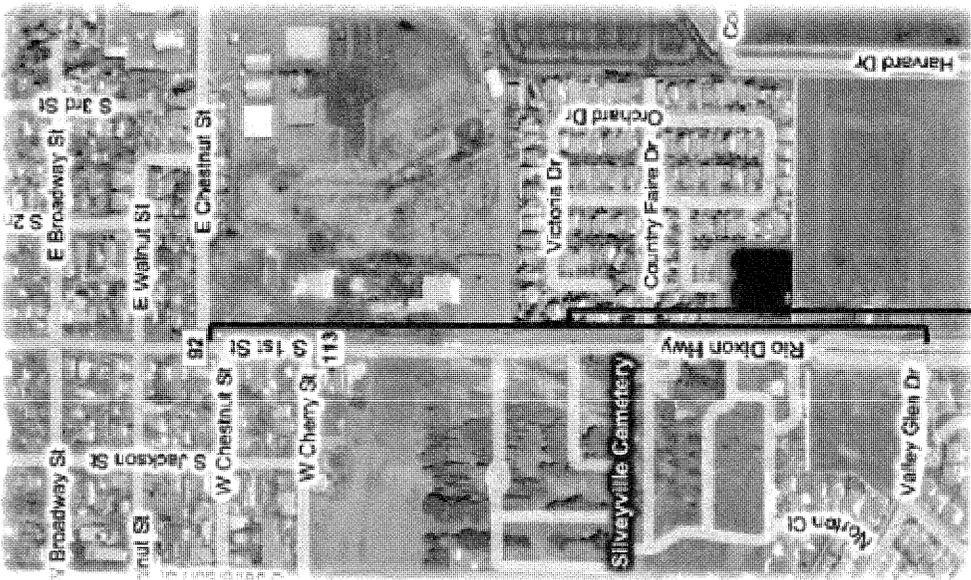
600 East A Street • Dixon, California • 95620-3697
(707) 678-7030 • FAX (707) 678-7039 • TTY (707) 678-1489



From 200'
South of H
Street to I-80



Parkway Blvd. to
Midway Rd.



East Chestnut St. to
Valley Glen Dr.



DATE: November 30, 2010
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Appointment of STA Representative and Alternate to the Capitol
Corridor Joint Powers Authority (CCJPA)

Background:

The Capitol Corridor Joint Powers Authority (CCJPA) is a Joint Powers Authority made up of 16 members including two members and an alternate appointed by the Solano Transportation Authority (STA). Board Members or Alternate Board Members of the STA are eligible to serve on the CCJPA. The board meets five or six times a year (usually four times a year at Suisun City Hall and one or two times a year in Oakland or Sacramento). The Board typically meets in February, April, June, September, and November on the third Wednesday of the month starting at 10:00 a.m. (and periodically holds special meetings as necessary). The Board provides the policy direction for the 8-county Capitol Corridor intercity passenger train service. The STA Board representatives on the CCJPA serve at the discretion of the STA and are eligible to continue serving on the CCJPA as long as they serve as an elected member of the local agency they represent and are on the STA Board.

Discussion:

The current STA representatives on the CCJPA are Supervisor Jim Spering and Vacaville Mayor Len Augustine. The STA alternate to the CCJPA is Dixon Mayor Jack Batchelor. Mayor Augustine was appointed to the CCJPA in January 2009 to replace outgoing Dixon Mayor Mary Ann Courville. Mayor Batchelor was appointed to fill the alternate position that was previously filled by Mayor Augustine prior to his appointment to fill the second of two voting positions on the CCJPA.

In December, Mayor Augustine is scheduled to step down as Mayor of the City of Vacaville which will result in a vacancy on the CCJPA. This item has been agendaized to afford the STA Board the opportunity to fill this vacancy on the CCJPA.

The STA's previous practice has been to consider CCJPA representatives that have current or future proposed CCJPA rail stations, but this is at the discretion of the STA Board. The next meeting of the CCJPA is scheduled for February 16, 2011.

Recommendation:

Appoint a representative to the Capitol Corridor Joint Powers Authority effective immediately and, if necessary, appoint an alternate member.

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DATE: November 23, 2010
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano County Transit (SolTrans) Joint Powers Agreement (JPA) –
Appointment of STA Ex-Officio Board Member

Background:

At the September STA Board meeting, the STA approved, with conditions, entering into an agreement with the Cities of Benicia and Vallejo to become a member of the new Solano County Transit joint powers agreement (JPA). The JPA will be the governing body of the consolidated Benicia and Vallejo transit services (Attachment A).

On October 26th, the Vallejo City Council heard the proposed transit consolidation as an action item. Satisfied that the issues they had raised previously had been addressed, the Vallejo City Council voted 7-0 to approve entering into the Solano County Transit JPA to consolidate with Benicia. Having already received a briefing on the consolidation previously, Benicia City Council heard the item for action on November 16th and voted 5-0 to enter into the agreement.

STA staff is preparing for the formation of the JPA and the implementation of the Transition Plan. STA will continue to provide staff and consultant support to the JPA and its Board in its formative months. Under the SolTrans JPA Board direction, this will include building the organization's structure and policies in conjunction with hiring a permanent Executive Director, transferring and hiring staff, transferring service and other contracts, and transferring operating funds, grants and capital assets related to operating service. This transitional process is projected to conclude by July 1, 2011, the beginning of the next fiscal year.

During the transition, service levels are proposed to remain consistent in both cities. Funding for a joint Short Range Transit Plan (SRTP), requested by the MOU Coordinating Committee, has been secured from MTC and will provide the opportunity for the new agency in its first year to review, assess, and prioritize how the newly combined transit service area may be served.

In addition, STA has been requested by the City of Vallejo to become more involved with the discussion concerning the transfer of the Baylink Ferry from Vallejo to the Water Emergency Transportation Authority (WETA). Some of the issues being raised in those discussions will be coordinated with the SolTrans Transition. The transfer of the Baylink Ferry service is also planned to occur July 2011.

Discussion:

The initial JPA Board meeting is scheduled to occur in mid-December and regular meetings are expected to meet the July 1 target. The JPA provides for the STA to appoint an Ex-Officio member to the SolTrans Board. Any member of the STA Board or a Board Alternate or a member of staff is eligible to be appointed by the STA Board. Staff recommends the appointee be from outside of Benicia or Vallejo to help provide a more countywide perspective to SolTrans.

Fiscal Impact:

STA is currently supporting the transition with staff time, legal counsel services, and consultant services. This is being funded through STAF funds approved by the STA Board.

Recommendation:

Appoint a STA Board Member or the Executive Director to the Solano County Transit (SolTrans) JPA Board as an Ex-Officio member.

Attachment:

- A. Solano County Transit JPA

SOLANO COUNTY TRANSIT (“SolTrans”)

JOINT POWERS AGREEMENT

This Joint Powers Agreement is by and among the CITY OF BENICIA, a municipal corporation (hereinafter "BENICIA"), the City of Vallejo, a municipal corporation (hereinafter "VALLEJO"), and the SOLANO TRANSPORTATION AUTHORITY (hereafter "STA"), a joint powers agency and the congestion management agency for Solano County (hereinafter "STA"), which public entities (collectively "Members" or "Member Agencies") have entered into this Joint Powers Agreement ("Agreement") creating Solano County Transit hereinafter “SolTrans”, a joint powers agency. All Members of SolTrans are public entities organized and operating under the laws of the State of California and each is a public agency as defined in California Government Code Section 6500.

RECITALS

- A. Government Code Sections 6500-6515 permit two or more local public agencies, by agreement, to jointly exercise any power common to them and, thereby, authorizes the Members to enter into this Agreement.
- B. In the performance of their essential governmental functions, Benicia and Vallejo each provide transit services within their respective municipal boundaries and to areas outside of said boundaries in order to perform or participate in intercity, regional transit services.
- C. Among the responsibilities and transportation functions performed by STA, said agency provides planning, funding and management of intercity transit routes and paratransit services and, further, STA is eligible to act as a transit provider.
- D. Public entities have the opportunity to provide transit and related services in a cooperative and coordinated manner, in order to best manage the public resources committed and necessary for delivery of such transit services.
- E. The formation of SolTrans enables the Members to take advantage of the opportunities for more economical provision of transit services through economies of scale and to improve and expand the provision of a variety of transit services including, but not limited to, normal and customary intra-city bus transit, intercity transit, paratransit services, dial-a-ride, commuter and passenger ferries, and connecting transit to other transportation providers such as BART and/or the Capitol Corridor commuter train in such manner and at such time as the Members may decide necessary and appropriate for public benefit.
- F. The governing board of each Member has determined that it is in the Member's best interest and in the public interest, that this Agreement be executed and they become Participating Members of SolTrans.

AGREEMENT

1. Formation of Solano County Transit (“SolTrans”)
Pursuant to Chapter 5, Division 7, Title 1 of the Government Code of the State of California (commencing with Section 6500) as amended from time to time, and commonly known as the Joint Powers Authority Law, the Members create a joint powers agency which is named Solano County Transit and may otherwise be referred to as "SolTrans" or such other acronym, brand or identifier as determined appropriate by the Board.

2. Parties to Agreement

In mutual consideration of the promises herein, each Member certifies that it intends to, and does, contract with every other Member which is a signatory to this Agreement and, in addition, with such other Member as may be later added as provided in Section 23. Each Member also certifies that the deletion of any Member from this Agreement does not affect this Agreement or the remaining Members' intent to contract with the other Members then remaining.

3. Purpose

SolTrans will be the agency created by the merger of the presently existing transit services in Benicia and Vallejo through this joint powers agreement. Upon execution of this Agreement, SolTrans will operate as a unified entity separate and apart from the originating Members.

4. Transfer of Assets; Succession to Existing Contracts

Upon approval of this Agreement, the Members will endeavor to enter into use agreements with regards to the assets designated in the transition plan for the transition period which will be from date of execution of this Agreement until July 1, 2011. The transition period may be extended by mutual consent of the parties. Once SolTrans receives approval of its status as a qualified grantee by necessary grantors, including the Federal Transit Administration (FTA), Benicia and Vallejo will transfer, and SolTrans will receive, designated transit related assets, personal property, rolling stock and equipment of each presently operating transit service. Unless prohibited by law, SolTrans shall succeed to and undertake designated transit related agreements in place as set forth in the transition plan. Any debt of a Member to be assumed by SolTrans such as, but not limited to, funds advanced by Members to their transit system, shall be specifically set forth and described in the asset transfer inventory and/or transition plan; provided, that nothing in this agreement shall require transfer of any asset subject to a lien or leasehold securing certificates of participation or other evidence of indebtedness issued by or on behalf of any Member unless such lien or leasehold is duly released by the holders of such certificates of participation or other evidence of indebtedness.

5. Transit Employees

To the degree allowed by law, or otherwise negotiated, existing transit employees of each Member Agency will become employees of SolTrans. Notwithstanding paragraph 22 of this Agreement (indemnification), SolTrans accepts responsibility for any claims arising due to such transfer of employment post formation of SolTrans, including, but not limited to, any Federal Section 13(c) claims or any employee association claims regarding changes in wages, benefits or working conditions.

6. Membership

In addition to the originating members Benicia, Vallejo and STA, the following entities, or types of entities, are eligible for membership in SolTrans:

- a. Municipal corporations located within the County of Solano;
- b. The County of Solano; or
- c. Any other public entity or public/private partnership providing, or proposed to provide, transit in Solano County.

7. Limitation

For purposes of California Government Code Section 6509, the powers of SolTrans shall be exercised subject to the restrictions upon the manner of exercising such powers as are imposed upon the City of Benicia, a general law city. Should Benicia withdraw as a Member, then the powers of SolTrans shall be exercised subject to the restrictions upon the manner of exercising such powers as are imposed upon any other general law city which is then a Member and, if there be none, as are imposed upon STA.

8. Guiding Principles

The following Principles are intended to guide SolTrans' provision of transit services:

- a. The Benicia Breeze and Vallejo Transit services were consolidated to streamline, simplify, and improve access for transit riders through enhanced service coverage, frequency, affordability, and mobility options contingent upon available funding. The consolidated service shall be responsible for coordinating transportation services in Benicia and Vallejo and to locations beyond the two cities such as Bay Area Rapid Transit (BART).
- b. Consolidated transit service is intended to improve standards for greenhouse gas emissions and energy reductions, reduce single-occupant vehicle miles traveled, thereby minimizing the carbon footprint of Benicia and Vallejo residents. A consolidated transit service will further the Benicia and Solano County Climate Action Plans greenhouse gas reduction targets.
- c. The Benicia Breeze and Vallejo Transit consolidation shall be consistent with the STA's Countywide Transportation Plan Transit Element to maximize the ability of Solano residents, workers, and visitors to reach destinations within, and adjacent to, Solano County, and to access regional transportation systems.
- d. The consolidated transit service shall be designed to be comparatively cost effective and efficient while considering the unique characteristics of each jurisdiction.
- e. The consolidation of services shall be managed in a public and transparent process to encourage participation by residents, stakeholders, and decision-makers in both communities.
- f. The consolidated transit service shall strive to maintain the continuity of current service provided by both jurisdictions, minimizing service disruptions and passenger inconveniences due to the transition. If possible, service levels shall be maintained or expanded.
- g. The consolidated transit service shall maximize opportunities for regional funding.

9. Powers

SolTrans is authorized, in its own name, to do all acts necessary to fulfill the purposes of this Agreement including, but not limited to, each of the following:

- a. Make and enter into contracts;
- b. Incur debts, liabilities and obligations; provided that no debt, liability or obligation of SolTrans is a debt, liability or obligation of any Member except as separately agreed to by a Member agreeing to be so obligated;
- c. Acquire, own, lease, hold, construct, manage, maintain, operate, sell or otherwise dispose of real and personal property by appropriate means, excepting only eminent domain;
- d. Receive gifts, grants, contributions and donations of property, funds, services and other forms of assistance from any source including, but not limited to, special or general taxes and assessments;

- e. Sue and be sued in its own name;
- f. Employ officers, agents and employees;
- g. Lease real or personal property as lessee and as lessor;
- h. Receive, collect, invest and disburse moneys;
- i. Issue revenue bonds or other forms of indebtedness, as provided by law;
- j. Carry out other duties as required to accomplish other responsibilities as set forth in this Agreement;
- k. Assign, delegate or contract with a Member or third party to perform any of these duties of the Board, including, but not limited to, acting as Executive Director for SolTrans;
- l. Exercise all other powers necessary and proper to carry out the provisions of this Agreement;
- m. Claim transit funds from state and federal sources;
- n. These powers will be exercised in the manner provided by applicable law and as expressly set forth in this Agreement or reasonably inferred therefrom.

10. Board of Directors

- a. The powers of SolTrans are vested in the Voting Members of its Board of Directors (“Board”). The initial Governing Board of SolTrans is comprised of five (5) voting directors and one (1) ex-officio, non-voting director as follows:
 1. Two Voting Directors from each Member Agency other than STA: Upon approval of this Joint Powers Agreement, the City Councils of Benicia and Vallejo will each appoint two Directors and one Alternate. When a Director is absent, the Alternate may act in his/her place. Each appointed and alternate Board member shall be a member of the governing body of the Member Agency that he or she represents and shall serve at the pleasure of such governing body.
 2. One Voting Director who shall be the Solano County representative to the Metropolitan Transportation Commission (“MTC”). In addition to the two Directors from each Member Agency, one additional Voting Director, who is the Solano County representative to the MTC shall be a Voting Director unless such Director is either a council member of one of the Member Agencies or a County Supervisor whose district includes all or part of any city which is a Member Agency. If no Director is so qualified or available, the remaining members of the SolTrans Board shall appoint a Voting Director who may, but need not be, the MTC representative notwithstanding his or her service as a member of the governing body of a Member Agency or as a County Supervisor whose district includes a Member Agency who shall serve until a new Solano County representative to MTC is appointed and is qualified to serve. Such process may include the appointment of the MTC representative from the aforementioned jurisdictions at the sole discretion of the remaining Voting Members of the JPA Board.
 3. One Non-Voting STA representative to participate as an ex officio Director. The STA Board will appoint the STA Representative which may be either a STA Board Director or staff. Notwithstanding any language to the contrary in this Agreement, the STA representative may participate in all discussions but shall have no vote in any action of the Board.

- b. All actions of the Board require the affirmative vote of a majority of the Voting Directors, which must include at least one affirmative vote of a Director representing each Voting Member Agency.
- c. Directors shall serve a term of two (2) years unless earlier removed or replaced by the appointing Member Agency in accordance with that Member Agency's procedures. A Voting Director is automatically removed if he or she is no longer an elected official or the Solano County representative to the MTC unless that Director is appointed by action of the remaining Directors pursuant to Section 10(a)(2) above, in which case, holding another elective or appointive office shall be a condition of service only if so provided in a resolution of the Board of SolTrans at the time he or she is appointed. Directors may serve any number of terms consistent with the appointment process of the Director's appointing governing body.
- d. Directors and Alternates are eligible for a stipend of up to \$100 per meeting with a maximum of one compensated meeting per month. The Board may authorize actual and necessary reimbursement of expenses incurred by Directors or Alternate Directors on behalf of SolTrans for which receipts are provided.
- e. The Board may delegate certain powers to specified committees but may not delegate the power to amend the Bylaws of SolTrans, to approve the budget, to appoint the Executive Director, or to appoint the Director under 10(a)(2).
- f. A majority of the voting Directors must be present to constitute a quorum for action on the business of the Board.
- g. The Board shall establish by resolution the date, time and place for regular meetings which shall occur at a minimum of four (4) times per year. Special meetings may be called by the Chairperson or by a majority of the voting Directors then in office. All meetings of the Board shall be in conformance with the Ralph M. Brown Act (California Government Code sections 64950 et seq.).

11. Conflicts of Interest

In accordance with state law, Directors and Officers are "public officials" within the meaning of the Political Reform Act of 1974, as amended, and its regulations, for purposes of financial disclosure, conflict of interest and other requirements of such Act and regulations. SolTrans shall adopt a conflicts of interest code in compliance with the Political Reform Act and all other applicable laws and regulations applicable to public officials, including, but not limited to, the restrictions on the acceptance or solicitation of contributions.

12. Committees

The following committees are established:

- a. Executive Management Committee. The Executive Management Committee periodically meets as necessary to assist in advising the employees or agents and the SolTrans Board, to review proposed budget items, service and fare adjustments, and to otherwise provide management assistance and oversight as necessary. The Executive Committee shall consist of the city manager or executive director, or chief administrative officer, or designee of each Member Agency.

- b. Technical Advisory Committee. The Technical Advisory Committee will consist of staff representatives appointed by the city manager or executive director of the Member Agencies to coordinate with Agency staff on funding and service issues.
- c. Public Advisory Committee. Each Member Agency will appoint three members of the public with demonstrated expertise or special interest in, transit issues and who reside within the boundaries of the agencies that they represent to serve on a Public Advisory Committee (PAC). This will include representatives selected by each Member Agency. The PAC will serve as an advisory committee to the SolTrans Board and will review and comment to the SolTrans Board on the following matters:
 - i. Service and fare adjustments,
 - ii. Development of Short Range Transit Plans, and
 - iii. Review SolTrans' annual work plan.
- d. Other Committees. The Board may create other committees from time to time as necessary and appropriate.

13. Officers and Employees

- a. The officers of SolTrans are the Board Chair, Vice-Chair, Executive Director, Legal Counsel, Chief Financial Officer/Treasurer, and Clerk to the Board. The positions of Chair and Vice-Chair shall be appointed by the members of the SolTrans Board from their membership. The Chair and Vice-Chair are Directors elected or appointed by the Board at its first meeting and serve the remainder of the year in which appointed and one additional year. Thereafter, terms for Chair and Vice-Chair are one year beginning January 1. The Chair and Vice Chair assume their office upon election by the SolTrans Board. If either the Chair or Vice-Chair ceases to be a director, the resulting vacancy will be filled at the next meeting of the Board.
- b. The Board shall appoint an Executive Director and Legal Counsel to SolTrans who shall serve at the pleasure of the Board. The Executive Director shall be charged with managing the operations of SolTrans, subject to the authority and direction of the Board. The Executive Director shall have charge of, handle and have access to all property of SolTrans, shall appoint the SolTran's Chief Financial Officer and the Clerk, both of whom shall serve at the pleasure of the Executive Director. Pursuant to California Government Code section 6505.1, the Executive Director shall file an official bond in an amount determined by the Member Agencies, through the Board, which shall not be less than the smallest bond required of the chief financial officer, treasurer or other fiscal officer of each of the Member Agencies or, upon the approval of the SolTrans Board of Directors, satisfy this requirement pursuant to Government Code section 1463.
- c. The appointment of a Chief Financial Officer/Treasurer shall be made no later than the second regular meeting of Board and in any event before SolTrans receives any funds or properties from any source. The Chief Financial Officer/Treasurer may be a designated member of SolTrans staff or appointed from one of the Member Agencies.
- d. The Board may authorize reimbursement of expenses incurred by officers or employees on behalf of SolTrans.
- e. The Board may create such other offices and appoint individuals to such offices it considers either necessary or convenient to carry out the purposes of this Agreement.

14. By-Laws

The SolTrans Board shall adopt bylaws as necessary and proper for the efficient and effective functioning of SolTrans.

15. Limitation on Liability of Members for Debts and Obligations of SolTrans

Pursuant to Government Code section 6508.1, the debts, liabilities, and obligations of SolTrans do not constitute debts, liabilities, or obligations of any Member Agency. However, a Member may separately contract for or assume responsibility for specific debts, liabilities, or obligations of SolTrans.

16. Limitation of Financial Commitment

SolTrans shall not look to Member Agencies for financial contributions from their general fund, or any other fund, unless each Member Agency separately contracts for and agrees to otherwise set aside transit moneys as part of their annual budgetary process.

17. Fiscal Year

The first fiscal year of SolTrans is the period from the date of this Agreement through June 30, 2011. Each subsequent fiscal year of SolTrans begins on July 1st and ends on June 30th unless the Board of Directors provides otherwise by resolution.

18. Budget

The Board shall adopt a budget not later than sixty (60) days before the beginning of a fiscal year. In the Board's sole discretion, the budget may be an annual or multi-year budget.

19. Annual Audits and Audit Reports

The Chief Financial Officer/Treasurer will cause an annual financial audit to be made by an independent certified public accountant with respect to all SolTrans receipts, disbursements, other transactions and entries into the books. A report of the financial audit will be filed as a public record with each Member. The audit will be filed no later than required by state law. SolTrans will pay the cost of the financial audit in the same manner as other administrative costs.

20. Establishment and Administration of Funds

- a. The Chief Financial Officer/Treasurer shall be responsible for the strict accountability of all funds and reports of all receipts and disbursements. It will comply with the provisions of law relating to the establishment and administration of funds, particularly section 6505 of the California Government Code.
- b. The funds will be accounted for on a full accrual basis according to generally accepted accounting principles and applicable laws and regulations.
- c. The Chief Financial Officer/Treasurer will receive, invest, and disburse funds only in accordance with procedures established by the Board and in conformity with applicable state or federal law.
- d. Should SolTrans contract with a Member Agency for the provision of all or some financial services, the funds of SolTrans will be maintained in a separate account(s) from those of the Member Agency itself.

21. Bi-Annual Transit Service Plan

SolTrans shall cause to have prepared a Transit Service Plan every two years. A SRTTP (Short Range Transit Plan) may be used to fulfill this requirement. The Plan shall contain

the baseline levels of transit service to be provided and shall include days of service; hours of service, areas to be served, types of transit service to be provided and rates of passenger fares to be charged for said service. The Transit Service Plan shall be prepared and presented to the Board prior to December 1 of every odd numbered calendar year. The Board shall review said Plan and either approve and adopt said plan as presented or approve and adopt said Plan with modifications. The Plan may be expanded, modified or reduced by the Board.

22. Indemnification

- (a) SolTrans shall hold each member, its elective and appointive Boards, Commissions, officers, agents and employees, harmless from any liability for damage or claims for damage for any tort, personal injury, including death, as well as from claims from property damage which may arise from SolTran's employees, contractors, subcontractors, or agents' operation under this Agreement. SolTrans agrees to and shall defend each Member and its elective and appointive Boards, Commissions, officers, agents and employees from any suits or actions at law or equity for damages caused, or alleged to have been caused, by reason of any of the aforesaid operations that occur on or after the date of formation of SolTrans.
- (b) Each Member Agency shall indemnify SolTrans, its Boards, officers, agents and employees and the respective other Member Agencies, harmless from any liability for damage or claims for damage for any tort, personal injury, including death, as well as from claims from property damage which may arise from that Member Agency's employees, contractors, subcontractors or agent's operations occurring prior to the formation of SolTrans.

23. New Members

- a. For the purpose of this section only, all Members admitted after the initial creation of SolTrans are New Members. Each New Member Agency of SolTrans shall appoint two Directors and one Alternate.
- b. A public entity meeting the criteria in Section 6 above may be admitted as a New Member upon a two-thirds (2/3) vote of the Voting Members of the Board and upon complying with all other requirements established by the Board and the Bylaws.
- c. Each applicant for membership as a New Member must pay all fees and expenses, if any, set by the Board in order to pay for the costs of adding the New Member and to address their participation in the ownership of SolTrans assets and liability for any debt of SolTrans upon approval as a New Member.

24. Withdrawal From Membership

Members may withdraw from SolTrans by filing a written notice of withdrawal with the Executive Director 180 days before the actual withdrawal. Such a withdrawal shall be effective on July 1st of the subsequent fiscal year after the 180 day period has passed following the filing of the withdrawal notice. The withdrawal of a Member Agency shall not in any way discharge, impair or modify voluntarily-assumed obligations of the withdrawn Member Agency in existence as of the date of the withdrawal. Withdrawal of a Member Agency shall not affect the remaining Member Agencies. A withdrawn Member Agency shall not be entitled to the return of any grant funds previously or historically allocated to it provided that SolTrans is the current grantee for those funds at the time of withdrawal. However, the return of assets previously contributed by the Member Agency to SolTrans shall be provided for in a withdrawal plan, prepared by SolTrans, to address return of funds or assets from SolTrans to a member opting to withdraw from SolTrans. Such withdrawal plan may include 1) the compensation for real

property whose title has passed to SolTrans; 2) the purchase of a withdrawing Member's assets used by but not yet transferred to SolTrans; or 3) compensation for the depreciated value of assets or rolling stock transferred at the time of formation. SolTrans and the Member Agency which proposes to withdraw will negotiate in good faith toward mutual agreement on a withdrawal plan to address return of funds or assets from SolTrans to the Member Agency and assignment of liabilities associated with those funds or assets to that Member Agency. In the event of a disagreement regarding the amount of compensation due for real property even after a reasonable period of good faith negotiations, the parties may resolve the matter via alternative dispute resolution or any other mutually acceptable means.

25. Termination and Distribution

- a. This Agreement continues until terminated or SolTrans is dissolved.
- b. This Agreement may be terminated by the written consent of two-thirds (2/3) of the governing bodies of the Member Agencies; provided, however, that this Agreement and SolTrans shall continue to exist after termination for the purpose of disposing of all claims, distribution or assets and all other functions necessary to conclude the obligations and affairs of SolTrans.
- c. At the termination of this agreement resulting in termination and dissolution of SolTrans, and after payment of debts, a dissolution plan shall be prepared by SolTrans and reviewed and approved by the Member Agencies to address the surplus property of SolTrans, both real and personal, including all funds on hand, after payment of all liabilities, costs, expenses, and charges validly incurred under this Agreement, shall be returned to the respective Member Agencies as nearly as possible in proportion to the contributions, if any, made by each.
- d. After termination or dissolution of SolTrans, any surplus money on deposit in any fund or account of SolTrans will be returned to the Member Agencies as required by law. The Board is vested with all powers of SolTrans for the purpose of concluding and dissolving the business affairs of the agency.

26. Notices

Notice to each Member under this Agreement is sufficient if mailed to the Member and separately to the Member's Directors to their respective addresses on file with SolTrans.

27. Prohibition Against Assignment

No Member may assign a right, claim, or interest it may have under this Agreement. No creditor, assignee or third party beneficiary of a Member has a right, claim or title to any part, share, interest, fund or asset of SolTrans. However, nothing in this section prevents SolTrans from assigning any interest or right it may have under this Agreement to a third party.

28. Amendments

This Agreement may be amended by the Members acting pursuant to a resolution of their respective governing bodies. A proposed amendment must be submitted to each Member at least thirty (30) days in advance of the date when the Member considers it. An amendment is to be effective upon execution unless otherwise designated.

29. Severability

If a portion, term, condition or provision of this Agreement is determined by a court to be illegal or in conflict with a law of the State of California, or is otherwise rendered unenforceable or ineffectual, the validity of the remaining portions, terms, conditions and provisions is not affected.

30. Liability of SolTrans

Subject to limitations thereon contained in any trust agreement or other documents pursuant to which financing of SolTrans is implemented, funds of SolTrans may be used to defend, indemnify, and hold harmless SolTrans, any Member Agency, any Director or Alternate, and any employee or officer of the agency for actions taken within the scope of their duties and acting on behalf of SolTrans.

31. Governing Law

This Agreement will be governed by and construed in accordance with the laws of the State of California.

32. Counterparts

This Agreement may be executed in several counterparts, each of which is an original and all of which constitutes but one and the same instrument.

33. Effective Date

This Agreement becomes effective and SolTrans exists as a separate public entity when approved by the governing boards of the three original Members.

IN WITNESS WHEREOF, the parties, pursuant to resolutions of their respective governing boards, have caused this Agreement to be executed this ____ day of _____, 2010

CITY OF BENICIA

By: _____
Jim Erickson, City Manager

APPROVED AS TO FORM

By: _____
Heather McLaughlin, City Attorney

CITY OF VALLEJO

By: _____
Phil Batchelor, City Manager

By: _____
Fred Soley, City Attorney

SOLANO TRANSPORTATION AUTHORITY

By: _____
Daryl K. Halls, STA Executive Director

By: _____
Bernadette Curry, STA Legal Counsel



DATE: December 2, 2010
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Solano Sustainable Communities Strategy Update

Background:

AB 32, the California Global Warming Solutions Act of 2006 is intended to substantially reduce the emission of Greenhouse Gases (GHG), primarily carbon dioxide. SB 375, approved in 2008, is designed to implement a portion of AB 32 by integrating regional decisions on land use planning and transportation investment. This is primarily accomplished by requiring regional Metropolitan Planning Organizations (MPOs) to develop a Sustainable Communities Strategy (SCS) that:

- Accommodates all of the region's growth, both in total numbers and by economic groups;
- Specifies the general location and density of housing development; and
- Ties transportation investments through the Regional Transportation Plan (RTP) to new development or redevelopment, in order to reduce Vehicle Miles Traveled (VMT), the proxy measure for GHG emissions.

SB 375 only addresses emission reductions from reductions in VMT for cars and light trucks. Other initiatives under AB 32 deal with improved vehicle fleet fuel economy, lower carbon fuels, and reduced emissions from heavy trucks, transit and non-transportation sources.

Discussion:

ABAG and MTC are now developing the Base Case and Vision scenarios for the SCS, with ABAG having primary responsibility. The Base Case is intended to address a business-as-usual approach, using a modified version of Projections 2009. The Vision Scenario is intended to provide an alternative with more concentrated growth and transit investments. STA and other Congestion Management Agencies have expressed the following concerns to ABAG and MTC:

- The Base Case scenario is supposed to use land use and transportation investments from Projections 2009, with some 'minor strategic improvements.' How will the land use and transportation network changes be proposed, vetted and analyzed?
- With the change from multiple to a single Vision Scenario, will meaningful information on future land use and transportation investment choices actually be provided?
- When will the CMAs and transit providers be asked to submit projects for inclusion in the Regional Transportation Plan (RTP)? Will the CMAs and transit providers have RTP project budget target as in past years?

MTC and ABAG have also released draft “Performance Measures” to be used in comparing the Base Case and Vision scenarios, as well s the future constrained scenarios. Two of the Performance Measures are required by SB 375. The others are voluntary standards that are intended address issues such as reducing travel accidents, increasing bicycle and pedestrian use, and supporting a strong local economy. STA and local Planning staff have commented on the adequacy of the proposed Performance Measures.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: November 19, 2010
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Solano Countywide Transportation for Livable Communities (TLC) Plan Update

Background:

The Solano Transportation Authority (STA) completed a Countywide Transportation for Livable Communities (TLC) Plan in 2004 which identified TLC type projects throughout Solano County. At the time, the Metropolitan Transportation Commission (MTC) was re-evaluating the regional TLC funding program to allow a portion of the regional funding to be allocated by the Congestion Management Agencies (i.e. STA). The STA's Countywide TLC Plan provided a framework for the STA and its member agencies to begin prioritizing projects for regional and local TLC funds.

The original TLC concept in the late 1990's and early 2000's was to provide transportation financial incentives for projects that improved a nexus between transportation and land use activities. The program started to evolve in 2003 and 2004 with a shift to focus TLC funds toward projects that supported transit facilities near higher density residential and employment areas. The STA's Countywide TLC Plan reflected this shift in MTC's TLC program.

In 2009, MTC shifted the focus of TLC funding again. This latest shift was to dedicate all TLC funding including county discretionary TLC funds for eligible projects included in Priority Development Areas (PDA). The Bay Area Association of Bay Area Governments (ABAG) makes PDA designations. Solano County currently has 9 planned and potential PDA's that are eligible for future TLC funding. The City of Rio Vista, City of Dixon and the County of Solano do not have PDA's.

STA staff is seeking to update the Countywide TLC Plan to reflect the current objectives of MTC's TLC Program and to update Solano County's vision for integrating countywide transportation planning with land use decisions. The updated TLC Plan will be included as part of the Comprehensive Transportation Plan's Alternative Modes Element.

Discussion:

STA staff completed the first task of establishing a Working Group of staff participants to provide technical assistance in the development of the TLC Plan Update. The Working Group participants include the following transit, planning and public works staff:

- (2) Priority Development Area: Lisa Porras, City of Benicia Planning and Dan Kasperson, City of Suisun Public Works
- (1) TAC member: Wayne Lewis, City of Fairfield Public Works
- (1) Non Priority Development Area : Paul Wiese, County of Solano
- (1) Transit Operator: Brian McLean, City of Vacaville Transit

The first Working Group meeting is tentatively scheduled for the 2nd week of December. The initial task of the Working Group will be to refine the scope of work for the TLC Plan Update. A draft scope of work and timeline is included as Attachment A. The TLC Plan Update is anticipated to be completed 9 months with assistance from a planning consultant firm.

Funding for consultant services is already included as part of the current budget. The total allocation for the TLC Plan Update will depend on results from the Working Group's input on the draft scope of work. STA staff will bring back the Scope of Work to the TAC in December before recommending a final scope and budget to the STA Board in January. The goal is to have a plan in place to begin discussions for prioritizing TLC funding for Cycle 2 TLC funds.

STA staff intends to involve the STA Alternative Modes Committee and representatives of the Solano Bicycle and Pedestrian Advisory Committees in the TLC Plan's overall development as well. However, the Working Group will be the primary forum for providing technical input on draft documents as the TLC Plan Update is developed.

At their November 17, 2010 meeting, the STA TAC reviewed this item and appointed Wayne Lewis, City of Fairfield Public Works and Dan Kasperson to participate on the Working Group.

Financial Impact

TLC Plan Update was included in FY 2010-11 STA Budget. Final budget allocation to be determined based on input provided by the TLC Plan Update Working Group on the Scope of Work.

Recommendation:

Informational.

Attachment:

- A. Solano Countywide TLC Plan Update Draft Scope of Work and Tentative Timeline

Solano Countywide Transportation for Livable Communities Plan Update Draft Scope of Work and Tentative Timeline

Date	Draft Scope of Work	Products:	Working Group Meeting
December 2010	<ul style="list-style-type: none"> • Finalize draft scope of work and budget based on working group's input • TAC recommend approval of RFP and Budget 	<ol style="list-style-type: none"> 1. Final Scope of Work 2. RFP and Budget 	<u>Meeting #1: December</u> <ul style="list-style-type: none"> • Discuss current status of STA's TLC Program • Scope of Work for TLC Plan Update • T-PLUS Planning and Capital Grants • PDA Presentations/status report • Discuss Sustainable Communities Strategy
January 2011	<ul style="list-style-type: none"> • Board approval of RFP and Budget • RFP Distribution for TLC Plan Update • Obtain planning consultant firm • STA and Consultant will begin background report on: <ol style="list-style-type: none"> 1. County TLC Program 2. Regional TLC Program 3. Relationship of both programs 	<ol style="list-style-type: none"> 1. Solano County TLC/PDA Background report 	No Meeting
February-April 2011	<ul style="list-style-type: none"> • Consultant to report on preliminary elements for what makes a TLC project- Bay Area/SACOG. Report will focus on: <ol style="list-style-type: none"> 1. Design standards 2. Parking policies 3. Just bike and ped related projects 4. Other developer/job incentives • Consultant will complete a report on Preliminary Performance measures for a Solano TLC Program <ol style="list-style-type: none"> 1. What tools can we utilize to gauge the success of our program • Consultant will work to describe current Solano County PDA's with an emphasis on the following: <ol style="list-style-type: none"> 1. Land use details 2. Specific plans 3. Current and Past TLC Projects 4. Maps (maps need to include bike/ped network) 5. Relationship to other plans 	<ol style="list-style-type: none"> 1. TLC Project Elements Report 2. Preliminary Performance Measures Report 3. Current PDA's and TLC Projects report 4. Future PDA/TLC 	<u>Meeting #2: April</u> <ul style="list-style-type: none"> • TLC Project Elements Report • Preliminary Performance Measures Report • Current PDA's report • Future PDA's • Potential TLC Projects

	<ul style="list-style-type: none"> Consultant to report on future PDA's or TLC Planned Areas not included in ABAG's PDAs <ol style="list-style-type: none"> Dixon Solano County Rio Vista 		
April-June 2011	<ul style="list-style-type: none"> Finalize TLC Projects/Cost Assumptions/Prioritized list of projects Implementation guidelines for making PDA/TLC concepts become a reality Complete Draft Plan 	<ol style="list-style-type: none"> Solano Countywide TLC Projects and Priority Projects List Draft TLC Plan 	No Meeting
July-August 2011	<ul style="list-style-type: none"> TAC review and recommendation for Board approval 		<u>Meeting #3: July</u> 1. Draft TLC Plan
September 2011	<ul style="list-style-type: none"> Board Approves TLC Plan Update 		



DATE: November 23, 2010
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Transportation Study for Solano Seniors and People with Disabilities - Status

Background:

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

The CTP is currently being updated. Transportation services for seniors and people with disabilities have changed, and will continue to evolve, since the completion of the last Transportation Study for Seniors and People with Disabilities six years ago. The large public response to the two Senior Summits held in 2009 further indicates it is an increasing important transportation mobility issue and the STA Board authorized the initiating an update to the plan earlier this year.

Discussion:

The proposed update to the Transportation Study for Seniors and People with Disabilities will provide implementation recommendations that may be incorporated into or provide direction to:

1. The update of the Transit Element of the CTP;
2. Solano County transit providers' short- and long-range transit plans;
3. Identifying new funding revenues for transportation services for Seniors and People with Disabilities and setting priorities for service once these funding sources are identified; and
4. Provide direction to the STA, the County Board of Supervisors, and others, for coordinating transportation services for seniors and people with disabilities in the county.

Public input and involvement during this study effort is a key component of this study. The input already collected from the June and October 2009 Senior Summits will help support this Study. These events have also identified an extensive list of stakeholders including public, private and non-profit organizations that will be invited to participate in identifying the needs and prioritizing solutions as they relate to Senior and Disabled Transportation. The momentum and public engagement from the Senior Summits was maintained with the establishment of a new STA Advisory Committee: Solano Senior and Disabled Transportation Advisory Committee which began meeting in May 2010.

Nelson/Nygaard was selected as the consultant to conduct this study. The consultant attended the first Committee meeting that was held in May 2010 and will further engage the Committee throughout the project schedule. At the recent October Senior and Disabled Transportation Advisory Committee the group was given an update and their input was requested. To allow adequate time for this, a focus group was held with interested Committee members on November 19th.

Receiving input from the Committee is important, but is not the only avenue for outreach. A survey has been developed and distributed in hard copy as well as electronically and is available directly from the STA website home page (Attachment A). Rochelle Sherlock of Solano's Senior Coalition is a member of the consultant team and has taken the lead on outreach to Solano's senior population. This includes developing an outreach strategy to reach a broad section of seniors throughout Solano County by attending senior oriented events, presentations, focus groups, and distributing surveys. Nelson/Nygaard and Acumen are focusing on the outreach to people with disabilities of all ages. Outreach in all Cities has begun and will continue into early December (Attachment B). Over 500 surveys have already been collected and will continue to be collected through December 15th.

Subsequently, the Study will progress into developing and prioritizing strategies to address identified service gaps. While transit, paratransit and taxis services are expected to be among the strategies, non-transit strategies are also expected to be identified. As part of the implementation element of the plan, strategies will be presented in categories of short, medium, and long-term with cost estimates and implementation issues. The Study is due to be completed by June 2011.

Recommendation:

Informational.

Attachment:

- A. STA Seniors and Residents with Disabilities Transportation Survey
- B. Outreach Venues by Jurisdiction



Solano Transportation Authority
Seniors & Residents with Disabilities
TRANSPORTATION SURVEY

The Solano Transportation Authority (STA) is updating the countywide plan to address near and long-term transportation needs for seniors and people with disabilities. Whether you currently drive or use other ways to travel, we would like your input to understand your needs now and in the future. Results of the survey will be used to prioritize improvements to existing or new services and programs so that seniors and people with disabilities can maintain their mobility.

Please complete this survey, fold and **mail it back by December 15**. You can also complete the survey on-line by going to www.surveymonkey.com/s/STA-survey.

1. How do you get around Solano County? Please rank the top three ways you get around, using 1 for the most often, 2 for the next, and 3 for the third most-often used mode.

- | | |
|---|---|
| <input type="checkbox"/> Drive myself | <input type="checkbox"/> Walk |
| <input type="checkbox"/> Get a ride in a car from someone else | <input type="checkbox"/> Ride paratransit |
| <input type="checkbox"/> Use public transit (bus, train, ferry) | <input type="checkbox"/> Take a taxi |
| <input type="checkbox"/> Bicycle | |
| <input type="checkbox"/> Other (specify): _____ | |

2. In the past 12 months, have you used any of the following transportation services (check all that apply).

- Non-profit transportation service or program (Senior Escort Program, Ride with Pride, PACE, etc);
- Private transportation provider (medical transport, etc.)
- Senior Center shuttle Facility Shuttle
- Faith-based service Paid personal assistant
- Other (specify) _____

3A. Do you currently have a driver's license? Yes No

3B. If Yes, do you have a car available for your use? Yes No

3C. If No, is this due to a disability? Yes No

(more on next page)

4. Do you have any driving limitations? (I.e., daytime only, not driving on the freeway, only close to home). Yes No
If so, what are they?

5. Do you plan to stay where you live now for the next 5 years?
 Yes No Don't Know

6. Do you have a strong family and/or social circle to depend upon for transportation as you age? Yes No

7. If you currently drive as your primary means of travel, what plans do you have to maintain mobility as you age? (check up to 3)

- Family / friends Walk Bike
- Transit Taxi Facility service
- I have not thought about it
- Other (specify) _____

8. Would any of the following changes to Solano transit services result in you riding more frequently (if you are a current rider) or beginning to ride? Please prioritize the top three with 1 being the most important.

- None, I don't expect to use transit any more than I do now.
 - ___ If transit runs earlier in morning or later in evening
 - ___ If transit is more frequent on weekdays (Monday - Friday).
 - ___ If transit is more frequent on Saturdays and Sundays.
 - ___ If information on bus routes, times, transferring is easier to understand.
 - ___ If bus stop was closer or had better light/had a bench or shelter.
 - ___ If the experience was more pleasant (less crowded, cleaner, more safe, etc.).
 - ___ Other (please describe) _____
-

9. Please rate each of the following transportation improvements by circling a number from 1 to 5, with 1 for *least* helpful and 5 for *most* helpful.

	<u>Least Helpful</u>				<u>Most Helpful</u>
Support & education to reduce driving	1	2	3	4	5
Support & education to keep driving longer	1	2	3	4	5
More information on how to use services other than driving (transit, private services, bicycling, etc)	1	2	3	4	5
Improved inter-city taxi service.....	1	2	3	4	5
More wheelchair- accessible taxis	1	2	3	4	5
Lower fares for senior and disabled taxi programs...	1	2	3	4	5
Lower fares on transit service.....	1	2	3	4	5
Shuttles for seniors & disabled to medical facilities..	1	2	3	4	5
Shuttles for seniors & disabled for other special trips	1	2	3	4	5
Pedestrian improvements (including wheelchairs) ... (safer crossings, more/wider sidewalks, resting locations)	1	2	3	4	5
Bicycle facility improvements (paths)	1	2	3	4	5
Reduced speed limits	1	2	3	4	5

10. Please list the names of up to five places that you think need better public transit access (added bus stops, more frequent service, evening/weekends).

11. Please tell us how you would prefer to get your information about public, private, and other transportation services and programs.

<input type="checkbox"/> Printed Materials	<input type="checkbox"/> Presentations	<input type="checkbox"/> Telephone	<input type="checkbox"/> Friends or family
<input type="checkbox"/> Electronic (websites, email, social media)		<input type="checkbox"/> In-person assistance	
<input type="checkbox"/> Other			

12. Do you currently use any paratransit services? Yes No

13. If you do NOT use paratransit, why not?

14. Do you use a mobility device?
(Wheelchair, cane, walker, scooter, etc.) Yes No

15. Please describe any additional transportation issues or problems in your community that we should be aware of in this project.

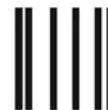
16. What is your ZIP code? _____

17. Please indicate if you are Female or Male

18. How old are you? 18 or younger 19 to 34
 35 to 49 50 to 64
 65 to 79 80 or older

Thank you! If you have any questions about this survey, call Rochelle Sherlock at (707)-864-3984, or send email to rochelle_sherlock@comcast.net.

(fold here)

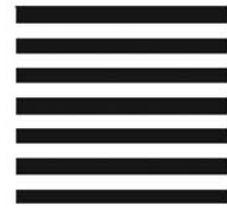


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Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585-9899



Summary of Senior Outreach by Jurisdiction

(Completed/*Planned*)

Jurisdiction	Organization
Benicia	Benicia Senior Center
	Casa de Villarrasa Senior Apartments and CAC clientele
	Benicia Library
	<i>St. Dominic's Catholic Church</i>
	<i>Senior Christmas Dinner</i>
Countywide	Senior Coalition
	Meals on Wheels (MOWS)
	Faith in Action
	Area Agency on Aging
Dixon	Dixon Family Services (DFS)
	Dixon Methodist Church
	Second Street Apartments
	Dixon Senior Center
Fairfield	Fairfield Senior Center
	Fairfield Senior Center - Senior Advocacy Council
	Dover Woods Apartments
	IHSS Advisory Committee
	Fairfield Senior Center
Rio Vista	Meals on Wheels/Senior Center
	Casitas Del Rio Apartments
	<i>Trilogy Riviera Kare Bears Group</i>
	Trilogy Board Meeting
	Trilogy e- newsletter
Suisun	Suisun Senior Center
	Wednesday Club
	Casa de Suisun
	Suisun Senior Center
Vacaville	Widower/Widows Club
	Leisure Town Women's Club
	McBride Senior Center
	Leisure Town
Vallejo	Florence Douglas Senior Center
	Filipino American Senior Citizens Committee
	<i>Solano Vista Senior Apartments</i>
	St. Pauls Luthern Church
	<i>Marina Towers</i>
<i>Betty Frank Senior Lunch Program</i>	

Outreach varies by location and may include a focus group, survey distribution or both



DATE: November 22, 2010
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2011-12

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.

Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the late fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff selects pertinent comments for Solano County's local jurisdictions that will be addressed. The STA coordinates with the transit operators who must prepare responses specific to their operation.

Once STA staff has collected all the responses from Solano County's transit operators, a coordinated response is approved by the STA Board and forwarded to MTC. Evaluating Solano County's responses, MTC staff determines whether or not there are any potential comments that need further analysis. If there are comments that need further analysis, MTC presents them to MTC's Programming and Allocations Committee (PAC) to seek their concurrence on those issues that the STA or the specified transit operator would need to further analyze as part of the Unmet Transit Needs Plan. Until MTC can make a finding that there are no reasonable unmet transit needs, all TDA claims for local streets and roads are held by MTC.

When MTC took final action on the FY 2009-10 Unmet Transit Needs process and concluded that there were no reasonable unmet transit needs, they also took action that directed Rio Vista and the County of Solano to develop a TDA phase out plan. Since MTC took this action, MTC and STA have met with both Rio Vista and County of Solano to discuss the TDA phase out plan for those two jurisdictions. As a result of this, in February 2010 Rio Vista City Council took action directing that Rio Vista will no longer use TDA funds for streets and roads beginning FY 2010-11. A strategy to phase the County of Solano out of the Unmet Needs process was approved by the STA Board April 14, 2010. Therefore, the Unmet Transit Needs process is still being required to allow the County of Solano to claim TDA for streets and roads for FY 2011-12.

On August 17, 2010, MTC staff requested that the County of Solano formally commit to phasing out of the Unmet Transit Needs process prior to MTC programming \$580,000 in shifted Cycle 1 funding for additional local streets and roads projects in FY 2010-11 as programmed by the STA.

On August 23rd, STA and County of Solano staff discussed phase out funding options. Based on this meeting, a recommendation was made that would meet MTC's FY 2011-12 phase out deadline and enable the programming of \$580,000 of Cycle 1 funds the STA has dedicated for the County of Solano in Cycle 1 (Attachment A).

Discussion:

On September 8, 2010, MTC Programming and Allocations Committee authorized MTC staff to proceed with the Unmet Transit Needs Public Hearing for Solano County (Attachment B). This year Unmet Needs Hearing is scheduled to be held on Thursday, December 2, 2010 from approximately 6:00 pm – 8:00 pm at the Solano County Administration Center (SCAC) in the Board of Supervisors Chambers.

STA staff will work with MTC and local transit operators to outreach to the public. MTC produced a flyer announcing the public hearing that has been provided to transit operators to post on their buses and other locations (Attachment C). Transit operators are encouraged to attend and hear the concerns expressed first hand in this process.

The issues raised at the hearing and through written comments will be reviewed and compiled by MTC. The comments that are identified as reasonable unmet needs will be forwarded by MTC to STA.

As FY 2011-12 will be the last year the County of Solano uses TDA for streets and roads, the Unmet Needs process will no longer be required in Solano County since no jurisdiction will be using TDA funds for streets and roads.

Recommendation:

Informational.

Attachments:

- A. STA Letter to County re: Summary of Proposed Phasing Out of the Unmet Needs Process by the County of Solano
- B. MTC Programming and Allocations Committee Unmet Transit Needs Public Hearing for Solano County
- C. Solano County Transit Needs Flyer



Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

... working for you!

One Harbor Center, Suite 130, Suisun City, CA 94585-2473 ♦ Telephone (707) 424-6075 / Facsimile (707) 424-6074
Email: staplan@sta-snci.com ♦ Website: solanolinks.com

September 17, 2010

Clifford K. Covey
Interim Director of Resource Management
Solano County Resource Management
675 Texas Street, Suite 5500
Fairfield, CA 94533

RE: Summary of Proposed Phasing Out of the Unmet Transit Needs Process by the County of Solano

Dear Cliff:

I am writing in follow-up to our recent meeting where we discussed options and the timing of the County of Solano phasing out of the Unmet Transit Needs Process that has been utilized to allow the County of Solano to utilize a portion of its local Transportation Development Act (TDA) funds for local streets and roads rehabilitation projects. At the conclusion of this discussion, it was recommended the Solano County consider taking action either through a resolution or via a letter forwarded to the Metropolitan Transportation Commission (MTC) taking action to phase out of the Unmet Transit Needs Process by the conclusion of Fiscal Year (FY) 2011-12 in order to be eligible to receive \$580,000 in Cycle 1 federal Surface Transportation Program (STP) funds in FY 2010-11 or 2011-12.

In recent years, all of Solano County's cities and all of the other Bay Area counties and cities have phased out of the Unmet Transit Needs Process. Beginning in FY 2010-11, the County of Solano is now the only Bay Area local jurisdiction requesting the Unmet Transit Needs Process. In order to accommodate the request of the local agency to utilize local TDA for local streets and roads, MTC schedules an Unmet Transit Needs hearing in Solano County with the assistance of the Solano Transportation Authority (STA). Based on public comments received at the meeting and provided during a two to three week comment period, the STA works with all of Solano's transit operators and the County of Solano to respond to these public comments to help MTC ascertain if there are any reasonable unmet transit needs not being met within the boundaries of the jurisdiction, in this case the County unincorporated area, requesting to use a portion of their TDA funds for local streets and roads. This process does occur in more rural areas of the State of California, but is not common in the more urban regions.

In recent years, the STA has been working with our local transit operators to pursue various opportunities for regional discretionary funds for various transit operations, capital and programs. This effort has been somewhat hampered by Solano County's continued participation in the Unmet Transit Needs Process. In recognition, several of the remaining Solano cities participating in this process have phased out the last three years. Dixon, Suisun City, and Vacaville all phased out joining Benicia, Fairfield and Vallejo in dedicating all of their local TDA funds for transit purposes.

MTC has made it clear that they would like to eliminate the Unmet Transit Need Process from the region by the conclusion of Cycle 1 of the regional allocation of flexible federal STP and Congestion Mitigation and Air Quality (CMAQ) funds which covers FY's 2010-11 and 2011-12. Last year, MTC met with the County and the City of Rio Vista, the last two local agencies in Solano County and the Bay Area region still participating in the Unmet Transit Needs Process, to discuss the two agencies phasing out of the process. Subsequently, the Rio Vista City Council agreed to come out of the process beginning in FY 2010-11.

As part of the allocation of the federal cycle funds in Cycle 1, MTC has provided all nine Bay Area Congestion Management Agencies, including STA, with some flexibility (up to 20%) for programming funds between three categories – local streets and roads, regional bike projects, and Priority Development Areas (PDAs)/Transportation for Livable Communities (TLC).

In recognition of MTC's request for the County of Solano to phase out of this process, the STA Board, on April 14, 2010, approved shifting up to 20% of federal Bicycle, Pedestrian, and TLC grant funding during Cycle 1 to the County of Solano for local streets and roads rehabilitation projects. With this action, an estimated total of \$580,000 in Cycle 1 funds will be available to the County of Solano over the two year timeframe (FY's 2010-11 and 2011-12). This action by the STA Board was intended to help relieve the near-term impact of the loss of the County TDA funds being available for local streets and roads.

Currently, the STA Board only has authority to program Cycle 1 funding (FY 2010-11 & FY 2011-12), which includes the shifting of \$580,000 of Cycle 1 bicycle, pedestrian and TLC funding to Solano County for local streets and roads projects. Once Cycle 2 funding is authorized by MTC, STA staff will recommend that STA Board prioritize Cycle 2 funding priorities at that time, including the shift of up to 20% of TLC, bike and pedestrians funds toward County of Solano for local streets and roads as directed by the STA Board on April 14, 2010, and if MTC allows flexing of Cycle 2 funds. As part of this recommendation, STA staff will seek the County TDA funds be used for countywide benefit projects, such Lifeline projects, Senior and Disabled Study Priority projects, Transit Consolidation Implementation, Intercity Transit Funding Agreement increased contributions, implementation of local element of regional transit projects, or pilot multi-jurisdictional projects.

On the transit side, having additional County TDA funds available for transit will provide the County of Solano with the opportunity to help fund Countywide transit priorities such as transit services for senior and disabled citizens (e.g., Taxi Scrip, paratransit, etc.), support for transit capital projects, support for sustaining or improving Solano Express Service (such as new service on SR 12 Jameson Canyon a component of the Solano County Sustainable Communities Strategy for transportation), Lifeline Transit Service for lower income residents, and opportunities for improved transit efficiencies and accountability (Proposed merger of Benicia Breeze and Vallejo Transit into the Solano County Transit (SolTrans) Joint Powers Agreement). It is recognized by the STA that this shift in funds would reduce the County of Solano's ability to rehabilitate rural roadways in future fiscal years during a period of dwindling government resources.

STA Ltr. to CCovey dated Sept. 17, 2010 re. Summary of Proposed Phasing Out of the Unmet Transit Needs Process by the County of Solano

On August 17, 2010, MTC staff requested that the County of Solano formally commit to phasing out of the Unmet Transit Needs process prior to MTC programming the \$580,000 in shifted cycle one funding for additional local streets and roads projects in FY 2010-11 as programmed by the STA. On August 23rd, STA and County of Solano staff discussed phase out funding options. Based on this meeting, Option B was recommended which would meet MTC's FY 2011-12 phase out deadline and enable the programming of \$580,000 of cycle one funds the STA has dedicated for the County of Solano in cycle 1 shifted funding.

Let me know if you have any questions regarding the specifics of this issue.

Sincerely,



Daryl Halls
Executive Director

CC: Solano County Board of Supervisors
James P. Spering, MTC Commissioner and STA Board Member
STA Board Members
Michael Johnson, County Administrator, County of Solano
Birgitta Corsello, Assistant County Administrator
Paul Wiese, Engineering Manager
Ann Flemer and Alix Bockelman, Metropolitan Transportation Commission

Attachments:

- A. 08-17-2010 Email from MTC to STA regarding "Block Grant funds: Flex to County for Rehabilitation and TDA Unmet Needs Process"
- B. 09-08-2010 MTC Programming and Allocations Committee agenda item 2d: "Block Grant funds: Flex to County for Rehabilitation and TDA Unmet Needs Process"
- C. STA Unmet Transit Needs Phase Out Recommendation & Five-Year Funding Summary

Sam Shelton

From: Craig Goldblatt [CGoldblatt@mtc.ca.gov]
Sent: Tuesday, August 17, 2010 2:10 PM
To: Sam Shelton
Cc: Alix Bockelman; Bob Bates; Ross McKeown; Daryl Halls; ERichards@sta-snci.com; Janet Adams
Subject: Block Grant funds: Flex to County for Rehabilitation and TDA Unmet Needs Process

Hi, Sam:

Following up on our discussion about Solano's block grant program, we discussed the maximum flexing of amounts from the Regional Bicycle and County TLC programs to the LSR Rehabilitation Program. Through the Strategic Plan process, MTC had concurred that the County of Solano would receive the flexed funds for streets and roads rehabilitation purposes, predicated on a commitment from the County of Solano to phase out their streets and roads claim on TDA funds in 2 years with FY 2011-12 being the last year. As I understand, there has been no formal board action by the County Board of Supervisors to date or letter confirming this understanding by the Public Works Director .

Therefore, MTC is requesting formal communication from the County prior to programming STP funds to their 2012 Pavement Overlay Program, which is the beneficiary of the flex funds. We will not be adding it to the 2011 TIP until we have this documentation; then the project will be added as a TIP amendment to the 2011 TIP. This should not be burdensome to the County as the STP funds they are requesting are not needed until FY 2012.

Let me know if STA or the county has any questions about this.

Craig

**Metropolitan Transportation Commission
Programming and Allocations Committee**

September 8, 2010

Item Number 2d

Unmet Transit Needs Hearings

Subject: Unmet Transit Needs Public Hearing for Solano County

Background: Each year before Transportation Development Act (TDA) funds can be allocated for streets and roads purposes, MTC must conduct a public hearing to receive testimony to determine whether there are any “unmet transit needs which are reasonable to meet” within the jurisdictions of the claimants. We anticipate that TDA funds will be claimed for streets and roads purposes in Solano County. No other county in the Bay Area claims TDA funds for streets and roads purposes.

In accordance with the provisions of Resolution No. 2380, Revised, MTC will hold an unmet transit needs public hearing in November or December 2010 for the upcoming fiscal year 2011-12. Staff is working with the County of Solano and the Solano Transportation Authority to phase out their use of TDA funds for streets and roads purposes in the coming years. Based on current discussions, FY 2011-12 would be the final year for the county to use TDA for streets and roads. If this schedule is maintained, this would be the last Unmet Needs Hearing in Solano County and the region as a whole.

The final date will be chosen based on the schedules of attending Commissioners, Solano Transportation Authority staff, and MTC staff, who will be managing the hearing. Issues identified at the hearing will be forwarded to the jurisdictions by January 1st and be brought to the Committee in Fall 2011, before any streets and roads claims are brought to the Commission for approval.

Issues: None

Recommendation: We request the Programming and Allocations Committee’s authorization to proceed with the public hearing.

Attachments: None

**Metropolitan Transportation Commission
Programming and Allocations Committee**

September 8, 2010

Item Number 2d

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Subject: Unmet Transit Needs Public Hearing for Solano County

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Issues: None

Recommendation: We request the Programming and Allocations Committee’s authorization to proceed with the public hearing.

Attachments: None

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Attention Transit Riders

We Want To Hear From You! You're Invited to a Public Hearing on Solano County Transit Needs

Thursday, December 2, 2010, 6 p.m.

Solano County Administration Center – Board Chambers
675 Texas Street, Fairfield, CA

The Metropolitan Transportation Commission (MTC) wants to hear your transit needs — both local and commuter services — in Solano County. We invite you to comment on any “unmet” transit needs in Solano County as well as offer support for services you currently use.

Unable to attend? Submit your written comments no later than 4 p.m. on Wednesday, December 8, 2010. (You may use the form on the back of this flyer.) Mail to MTC Public Information, 101 Eighth Street, Oakland, CA 94607; FAX to (510) 817-5848; or e-mail your comments to info@mtc.ca.gov.

Public Transit is available to the hearing.

For information, call Solano Napa Commuter Information (SNCI) at **1(800) 53-KMUTE (535-6883)**. For specialized transportation, please call your local transit operator:

- **Benicia:** Dial-A-Ride, (707) 748-0808
- **Dixon:** Dixon Read-Ride, (707) 678-5020
- **Fairfield/Suisun City:** DART, (707) 429-2400
- **Rio Vista:** Delta Breeze, (707) 374-2878
- **Unincorporated County:** (707) 784-6765
- **Vacaville:** City Coach, (707) 449-6000
- **Vallejo:** Runabout, (707) 649-1999

See reverse for driving directions.

For more information regarding the hearing, call MTC Public Information at:

(510) 817-5757

TDD (510) 817-5769



Driving Directions to Solano County Administration Center (SCAC), Board Chambers - 675 Texas St. Fairfield, CA

The Solano County Administration Center (SCAC) is located in downtown Fairfield on Texas Street. The Board Chambers are located on the First Floor just off the main lobby which can be reached from Texas St. or Union St. entries or the adjacent parking structure between Union and Jefferson south of the building. Free public parking is located on many of the adjacent streets as well as on the second level of the parking structure.

Driving Directions from I-80

From the WEST

(Vallejo/Benicia/Bay Area)

- Take I-80 East to Hwy 12/East.
- Take Hwy 12 East to Pennsylvania St. (approx. 2.5 miles).
- Turn left Pennsylvania to W. Texas St.
- Turn right on W. Texas St.
- The SCAC is 6 blocks down on the right between Jefferson and Union Streets.

From the EAST

(Vacaville/Dixon/Sacramento)

- Take I-80 West to Travis Blvd.
- Turn left from the off-ramp to Travis Blvd.
- Take Travis Blvd to Pennsylvania St. (approx. 1 mile).
- Turn right at Pennsylvania to W. Texas.
- Turn left at W. Texas
- The SCAC is 6 blocks down on the right between Jefferson and Union streets.

Driving Directions from Rio Vista/Hwy 12

- From Rio Vista, take Hwy 12 to Jackson St exit.
- Take Jackson Street 5 blocks to W. Texas St.
- Turn right on W. Texas St.
- The SCAC is 2 blocks down on the right between Jefferson and Union streets.

Yes, I'd like to comment on transit services in Solano County and offer ideas for improved service.

(Please note specific transit service, when appropriate.)

Name.....

Address.....

City..... State..... Zip.....

E-Mail Address.....

Comments *(please be specific regarding transit services):*

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Please e-mail your comments to info@mtc.ca.gov or mail this form to: MTC Public Information, 101-8th Street, Oakland, CA 94607 or fax it to (510) 817-5848 no later than 4 p.m. December 8, 2010.



DATE: November 22, 2010
TO: STA Board of Directors
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Solano Employer Commute Challenge 2010 Results

Background:

The Fourth Annual Solano Commute Challenge (Challenge) was a targeted outreach campaign for Solano County large employers that involved the local business community in addition to employers and employees. The overall goal for this campaign was to increase and sustain Solano County employees' use of alternative transportation. The Challenge for employers and their employees was to "Use transit, carpool, vanpool, bike, or walk to work at least 30 workdays from August through October." Incentives are provided through the Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) Program to employees and employers who "met" the Commute Challenge.

STA staff contacted the Chambers of Commerce throughout the county to get input and feedback about the Challenge and to confirm suggested employer targets in each of their communities. Campaign materials were sent to the targeted employers in July with telephone follow-up one week later. Information about the Challenge was posted on the STA's SNCI webpage, www.commuterinfo.net, along with a registration form where targeted employers and their employees could indicate their interest in participating.

Employees accessed information about the Challenge through the SNCI webpage and also from hardcopy brochures and flyers that were provided to the employers for distribution. New this year, employees were able to track their trips electronically using the 511 Ridematching system's "Trip Diary" tracking system. Employees who did not have internet access or preferred to not use the electronic alternative still had the option of submitting the hard-copy Monthly Commute Logs. There was a learning curve for many who used the electronic "Trip Diary." Staff provided significant assistance to ensure that employees understood the process and would accurately track their trips. As individual employees signed up, they could request information about transit, bicycling, and carpooling/vanpooling options.

Discussion:

This year's Commute Challenge ended on October 31, 2010 and the deadline for all Monthly Commute Logs was November 5th. Forty-six (46) major employers totaling 620 employees registered in the Challenge (Attachments A and B). Employer participation increased by 7% while employee participation increased 4% over last year. 343 employee participants earned the title "Commute Champion" by meeting or passing the goal.

Five employers became Commute Champion Workplaces (where 20 or more employees became Commute Champions) - State Compensation Insurance Fund and Genentech in Vacaville, AAA Northern California, Nevada & Utah in Fairfield, California Vegetable Specialties in Rio Vista and the County of Solano. The County of Solano, once again, became the Most Outstanding Workplace with 52 Commute Champions.

SNCI Program incentive rewards, in the form of “Commute Bucks” gift certificates, will be distributed by mid December. Employees who are Commute Champions are entered into a drawing for a variety of gift cards. The drawing for those gift certificates will take place at the December STA Board meeting. Staff will coordinate the presentation of employer rewards with the companies, chambers of commerce, and STA Board members.

Fiscal Impact:

The Solano Commute Challenge (Challenge) campaign is included in the STA’s Solano Napa Commuter Information program budget and is funded by a combination of Bay Area Transportation for Clean Air (TFCA) and Eastern Solano Congestion Management Air Quality (CMAQ) funds.

Recommendation:

Informational.

Attachments:

- A. 2010 Solano Commute Challenge Results
- B. 2010 Solano Commute Challenge Employer Results Table

2010 Solano Commute Challenge Results

Goal for Commute Challenge: Use a commute alternative at least 30 workdays from August-October.

Registered employers: 46
Registered Employees: 620
Active Participants: 499

Commute Champions: 343

Commute Contenders: 90

Most Outstanding Workplace: County of Solano – 52 Commute Champions

Commute Champion Workplace(s):

State Compensation Insurance Fund – 42 Commute Champions
Genentech – 32 Commute Champions
AAA NCNU – 27 Commute Champions
California Vegetable Specialties – 27 Commute Champions

Mode split of Commute Champions:

Carpool – 219
Bike – 44
Vanpool – 56
Transit – 19
Walk – 7

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2010 Solano Commute Challenge
Final Results by Employer
11/22/2010

By Size

Company Name	City	Total Registrants	Commute Champs	Commute Contenders
Solano County	Countywide	101	52	16
State Compensation Insurance Fund	Vacaville	59	42	7
Genentech	Vacaville	61	32	7
AAA NCNU	Fairfield	38	27	6
CVS	Rio Vista	29	27	1
Travis AFB	Travis AFB	34	16	3
Goodrich	Fairfield	16	11	6
Kaiser Permanente Medical Center - Vallejo	Vallejo	21	11	5
Vallejo Sanitation & Flood Control District	Vallejo	12	11	1
Bio-Rad Laboratories	Benicia	14	9	2
Valero Refinery	Benicia	22	9	4
NorthBay Healthcare Corporation	Fairfield	19	9	3
Solano Family & Children's Services	Fairfield	11	8	1
California Maritime Academy	Vallejo	13	8	1
California State Prison- Solano	Vacaville	12	7	1
City of Vacaville	Vacaville	12	7	2
Kaiser Permanente Medical Center - Vacaville	Vacaville	10	6	2
Anheuser-Busch, Inc.	Fairfield	8	5	1
Vacaville Unified School District	Vacaville	14	5	3
First Northern Bank	Dixon	8	4	2
Ball Metal Beverage Container	Fairfield	6	4	1
Solano Community College	Fairfield	21	4	3
Travis Credit Union	Vacaville	8	4	2
City of Vallejo	Vallejo	8	4	3
City of Fairfield - Public Works Dept.	Fairfield	6	3	2
Fairfield-Suisun Unified School District	Fairfield	4	3	0
NorthBay Medical Center	Fairfield	6	3	0
ALZA Corp./GPSG/Johnson & Johnson	Vacaville	9	3	0
Kaiser Permanente Medical Offices - Fairfield	Fairfield	2	2	0
Mariani Packing Co.	Vacaville	6	2	2
Benicia Fabrication & Machine	Benicia	2	1	0
City of Benicia	Benicia	8	1	1
City of Dixon	Dixon	2	1	1
City of Suisun City	Suisun City	7	1	1
Kaiser Permanente Call Center	Vallejo	8	1	0
Dunlop Manufacturing, Inc.	Benicia	0	0	0
Pepsi-Cola Bottling Co.	Benicia	0	0	0
Schurman Fine Papers	Fairfield	0	0	0
City of Rio Vista	Rio Vista	2	0	0
Novartis	Vacaville	0	0	0
Simpson Dura-Vent	Vacaville	0	0	0
VacaValley Hospital	Vacaville	0	0	0
California Highway Patrol - Vallejo	Vallejo	0	0	0
Center for Behavioral Health	Vallejo	1	0	0
Crestwood Manor Vallejo	Vallejo	0	0	0
Sutter Solano Medical Center	Vallejo	0	0	0
Total		620	343	90

By City

Company Name	City	Total Registrants	Commute Champs	Commute Contenders
Solano County	Countywide	101	52	16
Bio-Rad Laboratories	Benicia	14	9	2
Valero Refinery	Benicia	22	9	4
Benicia Fabrication & Machine	Benicia	2	1	0
City of Benicia	Benicia	8	1	1
Dunlop Manufacturing, Inc.	Benicia	0	0	0
Pepsi-Cola Bottling Co.	Benicia	0	0	0
First Northern Bank	Dixon	8	4	2
City of Dixon	Dixon	2	1	1
AAA NCNU	Fairfield	38	27	6
Goodrich	Fairfield	16	11	6
NorthBay Healthcare Corporation	Fairfield	19	9	3
Solano Family & Children's Services	Fairfield	11	8	1
Anheuser-Busch, Inc.	Fairfield	8	5	1
Ball Metal Beverage Container	Fairfield	6	4	1
Solano Community College	Fairfield	21	4	3
City of Fairfield - Public Works Dept.	Fairfield	6	3	2
Fairfield-Suisun Unified School District	Fairfield	4	3	0
NorthBay Medical Center	Fairfield	6	3	0
Kaiser Permanente Medical Offices - Fairfield	Fairfield	2	2	0
Schurman Fine Papers	Fairfield	0	0	0
CVS	Rio Vista	29	27	1
City of Rio Vista	Rio Vista	2	0	0
City of Suisun City	Suisun City	7	1	1
Travis AFB	Travis AFB	34	16	3
State Compensation Insurance Fund	Vacaville	59	42	7
Genentech	Vacaville	61	32	7
California State Prison- Solano	Vacaville	12	7	1
City of Vacaville	Vacaville	12	7	2
Kaiser Permanente Medical Center - Vacaville	Vacaville	10	6	2
Vacaville Unified School District	Vacaville	14	5	3
Travis Credit Union	Vacaville	8	4	2
ALZA Corp./GPSG/Johnson & Johnson	Vacaville	9	3	0
Mariani Packing Co.	Vacaville	6	2	2
Novartis	Vacaville	0	0	0
Simpson Dura-Vent	Vacaville	0	0	0
VacaValley Hospital	Vacaville	0	0	0
Kaiser Permanente Medical Center - Vallejo	Vallejo	21	11	5
Vallejo Sanitation & Flood Control District	Vallejo	12	11	1
California Maritime Academy	Vallejo	13	8	1
City of Vallejo	Vallejo	8	4	3
Kaiser Permanente Call Center	Vallejo	8	1	0
California Highway Patrol - Vallejo	Vallejo	0	0	0
Center for Behavioral Health	Vallejo	1	0	0
Crestwood Manor Vallejo	Vallejo	0	0	0
Sutter Solano Medical Center	Vallejo	0	0	0
Total		620	343	90

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DATE: November 23, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Project Initiation Document (PID) Resource Reductions for Caltrans

Background:

A Project Initiation Document (PID) is commonly viewed as a Project Study Report (PSR) which is a preliminary engineering report that documents agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). Caltrans requires PID's for on-system projects over \$3 million.

The California Transportation Commission (CTC) requires a completed PSR for projects before the project can be added into the STIP. The CTC intends that the process and requirements for PSRs be as simple, timely, and workable as practical, given that a PSR must be prepared at the front end of the project development process, before environmental evaluation and detailed design, and that it must provide a sound basis for commitment of future state funding. A PSR also provides a key opportunity to achieve consensus on project scope, schedule, and proposed cost among Caltrans and involved regional and local agencies.

State statutes provide that Caltrans shall have 30 days to determine whether it can complete the requested report in a timely fashion (in time for inclusion in the next STIP). If Caltrans determines it cannot prepare the report in a timely fashion, the requesting entity may prepare the report. Local, regional and state agencies are partners in planning regional transportation improvements. Input from all parties is required at the earliest possible stages and continues throughout the process. The project sponsor should take the lead in coordination activities. PSRs to be completed by a local agency for projects on the State Highway System still require Caltrans oversight and ultimate approval.

The State Highway Operations & Protection Program (SHOPP) projects, which Caltrans is the lead agency, take priority over local projects given Caltrans' mission for preservation of the State Highway System.

On February 17, 2010, Caltrans requested STA to develop a 3-year PID work plan for all Solano County Projects, covering Fiscal Years (FY) 2010-11 through FY 2012-13. A continued theme is that current State Budget proposals include provisions that the projects are to pay for Caltrans oversight. While there are clearly several questions and concerns that exist with regard to paying for the oversight, details remain to be worked out.

On September 3, 2010, STA was notified that the March 2010 Three-Year Strategic Plan for PIDs was approved. As stated by Caltrans, the March 2010 plan identifies 21 recommendations to improve the overall PID process to be implemented over the next couple of years, including 12 key recommendations that are anticipated to be executed over the next several months.

For Solano County, the following work was in the PID 3-Year Plan:

FY 2010-11	
SOL I-80	Lagoon Valley Blvd Interchange in City of Vacaville
SOL I-80	Interchange Modification/Roundabout @ Hiddenbrooke
SOL I-80	New EB Auxiliary Lanes Airbase Pkwy to Travis in City of Fairfield
SOL I-505	Widen the SB Off-ramp at Vaca Valley Pkwy in City of Vacaville
SOL I-505	Widen Overcrossing to 2 Lanes in each direction and modify existing spread diamond to provide partial cloverleaf design. Vaca Valley Pkwy in Vacaville
Nap/SOL/ SJ SR-12	N Corridor Study SR12 (SR29 to I-5) Study

FY 2011-12	
SOL I-780	Construct Transit Center at Curtola Pkwy and Lemon St. in City of Vallejo
SOL I-80	Reconstruct Interchange I-80 at Pedrick Rd in City of Dixon
SOL I-80	Express Lanes Red Top Rd. to I-505

FY 2012-13	
SOL I-80	Reconstruct Interchange I-80 at "A" Street in City of Dixon
SOL I-80	Reconstruct Interchange I-80 at Pedrick Rd. in City of Dixon

Discussion:

While having a project in the 3-Year Work Plan was required for a local agency to begin work with Caltrans oversight, it was not a guarantee that the oversight work would have resources from Caltrans allocated. Over the last 4 years, Caltrans has seen a sharp reduction in the amount of resources that are provided for all preliminary engineering work or Project Initiation Documents. This year, the trend is continuing. On November 23, 2010 STA received a letter (Attachment A) from Caltrans that stated:

Over the past 2-years, Caltrans PID program has been cut by 45% and currently has no funds for operating expenses. As a result, Caltrans is prioritizing the PID work with SHOPP PIDs receiving first priority.

As a result of this prioritization, locally sponsored Non-SHOPP PIDs that reimburse Caltrans through Cooperative Agreements will be the most likely scenario of moving important projects through the process.

Fiscal Impact:

There are no fiscal impacts to the STA for this issue as this subject is related to the development of priorities for PSRs.

Recommendation:

Informational.

Attachment:

- A. Caltrans Letter of November 17, 2010

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DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
 P.O. Box 942873, MS-49
 SACRAMENTO, CA 94273-0001
 PHONE (916) 654-5266
 FAX (916) 654-6608
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 www.dot.ca.gov



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SOLANO TRANSPORTATION
 AUTHORITY

November 17, 2010

See Distribution List

Dear Executive Directors:

Through the 2010 Budget Act, signed on October 8, 2010, the Department of Transportation's (Department) Project Initiation Document (PID) Program budget was reduced. This reduction was made through the Governor's line-item veto authority.

PIDs are critical to project delivery because they enable project sponsors to appropriately develop the scope, cost, and schedule for transportation improvements. The Department understands that this reduction in PID resources disproportionately impacts local and regional agencies across California and their ability to deliver critical projects on the state highway system. We also recognize that local and regional agencies have historically invested a significant portion of their transportation funds on the state highway system. These investments address critical issues such as traffic congestion, air quality conformity, and efficient movement of people and goods.

The Department views this year's reduction to its PID Program as a temporary setback and hopes to pursue reinstatement of resources through the budget process. In the meantime, the Department will continue to work in partnership with local and regional agencies to streamline the development of PIDs. Given the current budget environment, streamlining PIDs enables the Department to reduce costs and delays associated with the development of PIDs. In order to obtain the necessary resources to develop PIDs and provide oversight for locally-developed PIDs, the Department and local and regional agencies must demonstrate that we are developing the appropriate number of PIDs for fundable projects.

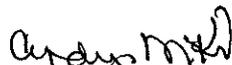
Over the past two years, the Department's PID Program has sustained cuts of 45 percent in staffing and currently has no funding for operating expenses. Due to these reductions, the Department must prioritize its workload to deliver critically needed State Highway Operation and Protection Program (SHOPP) PIDs. Consistent with the Governor's veto message, local and regional agency PID work must be a lower priority for the Department for fiscal year (FY) 2010-11 and may be delayed. To improve your agency's PID project priority, your local or regional agency may reimburse the Department for PID-related services. If reimbursing the Department is desirable by your agency, please contact your Caltrans District representatives to determine the potential for contracting. For the remainder of FY 2010-11, or until the Department receives resources to perform work on local PIDs, the Department

will work with its local and regional agency partners to align the PID workload with the priorities identified below:

1. SHOPP PIDs – Collision reduction and major damage restoration projects
2. SHOPP PIDs – Americans with Disabilities Act, stormwater, hazardous waste mitigation, and other mandated projects
3. SHOPP PIDs – Bridge projects
4. SHOPP PIDs – Projects related to preserving the state highway system and its supporting infrastructure
5. Non-SHOPP PIDs (State) – Department-sponsored projects
6. Locally Sponsored - Reimbursable PID Work executed through cooperative agreements
7. Locally Sponsored PIDs – PIDs near completion or projects 1-3 years from programming
8. Locally Sponsored PIDs – Projects fully or partially funded with State Transportation Improvement Program funds
9. Locally-Sponsored PIDs – Projects exclusively funded with non-state fund sources

We will continue to work in partnership with you, through these demanding economic times, to deliver mobility for Californians. Please contact your local district office (attached) for any further assistance.

Sincerely,


CINDY McKIM
Director

Attachment:
District Contact List

Distribution List:

Mr. Jon A. Clark, Executive Director, Butte County Association of Governments
Mr. Tony Boren, Executive Director, Council of Fresno County Governments
Mr. Ronald E. Brummett, Executive Director, Kern Council of Governments
Ms. Terri King, Executive Director, Kings County Association of Governments
Ms. Patricia Taylor, Executive Director, Madera County Transportation Commission
Mr. Jesse Brown, Executive Director, Merced County Association of Governments
Mr. Steve Heminger, Executive Director, Metropolitan Transportation Commission
Mr. John Doughty, Executive Director, Association of Monterey Bay Area Governments
Mr. Mike McKeever, Executive Director, Sacramento Area Council of Governments
Mr. Gary Gallegos, Executive Director, San Diego Association of Governments
Mr. Andy Chelsey, Executive Director, San Joaquin Council of Governments
Mr. Ronald L. DeCarli, Executive Director, San Luis Obispo Council of Governments
Mr. Jim Kemp, Executive Director, Santa Barbara County Association of Governments
Mr. Dan Little, Executive Director, Shasta County Regional Transportation Planning Agency
Mr. Hasan Ikhata, Executive Director, Southern California Association of Governments
Mr. Vince Harris, Executive Director, Stanislaus Council of Governments
Ms. Joanne Marchetta, Executive Director, Tahoe Metropolitan Planning Organization
Mr. Ted Smalley, Executive Director, Tulare County Association of Governments
Mr. Brian Peters, Executive Secretary, Alpine County Local Transportation Commission
Mr. Charles Field, Executive Director, Amador County Local Transportation Commission
Mr. Clay Castleberry, Interim Deputy Director, Calaveras County Transportation Commission
Ms. Tamera Leighton, Executive Director, Del Norte Local Transportation Commission
Ms. Kathryn Mathews, Executive Director, El Dorado County Transportation Commission
Mr. John Linhart, Executive Director, Glenn County Transportation Commission
Mr. Spencer Clifton, Executive Director, Humboldt County Associations of Government
Mr. B. Ted Pedersen, Executive Director, Inyo County Local Transportation Commission
Mr. Lisa Davey-Bates, Executive Director, Lake County/City Area Planning Council
Mr. Larry Millar, Executive Secretary, Lassen County Transportation Commission
Mr. Dana Hertfelder, Executive Director, Mariposa County Local Transportation Commission
Mr. Phil Dow, Executive Director, Mendocino Council of Governments
Ms. Pam Couch, Executive Director, Modoc County Transportation Commission
Mr. Scott Burns, Executive Director, Mono County Local Transportation Commission
Ms. Debrah L. Hale, Executive Director, Transportation Agency for Monterey County
Mr. Daniel B. Landon, Executive Director, Nevada County Transportation Commission
Ms. Celia McAdam, Executive Director, Placer County Transportation Planning Agency
Mr. Martin Byrne, Executive Director, Plumas County Transportation Commission
Ms. Lisa Rheinheimer, Executive Director, Council of San Benito Governments
Mr. George Dondero, Executive Director, Santa Cruz County Regional Transportation Commission
Mr. Tim H. Beals, Executive Director, Sierra County Local Transportation Commission

See Distribution List

November 17, 2010

Page 4

Mr. Tom Anderson, Executive Director, Siskiyou County Transportation Commission
Mr. Gary Antone, Executive Director, Tehama County Transportation Commission
Mr. Richard Tippett, Executive Secretary, Trinity County Transportation Commission
Mr. Peter Rei, Executive Director, Tuolumne County Transportation Council
Mr. Dennis R. Fay, Executive Director, Alameda County Congestion Management Agency
Mr. Randy Iwasaki, Executive Director, Contra Costa Transportation Authority
Mr. Arther Leahy, Executive Director, Los Angeles County Metropolitan Transportation Authority
Mr. Farhad Mansourian, Director, Marin Public Works
Mr. Paul Price, Executive Director, Napa County Transportation Planning Agency
Mr. Will Kempton, Chief Executive Officer, Orange County Transportation Authority
Ms. Ann Mayer, Executive Director, Riverside County Transportation Commission
Ms. Deborah Barmack, Executive Director, San Bernardino Association of Governments
Mr. Jose Luis Moscovich, Executive Director, San Francisco Transportation Authority
Mr. Richard Napier, Executive Director, San Mateo County Association of Governments
Mr. Michael Burns, General Manager, Santa Clara Transportation Authority
Mr. Daryl Halls, Executive Director, Solano County Transportation Authority
Ms. Suzanne Smith, Executive Director, Sonoma County Transportation Authority
Mr. Darren Kettle, Executive Director, Ventura County Transportation Commission
Mr. Terry Bassett, Executive Director, Yolo Transportation District

**California Department of Transportation
District Contact List**

DISTRICT		NAME	PHONE
[1] Eureka	DISTRICT DIRECTOR Deputy District Director - Planning	CHARLES FIELDER Cheryl Willis	(707) 445-6445 (707) 445-6413
[2] Redding	DISTRICT DIRECTOR Deputy District Director - Planning	JOHN BULINSKI Tim Huckabay	(530) 225-3477 (530) 225-2564
[3] Marysville	DISTRICT DIRECTOR Deputy District Director - Planning	JODY E. JONES Jeff Pulverman	(530) 741-4233 (530) 741-4337
[4] Oakland	DISTRICT DIRECTOR Deputy District Director - Planning	BIJAN SARTIPI Lee Taubeneck	(510) 286-5900 (510) 286-5908
[5] San Luis Obispo	DISTRICT DIRECTOR Deputy District Director - Planning	RICHARD KRUMHOLZ Aileen Loe	(805) 549-3127 (805) 549-3161
[6] Fresno	DISTRICT DIRECTOR (ACTING) Deputy District Director - Planning (Acting)	SHARRI BENDER EHLERT Christine Cox	(559) 488-4057 (559) 488-4115
[7] Los Angeles	DISTRICT DIRECTOR Deputy District Director - Planning	MICHAEL MILES James McCarthy	(213) 897-0362 (213) 897-0792
[8] San Bernardino	DISTRICT DIRECTOR Deputy District Director - Planning	RAY W. WOLFE Bill Mosby	(909) 383-4055 (909) 383-4147
[9] Bishop	DISTRICT DIRECTOR Deputy District Director - Planning	THOMAS HALLENBECK Brad Mettam	(760) 872-0602 (760) 872-0691
[10] Stockton	DISTRICT DIRECTOR (ACTING) Deputy District Director - Planning	RICHARD HARMON Ken Baxter	(209) 948-7943 (209) 948-7906
[11] San Diego	DISTRICT DIRECTOR Deputy District Director - Planning	LAURIE BERMAN Bill Figge	(619) 688-6668 (619) 688-6681
[12] Santa Ana	DISTRICT DIRECTOR Deputy District Director - Planning	CINDY QUON Ryan Chamberlain	(949) 724-2007 (949) 724-2899
HQs	OPPC Chief PID Mgmt Branch Chief Programming Liaison	Marlon Flournoy Dan Brewer Annette Clark	(916) 651-6889 (916) 653-4107 (916) 653-9072



DATE: November 19, 2010
TO: STA Board
FROM: Sara Woo, Associate Planner
RE: Funding Opportunities Summary

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.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Application Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Application Due On First-Come, First-Served Basis
3.	Highway Safety Improvement Program (HSIP)*	Approximately \$50 million for FFY 2010/11	Application Due December 9, 2010
4.	Caltrans Bicycle Transportation Account (BTA) Grant*	Estimated \$7 million based on previous cycles	Application Due (Anticipated Date): February 2011
5.	Caltrans Community-Based Transportation Planning Grants*	Budget is \$3 million , each project not to exceed \$300,000	Grants for 2011/12 due April 1, 2011 (anticipated deadline)
6.	Caltrans Environmental Justice: Context-Sensitive Planning*	Budget is \$3 million , each project not to exceed \$300,000	Grants for 2011/12 due April 1, 2011 (anticipated deadline)

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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Attachment A

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
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	Ongoing. 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/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. 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 , maximum per project is \$4.5 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/moyererp/index.shtml

*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
Highway Safety Improvement Program (HSIP)*	Sylvia Fung Caltrans (510) 286-5226 111 Grand Avenue (94612) P.O. Box 23660 Oakland, CA 94623-0660	December 9, 2010 Eligible Applicants: Cities and Counties	\$50 million	This program provides funds for reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.	Eligible Projects: (1) intersection safety improvement; (2) pavement/shoulder widening; (3) rumble strips or other warning devices; (4) skid-resistant surface at an intersection; (5) improve of pedestrian or bicyclist safety or for persons w/ disabilities http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm
Caltrans Bicycle Transportation Account (BTA) Grant*	Ann Mahaney Caltrans (916) 653-0036 ann.mahaney@dot.ca.gov P.O. Box 942874 Sacramento, CA 94274-0001	February 2011 (anticipated deadline) Eligible Applicants: Cities and Counties with an adopted Bicycle Transportation Plan (BTP)	\$7.2 million total expected to be allocated, max for one applicant is \$1.8 million	This program provides state funds for city and county projects that improve safety and convenience for bicycle commuters.	Eligible Projects: (1) new bikeways serving major transportation corridors; (2) new bikeways removing travel barriers; (3) secure bicycle parking; (4) bicycle-carrying facilities on public transit; (5) installation of traffic control devices to improve safety; (6) elimination of hazardous conditions on existing bikeways; (7) planning; (8) improvement and maintenance of bikeways http://www.dot.ca.gov/hq/LocalPrograms/bta/BTA/CallForProjects.htm

*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
Community-Based Transportation Planning Grants*	Russ Walker Caltrans (916) 651-6886 russ_walker@dot.ca.gov	Grants for 2011/2012 due April 1, 2011 (anticipated deadline) Eligible Applicants: Cities and Counties	Budget is \$3 million , each project not to exceed \$300,000; this grant requires a local 20% match with a maximum 10% in-kind contribution allowed	This program provides planning funds that support livable communities (such as long-term economic development, multimodal linkages, and jobs/housing balance), coordinate land-use and transportation planning, reflect community values, and include non-traditional participants in transportation decision making.	Eligible Projects: Long-term sustainable community studies/plans, blueprint planning follow-up or refinement, rural smart growth, transit oriented/adjacent development or “transit village” studies/plans, infill studies/plans, etc http://www.dot.ca.gov/hq/tpp/grants.html
Environmental Justice: Context-Sensitive Planning*	Jorge Rivas Caltrans (916) 654-6236 jorge_rivas@dot.ca.gov	Grants for 2011/2012 due April 1, 2011 (anticipated deadline) Eligible Applicants: Cities and Counties	Budget is \$3 million , each project not to exceed \$300,000; this grant requires a local 10% match with a maximum 5% in-kind contribution allowed	This program provides funding for transportation planning-related projects that promote environmental justice in local planning; contribute to the early and continuous involvement of low-income and minority communities in the planning and decision-making process; improve mobility and access for under-served communities; and create a business climate that leads to more economic opportunities, services and affordable housing.	Eligible Projects: Transit Innovation studies/plans, comprehensive mobility studies/plans, context-sensitive streetscapes or town center studies, complete street studies, context-sensitive community development planning, community-friendly goods movement transportation corridors, ports, and airports studies, etc http://www.dot.ca.gov/hq/tpp/grants.html

*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: November 30, 2010
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: STA Board Meeting Schedule for Calendar Year 2011

Discussion:

Below is the STA Board meeting schedule for Calendar Year 2011.

Fiscal Impact:

None.

Recommendation:

Informational.

DATE	TIME	LOCATION	STATUS
January 12, 2011	6:00 p.m.	Suisun City Hall	Confirmed
February 9, 2011	6:00 p.m.	Suisun City Hall	Confirmed
March 9, 2011	6:00 p.m.	Suisun City Hall	Confirmed
April 13, 2011	6:00 p.m.	Suisun City Hall	Confirmed
May 11, 2011	6:00 p.m.	Suisun City Hall	Confirmed
June 8, 2011	6:00 p.m.	Suisun City Hall	Confirmed
July 13, 2011	6:00 p.m.	Suisun City Hall	Confirmed
No Meeting in August			
September 14, 2011	6:00 p.m.	Suisun City Hall	Confirmed
October 12, 2011	6:00 p.m.	Suisun City Hall	Confirmed
November 9, 2011 14 th STA Annual Awards		TBD, Fairfield	
December 14, 2011	6:00 p.m.	Suisun City Hall	Confirmed

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