



Solano Transportation Authority

MEETING AGENDA

6:00 p.m., Regular Meeting
Wednesday, May 14, 2014
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 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. Public comments are limited to 3 minutes or less.**

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

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE
(6:00 – 6:05 p.m.)

Chair Davis

2. CONFIRM QUORUM/ STATEMENT OF CONFLICT

Chair Davis

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.

3. APPROVAL OF AGENDA

4. OPPORTUNITY FOR PUBLIC COMMENT

(6:10 – 6:15 p.m.)

STA BOARD MEMBERS

Osby Davis (Chair)	Elizabeth Patterson (Vice Chair)	Jack Batchelor, Jr.	Harry Price	Norman Richardson	Pete Sanchez	Steve Hardy	Jim Spering
City of Vallejo	City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	County of Solano

STA BOARD ALTERNATES

Jesus Malgapo	Alan Schwartzman	Dane Besneatte	Rick Vaccaro	Constance Boulware	Mike Hudson	Dilenna Harris	Erin Hannigan
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5. **EXECUTIVE DIRECTOR'S REPORT – Pg. 7**
(6:15 – 6:20 p.m.) Daryl K. Halls
6. **REPORT FROM THE METROPOLITAN
TRANSPORTATION COMMISSION (MTC)**
(6:20 – 6:25 p.m.) MTC Commissioner
Jim Spering
- **MTC's Presentation on Consolidated Transportation
Services Agency (CTSA) Designation** Jennifer Yeaman, MTC
7. **REPORT FROM STA/PRESENTATIONS**
(6:25 – 6:30 p.m.)
- A. **Directors Reports**
 - 1. **Planning** Robert Macaulay
 - 2. **Projects** Janet Adams
 - 3. **Transit/Rideshare** Judy Leaks/ Liz Niedziela
8. **CONSENT CALENDAR**
Recommendation:
Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)
(6:30 - 6:35 p.m.)
- A. **Minutes of the STA Board Meeting of April 9, 2014** Johanna Masielat
Recommendation:
Approve STA Board Meeting Minutes of April 9, 2014.
Pg. 13
 - B. **Minutes of the TAC Meeting of April 30, 2014** Johanna Masielat
Recommendation:
Approve TAC Meeting Minutes of April 30, 2014.
Pg. 21
 - C. **City of Fairfield's SolanoExpress Schedules Funding Request** Liz Niedziela
Recommendation:
Approve the following:
 1. \$5,661 of State Transit Assistance Funds to the City of Fairfield to reimburse cost for revising FAST Solano Express schedules; and
 2. Authorize the Executive Director to enter into a funding agreement with the City of Fairfield to cover the cost up to \$5,661 for the FAST Solano Express schedules.**Pg. 27**
 - D. **Fiscal Year (FY) 2013-14 Transportation Development Act (TDA) Matrix - May 2014** Liz Niedziela
Recommendation:
Approve the following the FY 2013-14 Solano TDA Matrix – May 2014 for County of Solano as shown in Attachment B.
Pg. 31

- E. Transportation Development Act (TDA) Article 3 – Dixon West B Street Undercrossing Project** Sofia Recalde
Recommendation:
 Approve FY 2013-14 TDA Article 3 STA Resolution No. 2014-04 as specified in Attachment A.
Pg. 37
- F. Jepson Parkway Concept Plan** Robert Guerrero
Recommendation:
 Approve the updated Jepson Parkway Concept Plan.
Pg. 43
- G. Jepson Parkway Project Update and Funding Agreement Approval** Janet Adams
Recommendation:
 Authorize the Executive Director to execute the Restated Jepson Parkway Funding Agreement between the STA and the City Vacaville as shown in Attachment A.
Pg. 45
- H. Resolution Authorizing the Executive Director to Assign or Convey Easements to Other Parties** Janet Adams
Recommendation:
 Approve STA Resolution No. 2014-16 authorizing the Executive Director to transfer, assign or convey easements to other parties on behalf of the Solano Transportation Authority.
Pg. 63
- I. Solano County Priority Development Area Investment and Growth Strategy - 1 Year Update** Robert Macaulay
Recommendation:
 Approve the STA PDA Investment and Growth Strategy – 1 Year Update memo as shown in Attachment A.
Pg. 67
- J. Transit Project Management Contract Amendments - Rio Vista Delta Breeze** Liz Niedziela
Recommendation:
 Authorize the Executive Director to execute contract amendments for Transit Project Management Services with the following:
1. The City of Rio Vista for an amount not-to-exceed \$22,190 to provide transit and operation services for the City of Rio Vista;
 2. John Harris Consulting for an amount not-to-exceed \$14,000 to provide transit and operation services for the City of Rio Vista; and
 3. Authorize the STA to provide up to \$12,000 in STAF funds to match Rio Vista’s proposed funding of \$11,000 for the continuation of this contract.
- Pg. 75**

- K. Priority Conservation Area (PCA) Stakeholder Committee Change** Andrew Hart
Recommendation:
Approve the following:
1. Deletion of the San Francisco Bay Trail representative, per their request, to the PCA Stakeholder Committee; and
 2. Addition of a Bicycle Advisory Committee (BAC) representative and an additional Agricultural Product Grower representative to the PCA Stakeholder Committee.

Pg. 83

- L. Solano Bicycle Advisory Committee (BAC) Member Appointment** Andrew Hart
Recommendation:
Appoint Derek Nelson representing City of Rio Vista to the BAC for a three-year term.

Pg. 85

- M. Rio Vista State Transit Assistance Funds (STAF) Project Reallocation** Liz Niedziela
Recommendation:
Approve the following:
1. Reallocate \$17,000 of STAF funds to the City of Rio Vista for transit capital projects included in Attachments A and B; and
 2. Authorize the Executive Director to enter into an agreement with The City of Rio Vista in the amount not-to-exceed \$17,000.

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9. ACTION FINANCIAL ITEMS

- A. Fairfield/Vacaville Intermodal Station Project – Funding Agreement** Janet Adams
George Hicks,
City of Fairfield
Recommendation:
Approve the following:
1. Fairfield/Vacaville Intermodal Station Project funding plan as shown in Attachment B;
 2. Approve dedicating \$1.26 million in Proposition 1B Transit Capital funds be loaned from SolanoExpress Bus Replacement to fund the Fairfield/Vacaville Train Station project; and
 3. Authorize the Executive Director to execute a Funding Agreement with the cities of Fairfield and Vacaville for the Fairfield/Vacaville Train Station project.

(6:45 – 6:55 p.m.)

Pg. 93

10. ACTION NON FINANCIAL ITEMS

- A. Conduct Public Hearings and Adopt Resolutions of Necessity to Acquire Property by Eminent Domain, if necessary, for the Jepson Parkway 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 Phases 1 and 2 of the Jepson Parkway Project as specified in Attachment A1.
(6:55 – 7:05 p.m.)
Pg. 103
- B. Legislative Update** Jayne Bauer
- Recommendation:
Support the following:
1. Senate Bill (SB) 1151 (Canella) - Increasing safety for school students;
 2. Assembly Bill (AB) 2728 (Perea) - Prohibiting the transfer of weight fee revenues from the State Highway Account to the Transportation Debt Service Fund;
 3. Senate Bill (SB) 1418 (DeSaulnier) - Prohibiting the transfer of weight fee revenues from the State Highway Account to the Transportation Debt Service Fund;
 4. Senate Bill (SB) 1077 (DeSaulnier) - To develop a pilot program implementing a Mileage-Based Fee (MBF) in California to replace the state's existing fuel excise tax.
- (7:05 – 7:10 p.m.)
Pg. 103
- C. Approval of Public Private Partnership (P3) Feasibility Study of Solano County Transit Centers** Robert Guerrero
- Recommendation:
Approve the STA Public Private Partnership (P3) Feasibility Report of Solano County Transit Centers.
(7:10 – 7:15 p.m.)
Pg. 195
- D. Active Transportation Program (ATP) Priority Projects – Support by STA** Sofia Recalde
- Recommendation:
Authorize the Executive Director to sign letters of support for Active Transportation Program grant funding for the following projects:
1. Solano County Suisun Valley Farm to Market
 2. Solano County Vacaville-Dixon Bike Route
 3. STA Safe Routes to School
 4. Suisun City Driftwood Drive
 5. Vallejo Downtown Pedestrian Enhancements
- (7:15 – 7:20 p.m.)
Pg. 219

11. INFORMATIONAL ITEMS – DISCUSSION

- A. **Mobility Management: Consolidated Transportation Services Agency (CTSA) Designation and Summary of Comments from SolanoExpress Intercity Transit Consortium Members** (7:20 – 7:30 p.m.)
Pg. 223
Richard Weiner,
Nelson-Nygaard
and
Elizabeth Richards
- B. **Discussion of Solano County Request for STA to Manage Intercity Paratransit Services** (7:30 – 7:40 p.m.)
Pg. 245
Daryl Halls
Nancy Whelan,
Nancy Whelan
Consulting
- NO DISCUSSION**
- C. **Regional Transportation Impact Fee (RTIF) Update**
Pg. 287
Robert Guerrero
- D. **Bike to Work Day- Bike Commuter of the Year for Solano County**
Pg. 291
Paulette Cooper
- E. **Mobility Management Program - In-Person ADA Eligibility Update**
Pg. 293
Tiffany Gephart
- F. **Mobility Management Call Center Update**
Pg. 301
Debbie McQuilkin
- G. **Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2014-15**
Pg. 303
Susan Furtado
- H. **Fiscal Year (FY) 2013-14 Abandoned Vehicle Abatement (AVA) Program Second Quarter Report**
Pg. 309
Judy Kowalsky
- I. **STA Board and Advisory Committee Meeting Schedule for Calendar Year 2014**
Pg. 311
Johanna Masiclat

12. BOARD MEMBERS COMMENTS

13. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, June 11, 2014**, Suisun Council Chambers.



MEMORANDUM

DATE: May 6, 2014
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report –May 2014

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.

State Cap and Trade Program Discussions Continue with Steinberg Proposal *

Statewide discussions surrounding the first year expenditure of State Cap and Trade revenues continue to evolve with Senate President Pro Tem Darrell Steinberg releasing his own proposed allocation plan for State Cap and Trade funds. His proposal deviates somewhat from the proposed allocation plan released by Governor Jerry Brown as part of his January State of the State proposal for the 2014/15 State Budget. Steinberg's proposal dedicates specific funds to regional transportation planning agencies and transit agencies and is closer to the priorities identified previously by the STA Board. In addition to the STA Board's trip to Sacramento in March, I have also participated in Cap and Trade discussions as a member of the California Transportation Association's (CTA) Legislative Committee, as one of the Bay Area Partnership Board Members that traveled to Sacramento in mid April as part of the Metropolitan Transportation Commission, and as a new member of the California Association of Council of Governments (CALCOG). The next round of discussions is expected to occur when the Governor releases his May Revise of the State Budget scheduled for next week.

Bike to School and Bike to Work Days Kick off Start of May *

The STA helped commemorate both the 3rd Annual National Bike to School Day on Wednesday, May 7th and the 20th Annual Regional Bike to Work Day on Thursday, May 8th. STA's Safe Routes to School staff has organized several bike to school events at various Solano County schools. STA's Solano Napa Commuter Information Program staff organized 25 energizer stations located throughout Napa and Solano County. The second annual Napa Green Employer Commute Challenge is in full swing with 19 Napa employers participating. The next Solano Employer Commute Challenge will commence later this year.

STA Priorities for New State and Regional Active Transportation Program Funds *

The new State Active Transportation Program (ATP) is scheduled to solicit grant applicants this month and a numerous applications are anticipated from across the Bay Area and California. Several applications from Solano County's local jurisdictions have been prepared for submittal. STA staff has worked with the various project sponsors and

are recommending the STA Board consider five projects identified as priorities in recently adopted plans by the STA Board as priorities for both State and Regional ATP funds. The projects are the Solano County Suisun Valley Farm to Market Project, Solano County Vacaville-Dixon Bike Route, Safe Routes to School, Suisun City Driftwood Drive and Vallejo's Downtown Pedestrian Enhancement Project.

Revised Fairfield Vacaville Train Station Funding Plan *

For the past 10 years, the STA has partnered with the City of Fairfield and Vacaville to help fund the new Fairfield/Vacaville Intermodal Station Project. This has included successfully advocating with the Capitol Corridor Joint Powers Board to obtain a commitment of intercity rail service once the new station is constructed and obtaining regional bridge toll and federal earmarks for the project. In March 2014, the STA Board committed to backfilling the project with regional State Transportation Improvement Program (STIP) funds allocated to another project (Jepson Parkway). In April, the STA Board endorsed the project as a TIGER VI grant applicants, but after further discussions with the City of Fairfield staff, it was determined that other funding sources had a much higher likelihood of success and the funding for this project is needed in 2014 in order to start construction by 2015. This past month, STA helped the City of Fairfield to obtain support from the Metropolitan Transportation Commission (MTC) to transfer bridge toll funds from two other Solano County projects and STA and obtained the support of the Northern California Trade Coalition to recommend the project as a recipient of Proposition 1B Trade Corridor Investment Fund (TCIF) saving which are scheduled to be voted on by the California Transportation Commission (CTC) on May 21st. At this STA Board meeting, staff is recommending the STA Board authorize the Executive Committee to enter into an agreement with the City of Fairfield and Vacaville to finalize the remaining \$5 million needed to fully fund the first construction phase of the project. This consists of both Vacaville and STA loaning transit funds currently reserved for future SolanoExpress bus replacement to Fairfield to fund the construction of the Intermodal Station Project in the near-term with Fairfield to pay back the funds to purchase the express buses with either future local or regional impact fee funds.

Rights of Necessity Hearings for Jepson Parkway Project *

At the request of the City of Fairfield and the City of Vacaville, the STA is leading the right of way process for the next two segments of the Jepson Parkway project. STA's consultants have been working with property owners that own property located within the identified project limits for this important 12 mile, multi-modal corridor. Significant progress has been made with the vast majority of property owners and several amicable settlement agreements have been entered into by STA and the property owners. Due to timely use of funds requirements on the funds being used to fund the right of way phase of the project, STA and the cities of Fairfield and Vacaville need to proceed with the right of way process and has notified the remaining affected property owners of the Rights of Necessity (RON) hearings scheduled for both the May and June STA Board meetings. Discussions with the remaining property owners will continue right up to the evening of the Board meeting and it is anticipated that some of the affected properties will reach amicable agreements prior to the RON hearings.

STA Board Discussion of CTSA Designation by MTC *

In April, the STA Board adopted the Mobility Management Plan for Solano County which includes a list of four specific mobility management programs to be implemented by the STA in partnership with local transit operators, non-profits, and the Solano County Department of Health and Social Services. The Plan also included a discussion of Consolidated Transportation Services Agency (CTSA) designation options and the merits for STA seeking CTSA designation from the Metropolitan Transportation Commission (MTC) to enhance Solano County's future opportunities to seek and obtain federal, state and regional mobility management funds. This would enhance STA's ability to continue to facilitate the funding, implementation and coordination of mobility programs and services that specifically address the mobility needs of seniors, people with disabilities, and low income residents. This item will be presented for review and discussion by the STA Board.

Management of Intercity Paratransit Service *

In December 2013, the County of Solano's Department of Resource Management, on behalf of the Solano County Board of Supervisors, requested the STA consider assuming the task of managing intercity paratransit services. This would include management of the intercity taxi scrip program which provides service for ambulatory riders, and taking the lead on the future issuance of new request for proposal (RFP) for intercity paratransit services to provide services for both ambulatory and non-ambulatory riders. In response, STA retained Nelson/Nygaard and Nancy Whelan Consulting to conduct an assessment of the current intercity taxi scrip program, the draft intercity paratransit RFP, identify and assess potential intercity paratransit service options, and provide a financial assessment of these service options. This information has been developed to provide STA staff with the necessary data to provide a recommendation and for the STA Board to provide policy direction in response to the County of Solano's request. At the Board meeting, staff and consultants will present the data and answer questions from the STA Board.

STA Staff Update

In April, Betsy Beavers joined the STA as a new, part-time Walking School Bus Coordinator. She is a Vacaville resident, will work for the Transit and Rideshare Department and reports to the new Safe Routes to School Program Administrator, Sara Fitzgerald. Karla Valdez, another one of STA's Walking School Bus Coordinators, became the proud parent of new baby boy, Carlos. She returns to work with the STA in June. Samantha Sipin, one of our new Customer Service Representatives, was accepted into the Education Program at UC Davis, where she will transfer to this Fall to study to be an English teacher after completing her Associates of Arts degree at Solano College (she plans to continue working part-time for STA).

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated May 2014)

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A		ITIP	Interregional Transportation Improvement Program
ABAG	Association of Bay Area Governments	ITS	Intelligent Transportation System
ATP	Active Transportation Program	J	
ACTC	Alameda County Transportation Commission	JARC	Jobs Access Reverse Commute Program
ADA	American Disabilities Act	JPA	Joint Powers Agreement
AVA	Abandoned Vehicle Abatement	L	
APDE	Advanced Project Development Element (STIP)	LATIP	Local Area Transportation Improvement Program
AQMD	Air Quality Management District	LEV	Low Emission Vehicle
ARRA	American Recovery and Reinvestment Act	LIFT	Low Income Flexible Transportation Program
B		LOS	Level of Service
BAAQMD	Bay Area Air Quality Management District	LS&R	Local Streets & Roads
BABC	Bay Area Bicycle Coalition	M	
BAC	Bicycle Advisory Committee	MAP-21	Moving Ahead for Progress in the 21 st Century
BART	Bay Area Rapid Transit	MIS	Major Investment Study
BATA	Bay Area Toll Authority	MOU	Memorandum of Understanding
BCDC	Bay Conservation & Development Commission	MPO	Metropolitan Planning Organization
BT&H	Business, Transportation & Housing Agency	MTC	Metropolitan Transportation Commission
C		MTS	Metropolitan Transportation System
CAF	Clean Air Funds	N	
CALTRANS	California Department of Transportation	NCTPA	Napa County Transportation & Planning Agency
CARB	California Air Resources Board	NEPA	National Environmental Policy Act
CCCC (4'Cs)	City County Coordinating Council	NHS	National Highway System
CCCTA (3CTA)	Central Contra Costa Transit Authority	NOP	Notice of Preparation
CCJPA	Capitol Corridor Joint Powers Authority	O	
CCTA	Contra Costa Transportation Authority	OBAG	One Bay Area Grant
CEQA	California Environmental Quality Act	OTS	Office of Traffic Safety
CHP	California Highway Patrol	P	
CIP	Capital Improvement Program	PAC	Pedestrian Advisory Committee
CMA	Congestion Management Agency	PCC	Paratransit Coordinating Council
CMIA	Corridor Mobility Improvement Account	PCRCP	Planning & Congestion Relief Program
CMAQ	Congestion Mitigation & Air Quality Program	PCA	Priority Conservation Study
CMP	Congestion Management Plan	PDS	Project Development Support
CNG	Compressed Natural Gas	PDA	Priority Development Area
CTC	California Transportation Commission	PDT	Project Delivery Team
D		PDWG	Project Delivery Working Group
DBE	Disadvantaged Business Enterprise	PMP	Pavement Management Program
DOT	Department of Transportation	PMS	Pavement Management System
E		PNR	Park & Ride
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	PPM	Planning, Programming & Monitoring
EIR	Environmental Impact Report	PPP (P3)	Public Private Partnership
EIS	Environmental Impact Statement	PS&E	Plans, Specifications & Estimate
EPA	Environmental Protection Agency	PSR	Project Study Report
EV	Electric Vehicle	PTA	Public Transportation Account
F		PTAC	Partnership Technical Advisory Committee (MTC)
FAST	Fairfield and Suisun Transit	R	
FEIR	Final Environmental Impact Report	RABA	Revenue Alignment Budget Authority
FHWA	Federal Highway Administration	RBWG	Regional Bicycle Working Group
FPI	Freeway Performance Initiative	RFP	Request for Proposal
FTA	Federal Transit Administration	RFQ	Request for Qualification
G		RM 2	Regional Measure 2 (Bridge Toll)
GHG	Greenhouse Gas	RPC	Regional Pedestrian Committee
GIS	Geographic Information System	RRP	Regional Rideshare Program
H		RTEP	Regional Transit Expansion Policy
HIP	Housing Incentive Program	RTIF	Regional Transportation Impact Fee
HOT	High Occupancy Toll	RTP	Regional Transportation Plan
HOV	High Occupancy Vehicle	RTIP	Regional Transportation Improvement Program
I		RTPA	Regional Transportation Planning Agency
ISTEA	Intermodal Surface Transportation Efficiency Act		

ZEV Zero Emission Vehicle

S

SACOG	Sacramento Area Council of Governments
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users
SCS	Sustainable Community Strategy
SCTA	Sonoma County Transportation Authority
SFCTA	San Francisco County Transportation Authority
SJCOG	San Joaquin Council of Governments
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
SoHip	Solano Highway Improvement Plan
SoTrans	South County Transit
SOV	Single Occupant Vehicle
SP&R	State Planning & Research
SR	State Route
SR2S	Safe Routes to School
SR2T	Safe Routes to Transit
STAF	State Transit Assistance Fund
STA	Solano Transportation Authority
STIP	State Transportation Improvement Program
STP	Federal Surface Transportation Program

T

TAC	Technical Advisory Committee
TAM	Transportation Authority of Marin
TAZ	Transportation Analysis Zone
TCI	Transportation Capital Improvement
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancement
TEA-21	Transportation Efficiency Act for the 21 st Century
TFCA	Transportation Funds for Clean Air
TIF	Transportation Investment Fund
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TMA	Transportation Management Association
TMP	Transportation Management Plan
TMS	Transportation Management System
TOD	Transportation Operations Systems
TOS	Traffic Operation System
T-Plus	Transportation Planning and Land Use Solutions
TRAC	Trails Advisory Committee
TSM	Transportation System Management

U, V, W, Y, & Z

UZA	Urbanized Area
VHD	Vehicle Hours of Delay
VMT	Vehicle Miles Traveled
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



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
April 9, 2014

1. CALL TO ORDER

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

MEMBERS

PRESENT:	Osby Davis, Chair	City of Vallejo
	Elizabeth Patterson	City of Benicia
	Jack Batchelor	City of Dixon
	Harry Price	City of Fairfield
	Norman Richardson	City of Rio Vista
	Pete Sanchez	City of Suisun City
	Steve Hardy	City of Vacaville
	Jim Spring	County of Solano

MEMBERS

ABSENT: None.

STAFF

PRESENT:	Daryl K. Halls	Executive Director
	Bernadette Curry	Legal Counsel
	Janet Adams	Deputy Exec. Director/Dir. of Projects
	Robert Macaulay	Director of Planning
	Johanna Masielat	Clerk of the Board/Office Manager
	Susan Furtado	Accounting & Administrative Svc. Manager
	Jayne Bauer	Marketing & Legislative Program Manager
	Liz Niedziela	Transit Manager
	Judy Leaks	Program Manager – SNCI & SR2S
	Sarah Fitzgerald	Program Services Administrator – SR2S
	Sofia Recalde	Associate Planner
	Andrew Hart	Associate Planner
	Anthony Adams	Assistant Project Manager
	Zoe Zaldivar	Customer Service Rep.
	Samantha Sipin	Customer Service Rep.

ALSO PRESENT: (In alphabetical order by last name.)

Amanda Dum	City of Suisun City
David Kutrosky	CCJPA

George Gwynn
Dan Kasperson
Wayne Lewis
Elizabeth Richards

Member of the Public
City of Suisun City
City of Fairfield - FAST
STA Project Manager

2. 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.

3. APPROVAL OF AGENDA

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

4. OPPORTUNITY FOR PUBLIC COMMENT

George Gwynn, Jr. commented on expenditures related to the STA Board.

5. EXECUTIVE DIRECTOR'S REPORT

- STA Board Visits Washington DC State of Federal Transportation Funding
- Fairfield/Vacaville Train Station Remains Priority for Tiger Grant Round 6
- STA Visit to Sacramento Focused on State Cap and Trade Program Discussions
- STA Fiscal Year (FY) 2013-14 and FY 2014-15 Proposed Budget Revision
- TDA Article 3 Funds to Complete Dixon Pedestrian Project and Suisun Rail Station Upgrade
- Approval of Active Transportation Element of the Solano County Comprehensive Transportation Plan (CTP)
- Solano County Mobility Management Plan
- STA Staff Update

6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

None presented.

7. REPORT FROM STA

- A. Capitol Corridor Update presented by David Kutrosky**
- B. Legislative Update presented by Jayne Bauer**
- C. Directors Report**
 - 1. Planning**
 - 2. Projects**
 - 3. Transit/Rideshare**

8. CONSENT CALENDAR

On a motion by Vice Chair Patterson, and a second by Board Member Price, the STA Board unanimously approved Consent Calendar Items A through F. (8 Ayes)

A. Minutes of the STA Board Meeting of March 12, 2014

Recommendation:

Approve STA Board Meeting Minutes of March 12, 2014.

B. Minutes of the TAC Meeting of March 26, 2014

Recommendation:

Approve TAC Meeting Minutes of March 26, 2014.

C. SolanoExpress Intercity Transit Consortium 2014 Work Plan

Recommendation:

Approve the SolanoExpress Intercity Transit Consortium 2014 Work Plan as shown on Attachment A.

D. Pedestrian Priority Projects Update

Recommendation:

Approve the following:

1. Pedestrian Priority Projects List (February 10, 2014); and
2. Pedestrian Priority Project Tiered List (February 10, 2014)

E. Fiscal Year (FY) 2014-15 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds

Recommendation:

Approve the following:

1. \$235,000 from FY 2014-15 TFCA Program Manager Funds for the Solano Napa Commuter Information Program; and
2. Authorize the Executive Director to issue a call for projects for the remaining balance of FY 2013-14 TFCA Program Manager Funds in the amount of \$59,709.

F. Regional Transportation Impact Fee Update

Recommendation:

Authorize the STA Executive Director to amend Fehr and Peers contract agreement for an amount not to exceed \$11,200 to amend the RTIF Nexus Report to include the Green Valley Road Overcrossing Project.

9. ACTION – FINANCIAL ITEMS

A. STA’s Fiscal Year (FY) 2013-14 and FY 2014-15 Proposed Budget Revision

Susan Furtado presented the proposed budget revisions for STA’s Fiscal Year (FY) 2013-14 and FY 2014-15. She provided an update to the STA’s budget incorporating new grants and progress of various programs and projects. She noted that the budget revision includes the new Regional Transportation Impact Fee (RTIF) components of the County Facility Fee (CFF), the grant funding for Solano County Bay Trail and Vine Trail Feasibility Study, and the implementation of aspects of the Safe Routes to School (SR2S) and Mobility Management Programs. She commented the budget includes two part-time, limited term contract positions to assist in the implementation of the Walking School Bus Program, funded through a federal SR2S grant for the next two years, and to support the public outreach for the Mobility Management Program and the marketing of SolanoExpress. In addition, the budget includes authorizing the Executive Director to open an STA bank account in support of an in-house accounting system and purchase accounting software and hardware at an amount not to exceed \$55,385 for the implementation of the new Regional Transportation Impact Fee (RTIF).

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve the following:

1. Adopt the STA's FY 2013-14 Proposed Budget Revision as shown in Attachment A;
2. Adopt the STA's FY 2014-15 Proposed Budget Revision as shown in Attachment B;
3. Authorize the Executive Director to contract for a half-time Safe Routes to School (SR2S) Walking School Bus Coordinator as included in the budget;
4. Authorize the Executive Director to contract for a part-time Marketing Assistant to support the Mobility Management and Safe Routes to School Programs and SolanoExpress Marketing Campaign.
5. Authorize the Executive Director to open an STA bank account in support of an in-house accounting system and purchase accounting software and hardware at an amount not to exceed \$55,385 for the implementation of the new Regional Transportation Impact Fee (RTIF).

On a motion by Board Member Spring, and a second by Vice Chair Patterson, the STA Board unanimously approved the recommendation. (8 Ayes)

B. Fairfield/Vacaville Intermodal Station Project – Federal TIGER Grant

Janet Adams reviewed the current cost of the Fairfield/Vacaville Intermodal Station Project cost which is estimated at \$81.5 million with a funding shortfall for the full \$81.5M. As a result, the STA and the City of Fairfield are proposing to submit a US Department of Transportation - Round 6 Transportation Investment Generating Economic Recovery (TIGER) grant application. She noted that the grant applications are due on April 28, 2014. She added that while the Project has been unsuccessful in previous TIGER grant attempts for these highly competitive federal funds, the Project has always has good feedback during the de-briefing sessions and made it through the initial staff screening process. As such, the STA and the City of Fairfield are proposing to submit the Project for this newest TIGER round. Since the Project boundaries fall within the urban limits, the minimum project submittal amount is over \$10M. Daryl Halls concluded by stating that STA staff is seeking the STA Board to approve the STA and the City of Fairfield submit a TIGER 6 grant application in the amount of \$11M, and he clarified this was conditional on other funding discussions currently underway with MTC.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve the submittal of a TIGER 6 grant application for \$11 M for the Fairfield/Vacaville Intermodal Station Project.

On a motion by Board Member Batchelor, and a second by Board Member Price, the STA Board unanimously approved the recommendation. (8 Ayes)

C. Transportation Development Act (TDA) Article 3 – Dixon West B Street Undercrossing and Suisun Train Station Improvements

Sofia Recalde cited that in 2012, the STA Board approved \$2.53M in OBAG funding for the Dixon West B Street Bicycle/Pedestrian Undercrossing. She noted that in addition to being a priority of the Solano Safe Routes to School Plan, the Undercrossing project is also a top priority for both the Bicycle Advisory Committee (BAC) and the Pedestrian Advisory Committee (PAC). She added that the project currently has a funding shortfall of \$250,000 and the City of Dixon is requesting use of TDA Article 3 funds to complete the project. She concluded by stating that since the project is expected to be completed by July 2014, STA staff is recommending the use of FY 2013-14 TDA Article 3 funds to cover the shortfall. A special joint BAC and PAC meeting has been scheduled in April to take action on staff's recommendation to dedicate \$250,000 of FY 2013-14 TDA Article 3 funds to the Dixon West B Street Bicycle and Pedestrian Undercrossing project.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve the following:

1. \$250,000 of FY 2013-14 TDA Article 3 funds for bicycle and pedestrian improvements to be completed as part of the Dixon West B Street Undercrossing Project; and
2. Resolution No. 2014-03 approving the submittal of the Countywide Coordinated Claim to the Metropolitan Transportation Commission for the allocation of FY 2013-14 TDA Article 3 Pedestrian/Bicycle Project Funds to Claimants in Solano County.

On a motion by Board Member Spring, and a second by Board Member Hardy, the STA Board unanimously approved the recommendation. (8 Ayes)

10. ACTION NON-FINANCIAL ITEMS

A. Active Transportation Element of Solano County Comprehensive Transportation Plan (CTP)

Robert Macaulay noted that at an earlier meeting, the Board's Active Transportation Committee reviewed and approved the recommendation to forward the final draft of the Active Transportation Element of the Solano CTP to the STA Board for final approval. He cited that this element is the first of three scheduled elements to be completed this year by STA staff that will comprise the CTP.

He noted that prior to the start of the meeting, Vice Chair Patterson requested modification to the Solano County Comprehensive Transportation Plan as shown below in *bold italics*:

- Page 22, AT Policy #3 (1st Paragraph):
Develop and periodically update countywide plans for each of the focus areas of the Active Transportation Element. ***Provide an annual report to the STA Board on implementation of the Active Transportation Element and its focus area plans.*** Use the citizen-based and staff-based advisory committees as the primary

means to develop these plans and provide advice on their implementation, while ensuring that countywide and regional projects and policies are also taken into account. This Policy advances Active Transportation Goals 1, 5, and 6.

After further discussion, the STA Board approved the requested modification.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve the Final Alternative Modes Element to the Solano County Comprehensive Transportation Plan as shown in Attachment A.

On a motion by Vice Chair Patterson, and a second by Board Member Spering, the STA Board unanimously approved the recommendation including the modifications requested by Vice Chair Member Patterson as shown above in ***bold italics***. (8 Ayes)

B. Solano County Mobility Management Plan

Elizabeth Richards presented the draft Solano County Mobility Management Plan. She cited that the Plan went through an extensive public review process without changing the structure of the Plan. She noted that the Plan was also presented to the Paratransit Coordinating Council (PCC) and the Solano Senior and People with Disabilities Advisory Committee at their March 20th meetings. Both Committees unanimously approved to forward the recommendation for STA Board approval and to bring the discussion of Consolidation Transportation Service Agency (CTSA) designation back to the Solano Seniors and People with Disabilities Transportation Advisory Committee for further discussion.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve the Solano County Mobility Management Plan as shown in Attachment A.

On a motion by Vice Chair Patterson, and a second by Board Member Spering, the STA Board unanimously approved the recommendation. (8 Ayes)

INFORMATIONAL – NO DISCUSSION

A. Legislative Update

B. Status of Priority Conservation Area (PCA) Pilot Program

C. State and Regional Active Transportation Program (ATP) Update and Discussion of Solano ATP Priority Projects

D. Project Delivery Update

E. Mobility Management Program Update

- 1. ADA In Person Eligibility**
- 2. Website**
- 3. Travel Training Program**

**F. STA Board and Advisory Committee Meeting Schedule
for Calendar Year 2014**

12. BOARD MEMBER COMMENTS

None.

13. ADJOURNMENT

The meeting was adjourned at 7:20 p.m.

Attested by:



**Johanna Masielat
Clerk of the Board**

/April 2014

Date

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TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
April 30, 2014

1. CALL TO ORDER

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

TAC Members Present:

Mike Roberts	City of Benicia
Joe Leach	City of Dixon
George Hicks	City of Fairfield
Dave Melilli	City of Rio Vista
Dan Kasperson	City of Suisun City
Steve Hartwig	City of Vacaville
David Kleinschmidt	City of Vallejo
Matt Tuggle	Solano County

STA Staff Present: *(In Alphabetical Order by Last Name)*

Anthony Adams	STA
Janet Adams	STA
Jayne Bauer	STA
Tiffany Gephart	STA
Robert Guerrero	STA
Liz Niedziela	STA
Sofia Recalde	STA
Andrew Hart	STA

Others Present: *(In Alphabetical Order by Last Name)*

Nick Burton	Solano County
Adam Noelting	MTC

2. APPROVAL OF THE AGENDA

On a motion by Dave Melilli, and a second by Matt Tuggle, the STA TAC approved the agenda.

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC AND STA STAFF

The following are updates provided by STA staff:

1. Robert Guerrero, STA, summarized the discussion held at the Solano Highway Partnership (SoHIP) meeting just prior to the STA TAC meeting. Mr. Guerrero reported that the SoHIP discussed sound wall policies. Janet Adams, STA, noted that this issue will be brought back to the May TAC for further discussion.
2. Anthony Adams announced that STA has been working on project tracking and delivery milestones clean-up. He noted that during this process it became apparent that STA was not in possession of the necessary Funding Agreements for the SR2S-Capitol projects. This was discussed at the most recent PDWG meeting, and its members were made aware of their need to provide funding agreements and updated project delivery sheets. He noted STA staff wanted to make sure TAC members were aware of this request.
3. Janet Adams announced that the STA staff has worked with the cities of Fairfield and Vacaville to fill in a \$5M funding gap for the Fairfield/Vacaville Train Station.

5. CONSENT CALENDAR

On a motion by Dave Melilli, and a second by Matt Tuggle, the STA TAC approved Consent Calendar Items A through D. (8 Ayes)

A. Minutes of the TAC Meeting of March 26, 2014

Recommendation:

Approve TAC Meeting Minutes of March 26, 2014.

B. City of Fairfield's SolanoExpress Schedules Funding Request

Recommendation:

Forward a recommendation to the STA Board to approve the following:

1. \$5,661 of State Transit Assistance Funds to the City of Fairfield to reimburse cost for revising FAST Solano Express schedules; and
2. Authorize the Executive Director to enter into a funding agreement with the City of Fairfield to cover the cost up to \$5,661 for the FAST Solano Express schedules.

C. Fiscal Year (FY) 2014-15 Transportation Development Act (TDA) Matrix - May 2014

Recommendation:

Forward a recommendation to the STA Board to approve the following the FY 2013-14 Solano TDA Matrix – May 2014 for County of Solano as shown in Attachment B.

D. Jepson Parkway Project Update and Funding Agreement Approval

Recommendation:

Forward a recommendation to the STA Board to approve the Restated Jepson Parkway Funding Agreement between the STA and the City Vacaville.

6. ACTION FINANCIAL ITEMS

A. Approval of Public Private Partnership (P3) Feasibility Study of Solano County Transit Centers

Robert Guerrero summarized the review process of the P3 Feasibility Study Report over the last year. He commented that all three elements have been brought to the Consortium and the STA Technical Advisory Committee and staff is recommending for STA Board approval in May. He noted that if approved, STA staff will continue to work with project sponsors to implement P3 components of various transit centers. He added that SolTrans and the City of Benicia has expressed interest in implementing P3 components as part of the Curtola Park and Ride Transit Center and Benicia Intermodal Project.

Recommendation:

Forward a recommendation to the STA Board to approve the STA Public Private Partnership (P3) Feasibility Report of Solano County Transit Centers.

On a motion by Matt Tuggle, and a second by David Kleinschmidt, the STA TAC approved the recommendation. (8 Ayes)

7. ACTION NON-FINANCIAL ITEMS

A. Legislative Update

Jayne Bauer introduced Senate Bill SB 1151, which aims to increase safety for school students in two important ways: 1. by improving driver behavior in school zones with higher penalties for speed limit violations, and 2. by dedicating the additional revenue generated by those higher penalties to school-based safety improvements through the Active Transportation Program. SB 1151 aligns with STA's Legislative Platform IX Safety #4: *Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.* The bill is co-sponsored by the Central California Regional Obesity Prevention Program, the Safe Routes to School National Partnership, and Transform. Staff recommends support of SB 1151.

Jayne Bauer also introduced and outlined the following bills and stated that a request to support the bills will be presented to the STA Board at their May 14th meeting:

1. Assembly Bill (AB) 2728 (Perea) prohibiting the transfer of weight fee revenues from the State Highway Account to the Transportation Debt Service Fund;
2. Senate Bill (SB) 1418 (DeSaulnier) prohibiting the transfer of weight fee revenues from the State Highway Account to the Transportation Debt Service Fund;
3. Senate Bill (SB) 1077 (DeSaulnier) to develop a pilot program implementing a mileage-based fee (MBF) in California to replace the state's existing fuel excise tax.

Recommendation:

Forward a request to the STA Board for support of Senate Bill 1151 (Canella) increasing safety for school students.

On a motion by Steve Hartwig, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation. (8 Ayes)

B. Mobility Management: Consolidated Transportation Services Agency (CTSA) Designation

Liz Niedziela noted that STA staff is planning to discuss the draft proposal outlining a CTSA’s potential goals, operations, and representation and present the Consortium’s comments to the STA Board at their meeting in May.

Recommendation:

Recommend forwarding the attached summary of comments from the SolanoExpress Transit Consortium to the STA Board regarding STA seeking designation as a CTSA by MTC for Mobility Management as shown on Attachments F and G.

On a motion by Dave Melilli, and a second by Joe Leach, the STA TAC unanimously approved the recommendation. (8 Ayes)

C. Jepson Parkway Concept Plan Update

Robert Guerrero provided an update on the Jepson Parkway Concept Plan Update. He discussed the background of the plan, its purpose, objectives and benefits. He stated that the over arching goal is to manage the corridor to maintain vehicle throughout so that it will serve its intended purpose as a continuous parkway. He stated that the Jepson Parkway Working Group and Steering Committee reviewed the Plan and recommended approval at their March 26th and April 14th meetings.

Recommendation:

Forward a recommendation to the STA Board to approve the updated Jepson Parkway Concept Plan.

On a motion by Joe Leach, and a second by Dave Melilli, the STA TAC unanimously approved the recommendation as amended shown above in ***bold italics***. (8 Ayes)

D. Active Transportation Program (ATP) Project – Support by STA

STA has received several requests to review ATP applications prior to submittal to Caltrans and MTC. Caltrans District 4 is hosting an ATP applicant training on Tuesday, April 29th, and STA would like to give applicants a week after that workshop to make any changes before submitting the applications to STA for review. If applicants submit ATP applications to STA by Tuesday, May 6th, STA staff will review and return them with comments by Tuesday, May 13th. The deadline for the statewide submittal to Caltrans is Thursday, May 22nd.

In addition, STA staff has received a request for letters of support for an ATP application. In an effort to support the most competitive applications, STA staff is recommending that STA support applications that are both competitive candidates and are Tier I Bicycle and/or Pedestrian Priority Projects, or Safe Routes to School projects identified in the recently adopted Active Transportation Element of the CTP.

At request of Solano County’s Matt Tuggle, a recommendation to add Solano County Vacaville-Dixon Bike Route as part of the Tier I Bicycle and/or Pedestrian Priority Projects.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to sign letters of support for the Solano County Suisun Valley Farm to Market, ***Solano County Vacaville-Dixon Bike Route***, STA Safe Routes to School, and Vallejo Downtown Pedestrian Enhancements Projects.

On a motion by Joe Leach, and a second by Dave Melilli, the STA TAC unanimously approved the recommendation as amended shown above in ***bold italics***. (8 Ayes)

E. Solano County Priority Development Area Investment and Growth Strategy - 1 Year Update

Robert Macaulay noted that Attachment A provides a detailed report on the implementation of the STA PDA Investment and Growth Strategy Goals and Projects. MTC and ABAG staff have stated they will accept a memo listing changes/activities during the last year rather than requiring a complete update to the report.

After further discussion, the STA Technical Advisory Committee (TAC) reviewed the draft STA PDA Investment and Growth Strategy Update memo, and recommended its approval by the STA Board. Mr. Macaulay also commented that the STA PDA Investment and Growth Strategy Update memo was also provided to the Solano Planning Directors, and accepted without comment.

Recommendation:

Forward a recommendation to the STA Board to approve the STA PDA Investment and Growth Strategy Update memo as shown in Attachment B.

On a motion by Steve Hartwig, and a second by David Kleinschmidt, the STA TAC unanimously approved the recommendation. (8 Ayes)

8. INFORMATIONAL - DISCUSSION

A. Regional Transportation Impact Fee (RTIF) Update

Robert Guerrero provided an overview of the second round of the RTIF implementation schedule for April through July 2014. He stated that the goal is to provide an RTIF Project Implementation Plan to the June 25th TAC and July 9th Board.

B. Discussion of Draft Solano County Annual Pothole Report

Anthony Adams provided an overview of the Draft Solano County Annual Pothole report and the key messages that the Project Delivery Working Group (PDWG) conveyed. He provided an summary of the Pavement Condition Maps and stated that STA Staff has included in the appendix, individual city summaries including information on past roadway investment, current Pavement Condition Index (PCI) conditions, future revenue needs, and projected PCI maps based on current budgets.

NO DISCUSSION

E. Intercity Transit Funding Working Group FY 2014-15

Intercity Paratransit Service Assessment Update

Mobility Management Program²⁵ Update - In-Person ADA Eligibility-

Mobility Management Call Center Update

F. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2014-15

Fiscal Year (FY) 2013-14 Abandoned Vehicle Abatement (AVA) Program Second Quarter Report

G. Draft Meeting Minutes of STA Advisory Committees

H. STA Board Meeting Highlights of April 9, 2014

I. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2014

9. ADJOURNMENT

The meeting was adjourned at 2:25 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, May 28, 2014.**



DATE: May 5, 2014
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
RE: City of Fairfield's SolanoExpress Schedules Funding Request

Background:

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. State law specifies that STAF be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

STAF funds had been used for a wide range of activities, including providing funds for countywide transit studies, transit marketing activities and ridership surveys, matching funds for intercity buses, and STA transit planning and coordination activities.

In recent years, STAF funds have been set aside to be used for the local match for the replacement of Solano Express buses. In future years, STA has committed to dedicating \$600,000 per year towards the Solano Express Capital Replacement Plan. In addition, STA has committed to being the lead funding agency for the implementation of the new Mobility Management Program. STAF funding is being set aside for the implementation of the new Mobility Management Program new ADA Eligibility Program and the start-up of the Travel Training Program.

Discussion:

On April 11, 2014, STA received a letter from the City of Fairfield requesting \$5,661 to fund the Fairfield and Suisun Transit (FAST) Solano Express Intercity Route Schedules (Attachment A). The STA Board and the Fairfield City Council recently approved fare adjustments to Route 30 and Route 40 so new schedules are needed with updated fare information. In addition, this would be a good time to revise and update all the FAST Solano Express schedules for consistency. Solano County Transit (SolTrans) staff has indicated SolTrans plans to make a similar request in June.

At their meetings on April 29 and 30, 2014, the SolanoExpress Intercity Transit Consortium and the STA TAC unanimously approved to forward the recommendation to the STA Board for action.

Fiscal Impact:

The cost of this proposal is \$5,661 to be funded by with State Transit Assistance Funds (STAF) out of Fiscal Year 2013-14 SolanoExpress Marketing Budget.

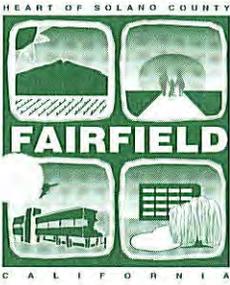
Recommendation:

Approve the following;

1. \$5,661 of State Transit Assistance Funds to the City of Fairfield to reimburse cost for revising FAST Solano Express schedules; and
2. Authorize the Executive Director to enter into a funding agreement with the City of Fairfield to cover the cost up to \$5,661 for the FAST Solano Express schedules.

Attachment:

- A. FF Letter to STA re. Request for Solano Express Funding



CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

FAIRFIELD TRANSPORTATION CENTER
2000 CADENASSO DRIVE
FAIRFIELD, CA 94533

707.434.3800
FAX: 707.426.3298



COUNCIL

Mayor
Harry T. Price
707.428.7395
Vice-Mayor
Rick Vaccaro
707.429.6298
Councilmembers
707.429.6298
Pam Bertani
Catherine Moy
John Mraz

•••

City Manager
Sean P. Quinn
707.428.7400

•••

City Attorney
Gregory W. Stepanicich
707.428.7419

•••

City Clerk
Jeanette Bellinder
707.428.7384

•

City Treasurer
Oscar G. Reyes, Jr.
707.428.7496

DEPARTMENTS

Administrative Services
707.428.7394

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Community Development
707.428.7461

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Community Resources
707.428.7465

•••

Finance
707.428.7496

•••

Fire
707.428.7375

•••

Police
707.428.7362

•••

Public Works
707.428.7485

Department of Public Works

April 8, 2014

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

RE: Request for Funding for Solano Express Schedules

Dear Mr. Halls:

The City of Fairfield respectfully requests Solano Transportation Authority authorize funding for revamping the Solano Express schedules. The schedules must be updated to include the Route 30 and Route 40 fare changes which were approved by City Council on March 18th.

The City of Fairfield obtained a quote from Page Design, the design firm that currently provides all of FAST's marketing materials including the local route schedules, for this project in the amount of \$5,661. Please review the attached quote for a breakdown of charges.

Thank you in advance for your consideration of this request. Should you have any questions or need additional information, please contact me at (707) 434-3804 or via e-mail wlewis@fairfield.ca.gov.

Sincerely,

Wayne A. Lewis
Assistant Public works Director/Transportation

c: Elizabeth Niedziela, Solano Transportation Authority
Lori Tagorda, City of Fairfield



February 18, 2014

Lynette Syme
Fairfield Transportation Center
2000 Cadenasso Drive
Fairfield, CA 94533

Re: Design and Printing of Four Solano Express Route Brochures

Dear Lynette:

Per your request, I have put together an estimate for our time to design and create art for four Solano Express route brochures, including Routes 20,30,40 and 90. Each of these brochures will be four panels and will follow a similar design format. They will include the schedule and fare tables, as well as informational copy in both English and Spanish.

Page Design Charges

Design and mockup of ideas for four-panel Solano Express brochure format – 14 hours	\$1,344
Apply selected design to creation of print ready art on Route 20 brochure – 6 hours	576
Apply selected design to creation of print ready art on Route 30 brochure – 6 hours	576
Apply selected design to creation of print ready art on Route 40 brochure – 6 hours	576
Apply selected design to creation of print ready art on Route 90 brochure – 6 hours	576
Spanish translation	140
Materials, including possible stock photo purchase	134
Print supervision – 3 hours	288
Total Page Design Charges	\$4,210

Printing

10,000 each of four, four-panel brochures printed in full color on 80lb. book weight paper. Unfolded size is 16" x 9" and folded size is 4" x 9" (40,000 total brochures)	\$5,661
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Please look this over and get back to me with your questions or approval to proceed.

Sincerely,

Paul Page



DATE: May 5, 2014
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
RE: Fiscal Year (FY) 2013-14 Transportation Development Act (TDA) Matrix –
May 2014

Background:

The Transportation Development Act (TDA) was enacted in 1971 by the California Legislature to ensure a continuing statewide commitment to public transportation. This law imposes a one-quarter-cent tax on retail sales within each county for this purpose. Proceeds are returned to counties based upon the amount of taxes collected, 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 agencies submit TDA claims to the Metropolitan Transportation Commission (MTC), the Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties after review by the Solano Transportation Authority (STA).

TDA funds are shared among agencies to fund joint services such as SolanoExpress intercity bus routes and Intercity Taxi Scrip Program. To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, the STA works with the transit operators and prepares an annual TDA matrix. The TDA matrix is approved by the STA Board and submitted to MTC to provide MTC guidance when reviewing individual TDA claims. At this time, the first set of TDA claims for the FY 2013-14 Matrix (Attachment B) is being submitted to the STA Board for approval.

The cost share for the intercity routes per the Intercity Funding Agreement is reflected in the TDA Matrix. The intercity funding formula is based on 20% of the costs shared on population and 80% of the costs shared and on ridership by residency. Population estimates are updated annually using the Department of Finance population estimates and ridership by residency is based on on-board surveys conducted March 2012. The Intercity funding process includes a reconciliation of planned (budgeted) intercity revenues and expenditures to actual revenues and expenditures. In this cycle, FY 2011-12 audited amounts were reconciled to the estimated amounts for FY 2011-12. The reconciliation amounts and the estimated amounts for FY 2013-14 are merged to determine the cost per funding partners.

Due to lower than planned costs, higher than planned fare revenues, and additional subsidies for the intercity routes in FY 2011-12, the reconciliation offset FY 2013-14 subsidy requirements from all funding partners. The offset amount for SolTrans resulted in a rebate of TDA funds to the City of Dixon in the amount of \$1,114, Fairfield and Suisun Transit (FAST) for \$112,547 and the City of Vacaville for \$27,540.

Discussion:

The STA Board last approved the TDA Matrix in July 2013. The July 2013 TDA matrix included claims from STA and for all transit operators except for Solano County. Solano County recently submitted its FY 2013-2014 TDA Claim Letter to STA (Attachment A). This claim will complete the FY 2013-14 TDA Matrix covering all Solano County transit operators.

County of Solano

The County of Solano is claiming \$563,000 in TDA funds for FY 2013-14. TDA funds in the amount of \$358,000 will be used for operating programs such as Faith in Action, Intercity Taxi Scrip and Transit Coordination and \$205,000 will be claimed against transit operators' TDA for the Intercity Paratransit Services.

At their respective meetings on April 29 and 30, 2014, the SolanoExpress Intercity Transit Consortium and the STA TAC unanimously approved to forward the recommendation to the STA Board for action.

Fiscal Impact:

No impact to STA budget. With the STA Board approval of the May FY 2013-14 TDA matrix, it provides the guidance needed by MTC to process the TDA claim submitted by Solano County the transit operators and STA.

Recommendation:

Approve the FY 2013-14 Solano TDA Matrix – May 2014 for County of Solano as shown in Attachment B.

Attachments:

- A. Solano County Letter of Request dated April 17, 2014
- B. FY 2013-14 Solano TDA Matrix – May 2014



SOLANO COUNTY
Department of Resource Management

Public Works Engineering
 675 Texas Street, Suite 5500
 Fairfield, CA 94533
 www.solanocounty.com

Telephone No.: (707) 784-6765
 Fax No.: (707) 784-2894

Bill Emlen, Director
 Clifford K. Covey, Assistant Director

April 17, 2014

Solano Transportation Authority
 Attn: Liz Niedziela
 One Harbor Center, Suite 130
 Suisun City, CA 94585

Re: FY 2013-2014 TDA Article 8 Claim

Dear Ms. Niedziela:

Attached is a summary of Solano County's TDA Article 8 application for FY 13-14. The amount of the claim was determined, using the August 2013 TDA Matrix, as follows:

<u>Description</u>	<u>Amount</u>
TDA estimate from MTC	\$669,987
Plus projected carryover	<u>\$593,802</u>
Total Solano County funds available	\$1,263,789
Less Solano County funds authorized to be claimed by others (FY 13-14)	
Fairfield – Suisun Transit	Routes 20, 30, 40 and 90 (\$102,185)
SolTrans	Route 78, 80 and 85 (\$39,996)
Solano Transportation Authority	Transit Capital Swap (\$72,000)
Solano Transportation Authority	STA Planning (<u>\$21,237</u>)
Total Solano County funds authorized to be claimed:	(\$235,418)

Funds claimed by Solano County from Other Agencies

Intercity Paratransit Services (by Joint MOU)

Dixon	\$5,000
Fairfield	\$40,000
Rio Vista	\$5,000
Vacaville	\$70,000
SolTrans	<u>\$85,000</u>
	\$205,000

Building & Safety David Cliche Chief Building Official	Planning Services Mike Yankovich Program Manager	Environmental Health Terry Schmidtbauer Program Manager	Administrative Services Suganthi Krishnan Senior Staff Analyst	Public Works Engineering Matt Tuggle Engineering Manager	Public Works Operations Wayne Spencer Operations Manager
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Funds claimed by Solano County from Other Agencies	
Transit Coordination	(\$171,000)
Paratransit Service – Faith In Action	(\$40,000)
Paratransit Service – Intercity Taxi Scrip Service	<u>(\$147,000)</u>
	(\$358,000)
Total funds claimed by Solano County	\$563,000
Unclaimed balance	\$670,371

Please do not approve any claims against Solano County funds that exceed the amounts shown.

Feel free to call me at (707) 784-6072 if you have any questions.

Sincerely,

Matt Tuggle
Engineering Manager

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DATE: April 28, 2014
TO: STA Board
FROM: Sofia Recalde, Associate Planner
RE: Transportation Development Act (TDA) Article 3 – Dixon West B Street Undercrossing Project

Background:

Transportation Development Act (TDA) is a funding source generated by a 1/4 cent tax on retail sales collected in California's 58 counties. Two percent of the total TDA is dedicated for pedestrian and bicycle projects. This two-percent, referred to as TDA Article 3, is returned to each county to fund bicycle and pedestrian projects. The Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (e.g. STA). The STA works with the Pedestrian Advisory Committee (PAC), Bicycle Advisory Committee (BAC) and staff from the seven cities and the County to prioritize projects for potential TDA Article 3 funding.

In March 2014, the STA Board approved the use of \$250,000 of Fiscal Year (FY) 2013-14 TDA Article 3 funds for bicycle and pedestrian improvements to be completed as part of the Dixon West B Street Undercrossing Project. The Dixon West B Street Bicycle and Pedestrian Undercrossing was a Tier 1 priority project for the Bicycle and Pedestrian Advisory Committees, as well as being a part of the Safe Routes to School Plan.

Discussion:

MTC requires applicants to submit a resolution for projects that request the use of TDA Article 3 funds. Attachment A is a Resolution that will satisfy this requirement. Upon approval by the STA Board and MTC, the project sponsor for the Dixon West B Street Undercrossing will be able to claim reimbursements for \$250,000 project costs in FY 2013-14.

Fiscal Impact:

FY 2013-14 TDA Article 3 funds for \$250,000 will help complete the construction of the Dixon West B Street Bicycle and Pedestrian Undercrossing project.

Recommendation:

Approve FY 2013-14 TDA Article 3 STA Resolution No. 2014-04 as specified in Attachment A.

Attachment:

- A. STA Resolution No. 2014-04

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RESOLUTION NO. 2014-04

A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY REQUESTING TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE ALLOCATION OF FISCAL YEAR (FY) 2013-14 TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 3 PEDESTRIAN/BICYCLE PROJECT FUNDING

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 *et seq.*, authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No.4108, entitled “Transportation Development Act, Article 3, Pedestrian and Bicycle Projects,” which delineates procedures and criteria for submission of requests for the allocation of “TDA Article 3” funding; and

WHEREAS, MTC Resolution No. 4108 requires that requests for the allocation of TDA Article 3 funding be submitted as part of a single, countywide coordinated claim from each county in the San Francisco Bay region; and

WHEREAS, the Solano Transportation Authority (STA) desires to submit a request to MTC for the allocation of TDA Article 3 funds to support the projects described in Attachment B to this resolution, which are for the exclusive benefit and/or use of pedestrians and/or bicyclists; now, therefore, be it

RESOLVED, that the STA declares it is eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code, and furthermore, be it

RESOLVED, that there is no pending or threatened litigation that might adversely affect the project or projects described in Attachment B to this resolution, or that might impair the ability of the STA to carry out the project; and furthermore, be it

RESOLVED, that the project has been reviewed by the Countywide Pedestrian and Bicycle Advisory Committees (PAC and BAC) of the STA; and furthermore, be it

RESOLVED, that the STA attests to the accuracy of and approves the statements in Attachment A to this resolution; and furthermore, be it

RESOLVED, that a certified copy of this resolution and its attachments, and any accompanying supporting materials shall be forwarded to the congestion management agency, countywide transportation planning agency, or county association of governments, as the case may be, of Solano County for submission to MTC as part of the countywide coordinated TDA Article 3 claim.

NOW, THEREFORE BE IT RESOLVED, the Solano Transportation Authority Board of Directors authorizes the Executive Director to transfer or assign easements to other parties on behalf of the Solano Transportation Authority.

Osby Davis, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14th day of May 2014 by the following vote:

Ayes: _____
Noes: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the special meeting held this day of May 14, 2014.

Daryl K. Halls, Executive Director
Solano Transportation Authority

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY REQUESTING
TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE
ALLOCATION OF FISCAL YEAR (FY) 2013-14 TRANSPORTATION DEVELOPMENT
ACT (TDA) ARTICLE 3 PEDESTRIAN/BICYCLE PROJECT FUNDING**

Findings

Page 1 of 1

1. That the STA is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 funds, nor is the STA legally impeded from undertaking the project(s) described in “Attachment B” of this resolution.
2. That the STA has committed adequate staffing resources to complete the project(s) described in Attachment B.
3. A review of the project(s) described in Attachment B has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in Attachment B have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project(s) described in Attachment B comply with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.).
6. That as portrayed in the budgetary description(s) of the project(s) in Attachment B, the sources of funding other than TDA are assured and adequate for completion of the project(s).
7. That the project(s) described in Attachment B are for capital construction and/or design engineering; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by the STA within the prior five fiscal years.
8. That the project(s) described in Attachment B is included in a locally approved bicycle, pedestrian, transit, multimodal, complete streets, or other relevant plan.
9. That any project described in Attachment B that is a bikeway meets the mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual.
10. That the project(s) described in Attachment B will be completed before the funds expire.
11. That the STA agrees to maintain, or provide for the maintenance of, the project(s) and facilities described in Attachment B, for the benefit of and use by the public.

Resolution No. 2013-04

Attachment B

TDA Article 3 Project Application Form

Fiscal Year of this Claim: FY13-14 Applicant: Solano Transportation Authority

Contact person: Janet Adams

Mailing Address: One Harbor Center, Suite 130

E-Mail Address: jadams@sta-snci.com Telephone: 707-399-3207

Secondary Contact (in event primary not available)

E-Mail Address: Sofia Recalde Telephone: 707-399-3230

Short Title Description of Project: Dixon West B Street Undercrossing

Amount of claim: \$ 250,000

Functional Description of Project:
Class I bicycle and pedestrian undercrossing under Union Pacific Railroad tracks at West B Street in Dixon. The project will improve safety for children and travelers across the railroad tracks.

Financial Plan:
 List the project elements for which TDA funding is being requested (e.g., planning I, engineering, construction, contingency). Use the table below to show the project budget for the phase being funded or total project. Include prior and proposed future funding of the project.

Project Elements: The project will replace the existing at-grade pedestrian/bicycle railroad crossing with a grade separated undercrossing.

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3	125,000	250,000			375,000
list all other sources:					
1. TDA 4/8	975,000				975,000
2. HPP Earmark	668,000				668,000
3. OBAG CMAQ	1,394,000				1,394,000
4. OBAG TE	1,141,000				1,141,000
5. STIP TE	1,321,000				1,321,000
6. Dixon local match	1,151,000				1,151,000
Totals	6,775,000	250,000			7,025,000

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	Yes
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	Yes
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	NA
D. Has the project been reviewed by a Bicycle Advisory Committee (BAC)? (If "NO," provide an explanation). Enter date the project was reviewed by the BAC: 4/2/14	Yes
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	Yes
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) June 2014	Yes
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: City of Dixon)	Yes



DATE: May 5, 2014
TO: STA Board
FROM: Robert Guerrero, Project Manager
RE: Jepson Parkway Concept Plan

Background:

The Jepson Parkway Concept Plan was originally adopted by the STA Board on May 10, 2000. The Plan envisioned a parkway designed to improve intra-county mobility for residents by improving a series of local roads connecting I-80/Leisure Town Road interchange in Vacaville with Highway 12 in Suisun City. Community leaders, members of the public, public works and planning staff from the cities of Fairfield, Suisun City, Vacaville and the County of Solano were instrumental in developing the plan.

Their collective input formed the plan with the following transportation objectives and benefits:

1. Implement safety improvements at various locations and road segments;
2. Promote linkages between future land uses and transportation facilities to reduce the need for vehicle trips and take advantage of transit, rideshare, bicycle and pedestrian modes;
3. Relieve existing and anticipated traffic congestion on local north-south routes in Solano County;
4. Provide improved and new transit, bicycle and pedestrian facilities; and
5. Provide a grade-separated crossing of the Union Pacific Railroad
6. Create a safe, efficient transportation network for the movement of people and goods within Solano County;
7. Protect residents living adjacent to roadways in the corridor from the impacts of existing and anticipated future traffic levels using landscape and noise buffers;
8. Provide traffic signals at major junctions along the corridor to improve access and safety for existing uses;
9. Provide efficient local streets to serve local trips that currently have to use the freeway system; and
10. Improve access for emergency vehicles and transit services.

The original Jepson Parkway Concept Plan features concepts that integrate roadway improvements, transit, bikeway/pedestrian elements, landscape design, open space protection, and land use guidelines in a single comprehensive plan. This Concept Plan was developed eight years prior to the state requirement for complete streets and was somewhat ahead of what it was developed.

The STA began updating the Concept Plan in 2012 to reflect land use and project design changes that have taken place over the past 12 years. A Working Group of Public Works and Planning staff from the cities of Vacaville, Fairfield and the County of Solano was established to provide technical support for the Plan's update. In addition, a Steering Committee with members of the STA Board provided policy direction as needed.

Discussion:

Attached is the updated Jepson Concept Plan (Attachment A). The primary purpose was to update the plan to continue to support advocacy for federal and state funds, guide design efforts and develop performance measures for corridor management. Since the original plan was completed, several segments have been implemented. These include the I-80/Leisure Town Road Interchange, Vanden Road/Cement Road Intersection Realignment, and Suisun City's Walter's Road SR 12 to East Tabor Widening. In addition to these roadway segment updates, the updated plan included a focus on major corridor employers, consistency with other plans (Fairfield/Vacaville Train Station Specific Plan), updated bicycle element and wayfinding signage.

The updated Jepson Parkway Concept Plan also includes updated policies to ensure the corridor will operate at an efficient level of service and include complete streets concepts. The updated Concept Plan also includes an updated implementation plan, including a section on transit service.

The over arching goal continues to be the same, "...manage the corridor to maintain vehicle throughput so that I will serve its intended purpose as a continuous parkway...". To achieve this, the plan highlights specific objectives to serve multiple modes, link land use and future development. Other objectives include developing a unique corridor with an identity and other unique aspects.

The Jepson Parkway Working Group, Steering Committee, and STA Technical Advisory Committee (TAC) reviewed the Plan and recommended approval at their March 26th, April 14th, and April 30th meetings respectively.

Fiscal Impact

None at this time.

Recommendation:

Approve the updated Jepson Parkway Concept Plan.

Attachment:

- A. Jepson Concept Plan (This attachment has been provided to the STA Board members only under separate enclosure. A copy may be obtained by contacting the STA at (707) 424-6075.)



DATE: April 30, 2014
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
Alan Glen, STA Project Manager
RE: Jepson Parkway Project Update and Funding Agreement Approval

Background:

The Jepson Parkway Concept Plan was completed in 2000 by the Solano Transportation Authority (STA), the City of Fairfield, the City of Suisun City, the City of Vacaville and Solano County. The Concept Plan provided a comprehensive, innovative, and coordinated strategy for developing a multi-modal corridor; linking land use and transportation to support the use of alternative travel modes, and protecting existing and future residential neighborhoods. The 12-mile Jepson Parkway project is an I-80 Reliever Route that will improve intra-county mobility for Solano County residents. The project upgrades a series of narrow local roads to provide a north-south travel route for residents as an alternative to I-80. The plan proposes a continuous four-lane roadway from the State Route 12 / Walters Road intersection in Suisun City to the I-80 / Leisure Town Road interchange in Vacaville. The project also includes safety improvements, such as the provision for medians, traffic signals, shoulders, and separate bike lanes. The Jepson Parkway project is divided into 10 segments for design and construction purposes. Five (5) construction projects within the Jepson Parkway project have been completed: the extension of Leisure Town Road from Alamo to Vanden; the relocation of the Vanden/Peabody intersection; improvements to Leisure Town Road bridges; the Walters Road Widening (Suisun City); and the I-80/Leisure Town Road Interchange (Vacaville).

The remaining segments of the Jepson Parkway Project have obtained environmental clearance as one project. In March 2009, the STA Board certified the EIR for the Project. Caltrans, the National Environmental Policy Act (NEPA) lead, certified the EIS in May 2011. The overall estimated construction cost of the remaining segments is \$185 million.

There is \$36.7 million of Solano's 2010 State Transportation Improvement Program (STIP) funds programmed/allocated for this project as follows:

1. \$2.4 million was allocated for Plans, Specifications & Estimate (PS&E) in 2010/11 FY
2. \$3.8 million was allocated for Right-of-Way (R/W) funds in FY 2011-12
3. \$30.5 million in construction funding is programmed for FY 2015-16.

Another \$8.2 million is programmed in construction funding in FY 2015-16 in the 2012 STIP. There is a total of \$38.7 million of STIP Construction funds available in FY 2015-16. These construction funds have been split with \$19.35 million each going to the Fairfield and Vacaville Jepson Parkway projects. STA has also programmed \$9.3 million toward construction in the 2014 STIP, however these funds have been pushed out to the FY 2018-19. These future STIP funds will be utilized to construct a later phase project that would come forward to the Board in a separate Funding Agreement once the strategy is determined.

STA and the County entered into a funding agreement, whereas, the County will contribute \$1 million towards the Vanden Road project to get the design started. In addition, the County committed to using the remaining earmark funds, \$793,000, that had been targeted to the Travis North Gate improvements for the design of the Jepson Parkway Segment(s). These earmark funds have been utilized to advance the designs of the initial construction projects for 2015-16.

The City of Fairfield has adopted the Train Station Specific Plan (TSSP), which proposes to realign a portion of the Jepson Parkway to allow for the future grade separation at Cannon Road. Fairfield is designing the Phase 1 project along Vanden Road from Peabody to the newly established City limit line resulting from recent annexation.

The City of Vacaville is designing the Phase 2 project from the newly established Fairfield City limit along Vanden Road to the Leisure Town Road / Commerce Place Intersection. The cities and STA are working closely to coordinate the projects. The coordination needs to consider, access points along Leisure Town and Vanden Roads to maintain a Level of Service (LOS) C, utility relocations and future utility needs, and facility type with regard to urban or rural design along the Jepson Parkway Project.

In coordination with the Jepson Parkway design activities, the STA has been updating the Jepson Parkway Concept Plan. This update of the 2000 Concept Plan will bring land use decisions to the current conditions, establish transit routes and needed stops; update the bicycle and pedestrian element to current regional plans; establish corridor themes for signage and landscaping; establish policies for operations to ensure established Levels of Service can be maintained and discuss the project implementation phasing. The Final Update of the Concept Plan is coming to the Board for approval under a separate agenda item.

The STA Project Manager for this project, Alan Glen with Quincy Engineering, has worked closely with the County, Cities and STA to establish the following executed implementation documents:

1. **Jepson Parkway Memorandum of Understanding (executed July 25, 2011)** – The MOU defines the roles and responsibilities of the Jepson Parkway Working Group and each agency in the delivery of the Jepson Parkway Corridor. It also establishes the Guiding Principals from which to select and prioritize project phases. The MOU also codifies the commitment that the Cities have agreed to for development of the portion of the Parkway that would fall within future City limits after the anticipated annexations occur.
2. **Funding Agreements between the Cities, County and STA (current Vacaville Agreement executed June 1, 2012, Current Fairfield Agreement executed May 7, 2012)** - The Funding Agreements between STA, the County and Cities establishes the following:
 - a. Initial costs anticipated to deliver project segments
 - b. Proposed initial funding responsibilities of each agency.
 - c. Anticipated payback amount and schedule
 - d. The roadway design elements to be handled City staff or consultants
 - e. STA will be responsible for overall design oversight and R/W appraisals to ensure consistent values are placed on dedicated and acquired parcels.

- f. Project costs will be adjusted and agreed to by each agency at key milestones throughout the delivery phases.
- g. Design services cost reimbursement procedures.
- h. A Dispute Resolution Process.
- i. The delivery schedule.

STA is in the process of updating the Funding Agreements to reflect updated costs estimates for R/W, construction, and environmental mitigation. The Restated STA/Vacaville Funding Agreement is completed and ready for execution.

The Restated STA/Fairfield Agreement requires additional work on the funding/delivery strategy before bringing that forward for approval. STA and Fairfield have been working closely to develop this revised funding strategy for the Phase 1A project and fill the gap in funding for the Train Station project.

Discussion:

- **Delivery of Construction Phases** - A cash flow analysis was completed utilizing the costs from the Jepson Parkway Technical Report completed in February 2009 and presented to the Jepson Parkway Working Group. Based upon that analysis, two projects were identified to be designed. The costs have now been updated to reflect appraised values of R/W and construction estimates based upon 95% plans: (It has been agreed to defer the Landscaping to a later phase in order to construct as much travelled way as possible with the available funding):
 - **Phase 1-Fairfield Project (2.7 miles in length)-** from the east side of the Cement Hill Road/ Peabody Road/ Vanden Road Intersection that would be completed as part of the Fairfield Vacaville Train Station Project to the newly established Fairfield City Limit approximately 2000 feet south of the Vanden Road/ Leisure Town Road Intersection. The total cost for design, R/W, construction, and environmental mitigation is estimated at \$48.1 million with an additional \$3.4 million deferred to the later landscape project. Note, this project will be split into Phase 1A and Phase 1B with Phase 1A being readied for construction in FY 2015-16. The exact limits of the Phase 1A project will be established to coincide with available funds. The Phase 1B project will be a future project.
 - **Phase 2-Vacaville Project (3.0 miles in length)-** from the south side of the Vanden Road/ Leisure Town Road Intersection (where the Fairfield project ends) to the Commerce Place/ Leisure Town Road Intersection. The total cost for design, R/W, construction and environmental mitigation is estimated at \$31.5 million with an additional \$2.1 million deferred to the later landscape project and developers installed improvements. This project will be constructed starting in FY 2015-16.
 - These projects will be funded on a 50/50 shared basis between each agency and STA (per the STA's 50/50 policy). STA will utilize the STIP funding programmed to deliver these projects with the Cities making a smaller initial contribution. The Cities anticipate much of the R/W being dedicated by proposed development that will contribute a portion of the required local funding. The remaining funds from each agency would be on a 5 to 7-year payback plan to the project. The Cities would be responsible for designing and constructing the deferred landscaping project within their project limits. The repayment funds and future STIP funding would be set-a-side for future project phases, yet to be determined.

Schedule

- Design -95% PS&E have been completed. It is expected that final PS&E will be completed for both projects by December 31, 2013
- Construction Advertisement- Fall 2015, CTC action has delayed funding to FY 2015-16.
- R/W appraisals have all been completed and first written offers have been sent to property owners. A few of the acquisitions have been completed and many more are nearly completed. An extension of the June 30, 2014 STIP funding deadline has been requested from CTC and is expected to be approved. Acquisitions should be completed by June 30, 2015 including possible condemnations. Several acquisitions have stalled in negotiations and may require condemnation. A Resolution of Necessity Hearing for some of these parcels is before the STA Board this month and is the subject of a separate Board Agenda item.

At the April 30, 2014 TAC meeting, these items were unanimously approved and recommended for Board approval.

Fiscal Impact:

The regional STIP funds that would be committed to as part of a Funding Agreement are already dedicated to this Project.

Recommendation:

Authorize the Executive Director to execute the Restated Jepson Parkway Funding Agreement between the STA and the City of Vacaville as shown in Attachment A.

Attachments:

- A. Restated Funding STA Agreement, STA and the City of Vacaville
- B. Detailed Project Cost Summary

RESTATED FUNDING AGREEMENT
 Between the
SOLANO TRANSPORTATION AUTHORITY,
 And
CITY OF VACAVILLE
FOR THE DESIGN AND CONSTRUCTION OF THE JEPSON PARKWAY PROJECT
INCLUDING PORTIONS OF VANDEN ROAD AND LEISURE TOWN ROAD (A
PORTION of SEGMENTS 7 to SEGMENT 13)

This Funding Agreement ("Agreement") is made among the Solano Transportation Authority, a joint powers authority organized under Government Code section 6500 et seq. consisting of the County of Solano and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun, Vacaville and Vallejo ("STA"); and the City of Vacaville, a municipal corporation ("City"), each individually referred to as a "Party" and collectively as the "Parties" to be effective as of May _____, 2014.

RECITALS

WHEREAS, STA was created in 1990 through a Joint Powers Agreement between the County of Solano and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo to serve as the Congestion Management Agency (CMA) for Solano County; and

WHEREAS, STA, as the CMA for the Solano County area, partners with various transportation and planning agencies, such as the Metropolitan Transportation Commission (MTC) and Caltrans District 4; and

WHEREAS, STA is responsible for countywide transportation planning, programming transportation funds, managing and providing transportation programs and services, delivering transportation projects, and setting transportation priorities; and

WHEREAS, STA has sponsored various studies of the Jepson Parkway Corridor, a 12 mile long four lane multimodal arterial connecting State Route 12 in Suisun City to Interstate 80 in Vacaville; and

WHEREAS, the Jepson Parkway Concept Plan was approved by the STA Board in 2000 with a recommendation to pursue its development in order to provide improved local traffic circulation in northern Solano County as well as to reduce current and future congestion in the region; and

WHEREAS, STA, the County of Solano and the cities of Vacaville and Fairfield have entered into a Memorandum of Understanding ("MOU") dated June 22, 2011 in order to promote the collective implementation of the Jepson Parkway Concept Plan; and

WHEREAS the STA, the County of Solano and the City entered into a prior funding agreement for the design and construction of the Jepson Parkway project Segments 7-13 dated March 1, 2012; and

WHEREAS, the commitments of the County of Solano stated in the March 1, 2012 Agreement remain unchanged; and

WHEREAS, this funding agreement updates and supersedes the prior agreement between STA and the City for Segments 7-13; and

WHEREAS, working in partnership, early segments of the Jepson Parkway Project (the “Project”) have been successfully funded and constructed in Suisun City (Walters Road) and the City of Vacaville (Leisure Town Road Interchange, and Leisure Town Road Extension); and

WHEREAS, given the total cost to complete the remaining segments of the Project, the Project will be constructed in phases based upon funds that have been identified to date and future potential funding sources; and

WHEREAS the City has nearly completed preparation of plans, specifications and estimate for the Phase 2 project defined as Vanden Road from 2000 feet south of Leisure Town Road and Leisure Town Road from Vanden Road to Commerce Drive; and

WHEREAS, this update to the Agreement is based upon the completed work to date providing more detailed understanding of the scope and costs to deliver project phase 2; and

WHEREAS, STA and the City desire to enter into this Funding Agreement to further define the respective roles and responsibilities of the Parties as well as to facilitate the completion of design and construction of the stated Project Segments; and

AGREEMENT

NOW THEREFORE, in consideration of the mutual promises set forth in this Agreement, STA, County, and City agree as follows:

A. STA’s Role and Responsibilities.

STA agrees to provide the following:

1. Design oversight of entire Jepson Parkway Corridor.
2. Review construction plans for quality assurance and compliance with the Updated Jepson Parkway Concept Plan.
3. Finalize the update to the Jepson Parkway Concept Plan (the “Updated Concept Plan”) in cooperation with the Parties in accordance with the MOU.
4. Right of way appraisals for all parcels acquired as part of this Project.
5. Right of way acquisitions either through fee takes and/or temporary construction easements for those parcels not acquired through dedication to City by developers.
6. STA will act on behalf of the City and or County, if required, to handle any required condemnations for parcels needed to construct the project phase identified in this agreement.
7. Assist City with consultant selection and participate in the selection process.

8. Payment of costs allocated to STA as its share of the Project.
9. Review and approve City invoices for reimbursement from the various STIP funds programmed.
10. Complete project management and coordination with Caltrans Local Assistance including, but not limited to, processing reimbursements through Caltrans Local Assistance, requests for authorization, reporting, right of way certification, and environmental certification.
11. Transfer City portion of Caltrans reimbursement to City upon receipt from Caltrans.
12. Work cooperatively with City to determine the timing of construction and project limits based upon cash flow and bid prices (the project limits will be adjusted to a baseline project with additive alternates bid to maximize available funding).
13. Advance funding for the Project above and beyond STA's required 50% contribution as outlined in Section H below with the City and/or County providing reimbursement in accordance with Sections B and C below.
14. Payment of those costs associated with the County Segment that exceed the County contribution described below in Section C, except those costs that are attributed to requests from the County for enhancements to the project.

B. City's Role and Responsibilities.

City agrees to provide the following:

1. Roadway plans, specifications and estimates including drainage, sound walls, city utilities, signing, striping, signals and lighting.
2. Right of way engineering for all needed parcels (acquired or received via dedication), in accordance with City's proposal.
3. Hire any consultants required as part of the design or construction management phases in accordance with appropriate federal procedures.
4. Secure environmental mitigation credits as required by the Biological Opinion for the Phase 2 project; and prior to actual construction of this project.
5. Coordinate through completion of required relocations of utilities with private utility companies.
6. Secure resource agency and local agency permits needed for construction.
7. Construction contract administration (construction management and inspection) including the advertising and award of the contract for the Phase 2 project.
8. Reimbursement to STA of costs assigned to City as further described in Section H of this Agreement. Cost sharing shall be based upon an overall 50% City share of the project costs. A portion of the City share will be subject to a future payback provision as shown in the table in Section H and will be paid back over the period shown starting from initiation of construction (payments will commence on August 1st in the fiscal year following the start of construction and would follow each subsequent August 1st). The required annual payback amount established in this Agreement will not exceed 50% of Vacaville's Annual Traffic Impact Fees collected in the prior year. If available funds in a given year fall short of required payment, the City would increase subsequent payments up to the same limitation on TIF funding available each year until payments

are caught up. Thus yearly amounts may vary; however entire payback balance shall be paid in full within the specified period shown in this Agreement.

9. Payment of 100% of design and construction costs associated with betterments and future utility needs not otherwise required for the Jepson Parkway roadway improvements within City jurisdiction at the time of construction; such as embellishments to landscaping or other project features beyond what was anticipated in the Jepson Parkway Concept Plan; installation of soundwalls and utilities required to serve or mitigate for adjacent planned development, etc.. Said payment shall be made as costs are incurred. For the purposes of this section of the Agreement, any additional improvements required as mitigation to impacts as a result of the Project (i.e. - environmental, property owner, etc.) are not considered “embellishments.”
10. STA shall have the right to review City’s expenses that are covered by this agreement

C. County’s Funding Contribution to Jepson Parkway Project.

County shall provide the following for the entire Project:

1. Payment of the County share of the project which has been set at \$1.793 million as stated in the Agreement dated March 1, 2012, based upon the anticipated 2500 feet +/- of remaining County jurisdiction after the City annexations both south (Fairfield) and north (Vacaville) of remaining segment. The County will not be obligated to pay for cost overruns. The County will also not receive any refunds or credits in the event that the bids come in less than anticipated or if the County Segment costs are less than currently anticipated. All parties reserve the right to revisit this fully funded County commitment in the event that the remaining County segment after annexations is substantially longer than 2500 feet.
2. The portion of funding stated in the previous paragraph dedicated to the Phase 2 project is \$619,000 with the remaining portion of County funds being dedicated to the Phase 1 project being delivered by Fairfield. It should be noted that this project is utilizing additional County funds beyond the \$619,000 commitment because of the Federal funding requirements. That over payment is being subtracted in the funding chart and will roll over to the Phase 1 project.

D. Mutual Responsibilities.

All Parties agree as follows:

1. The design of this project will comply with all aspects of the updated Jepson Parkway Concept Plan.
2. Costs will be updated at each major milestone including award of all consultant contracts needed for delivery, bid opening, and completion of the project. The cost allocation and the payment plan shall be adjusted accordingly.
3. Each Party’s share may increase as a result of unforeseen conditions and/or circumstances.

4. If the City fails to timely reimburse STA pursuant to this Agreement and does not cure such failure within forty five (45) days of written notice from STA, the City's "Federal Cycle Funding" allocated by STA may be suspended at STA's discretion and be utilized to cover the City's payment toward the project.
5. All parties shall have the right to review bids before the construction contract is awarded.
6. Upon completion of the design and prior to the award of a construction contract, the parties agree to reconvene to review all the costs to date and the project construction costs. As a result, this Agreement may need to be amended and the Parties agree to negotiate in good faith to effect such amendment.
7. Parties acknowledge that the City of Fairfield may have the ability to secure right of way through development agreements for parcels needed for this project and to the extent that Fairfield is able to deliver said right of way, Fairfield would be provided compensation credit against obligations in another agreement. To the extent that Fairfield is able to deliver said right of way to this project, the Parties of this agreement shall not be credited for said right of way.

E. Design Services Cost Reimbursement (Phases 2 and 3):

The Parties agree that for the design services phase of Project Segments 7-13, the following will apply (future amendments to this Agreement will be negotiated between Parties to address the specifics of other project development phases, or scope modifications):

1. STA and the City have agreed upon a Scope and Budget for the City to deliver Design Services as reflected in the City's "Proposal" for this Project at a "Not to Exceed" cost of \$1.914 million including indirect costs and additional scope identified to date. The City acknowledges that the design budget will not be increased over the authorized amount unless additional scope of services is authorized.
2. It is acknowledged by both Parties that there may be unforeseen scope changes related to completing the design of Project Segments 7-13. If additional design changes are needed that require additional budget, the increase will be agreed by both parties in an amendment to this agreement. It is also agreed that any savings in final design costs shall be shared by both parties and shall be reconciled in a later update to this agreement.
3. It is acknowledged by both Parties that STA agrees to reimburse the City up to a maximum of \$702,000 utilizing STIP design funds and up to \$793,000 from the High Priority Project Funding contribution from the County as shown in Section H of this Agreement for providing design services based upon actual expenditures by City for those services identified in the Proposal. STA shall exhaust the entirety of their design phase share, including reimbursement for any approved scope changes or adjustments to indirect rates, prior to the City contributing design phase funding. Any design costs exceeding \$1.495 million shall be contributed by the City; and for the purposes of this Agreement, that amount is estimated to be up to \$419,000.
4. City shall submit monthly invoices showing hours worked per person in each task utilizing approved hourly rates. The hourly rates are stated in the Proposal, and based upon labor rates plus benefit costs plus approved indirect costs for each classification. Each invoice shall be accompanied by a project status report describing the work that was accomplished during the

invoice period and the anticipated work that is to be accomplished during the following month. STA will review and approve each invoice prepared by City before requesting reimbursement from Caltrans Local Assistance utilizing authorized STIP funds for design. STA will make timely submittals of invoices to Caltrans Local Assistance for payment based upon City prepared invoices.

5. Upon receipt of Caltrans reimbursement for STIP design funds, STA will process payment to City within 30 days.
6. All Parties acknowledge that currently authorized STIP funds for design were completely expended by February 28, 2014. Thus the remaining design costs will utilize the identified City funds to complete. Since the construction portion of the funding for the Project is not available until July 2015, it is likely that reimbursement for the cost to “advertise for construction bids” will come from the identified City Funds.

The Parties agree that to the extent additional requirements are associated with funding for future phases, e.g., construction, this section may need to be amended and the Parties will work mutually and cooperatively to effect such amendment.

F. Anticipated Schedule:

Time is of the essence with regard to this Project. Due to project funding requirements, the Parties agree to the following schedule:

1. City will complete the Plans, Specifications and Construction Estimate by June 30, 2014. Design Funds are approved and must be utilized by February 28, 2014. Thus design efforts starting March 1, 2014 will utilize Vacaville funds.
2. STA engaged a consultant for Right of Way Appraisal and Acquisition in Spring 2012. Right of Way Appraisals and First Written Offers have all been completed. Right of Way Funds Authorized must be utilized by June 30, 2014, unless a funding extension is granted by CTC.
3. Construction funding is programmed in Fiscal Year 2015/16 which would allow authorization in July 2015 and construction to commence in late 2015.

G. Term:

This Agreement shall remain in effect through the filing of the Notice of Completion on the Project or the completion of the reimbursement by City pursuant to Sections B, whichever is later, unless it is terminated or amended earlier as stipulated in this Agreement. This Agreement may also be terminated due to Project funding shortfalls or other unforeseen event(s), as mutually agreed to by the Parties. In the event of loss of funding, the Parties agree to work collaboratively to redirect the Project funds to other portions of the Project or other roadway projects eligible for such funding.

H. Estimated Phase 2 Project Costs and Allocation of Cost Sharing By Component

The costs used in the chart below are based on the 95% PS&E level costs estimates and the agreed upon design services costs in Section E above. Actual construction costs will be

determined upon the award of the construction contract based upon the actual bid amounts and any adjustments to the Project construction scope to which both Parties agree.

	Total Costs	STA Portion	Vacaville Portion	County Funding Commitment
Design**	\$1,914,000	\$702,000	\$419,000	\$793,000
R/W	\$683,400	\$463,400	\$220,000	
R/W Support	\$334,750	\$334,750		
Utility Relocations	\$494,000		\$494,000	
Environmental Mitigation	\$2,385,000		\$2,385,000	
Construction Capital	\$21,347,200	\$17,445,300	\$3,901,900	
Construction Management	\$2,340,200	\$1,931,700	\$408,500	
Deferred Landscape Project (done by developers)	\$1,013,000		\$1,013,000	
Developer Installed Improvements	\$1,093,000		\$1,093,000	
Betterments (Vacaville only cost)	\$2,050,000		\$2,050,000	
6 year payback (2016 to 2021)*		<\$3,574,875>	\$3,748,875 (average of \$624,812.50/year)	<\$174,000>
Previous contribution		<\$1,500,000>	\$1,500,000	
Net Totals	\$33,654,550	\$15,802,275	\$17,233,275	\$619,000

*6 year payback is as further defined in Section B above of this Agreement

**Refer to Section E, “Design Services Cost Reimbursement” for specifics of design reimbursement

I. Mutual Indemnification:

1. STA to indemnify City

STA agrees to indemnify, defend, protect, hold harmless, and release City, their elected bodies, agents, officers and employees (collectively referred to in this paragraph as “City”) from and against any and all claims, losses, proceedings, damages, causes of action, liability,

costs, or expense (including attorneys' fees and witness costs) arising from or in connection with, or caused solely by any negligent act or omission or willful misconduct of STA. This indemnification obligation shall not be limited in any way by any limitation on the amount or type of damages or compensation payable to or for the indemnifying party under workers' compensation acts, disability benefit acts, or other employee benefit acts.

At its sole discretion, City may participate at its own expense in the defense of any claim, action or proceeding, but such participation shall not relieve STA of any obligation imposed by this section. City shall notify STA within thirty (30) days of any claim, action or proceeding and cooperate fully in the defense. Notwithstanding the foregoing, City's failure to notify STA within said thirty (30) day time limit shall not relieve STA of any obligation imposed by this section unless STA has been actually prejudiced by such delay.

2. City to indemnify STA

City agrees to indemnify, defend, protect, hold harmless, and release the STA, their elected bodies, agents, officers and employees (collectively referred to in this paragraph as "STA") from and against any and all claims, losses, proceedings, damages, causes of action, liability, costs, or expense (including attorneys' fees and witness costs) arising from or in connection with, or caused solely by any negligent act or omission or willful misconduct of City. This indemnification obligation shall not be limited in any way by any limitation on the amount or type of damages or compensation payable to or for the indemnifying party under workers' compensation acts, disability benefit acts, or other employee benefit acts.

At its sole discretion, STA may participate at its own expense in the defense of any such claim, action or proceeding, but such participation shall not relieve City of any obligation imposed by this section. STA shall notify City within thirty (30) days of any claim, action or proceeding and cooperate fully in the defense. Notwithstanding the foregoing, STA's failure to notify City within said thirty (30) day time limit shall not relieve City of any obligation imposed by this section unless City has been actually prejudiced by such delay.

3. Each Party to defend itself for concurrent claims

STA agrees to defend itself, City agrees to defend itself, from any claim, action or proceeding arising out of the negligent act or omission or willful misconduct of STA and City in the performance of this Agreement where there is a concurrent claim against one or both of the other parties. In such cases, STA and City agree to retain their own legal counsel, bear their own defense costs, and waive their right to seek reimbursement of such costs, except as provided in subparagraph 4 below.

4. Joint Defense

Notwithstanding subparagraph 3 above, in cases where STA and City agree in writing to a joint defense, STA and City may appoint joint defense counsel to defend the claim, action or proceeding arising out of the negligent act or omission or willful misconduct of City and STA in the performance of this Agreement. Joint defense counsel shall be selected by mutual agreement of Parties. Parties agree to share the costs of such joint defense and any agreed settlement in equal amounts, except as provided in subparagraph 5 below. Parties further

agree that no individual Party may bind another to a settlement agreement without the written consent of all Parties.

5. Reimbursement and/or Reallocation

Where a trial verdict or arbitration award allocates or determines the comparative fault of the Parties, Individual parties may seek reimbursement and/or reallocation of defense costs, settlement payments, judgments and awards, consistent with such comparative fault.

J. Insurance

1. Each Party agrees to maintain its status as a legally self-insured public entity for general, auto and professional liability insurance coverage with limits of no less than \$1,000,000 per occurrence and no less than twenty-five million dollars (\$25,000,000) aggregate. Each Party's insurance will be considered primary for all claims arising out of acts of that Party. Each Party agrees to endorse the other Party, its officials, employees and agents, using standard ISO endorsement No. CG2010 or its equivalent for general liability coverage. Each Party also agrees to require all consultant, contractors and subcontractors engaged to work on this Project to name the other Party as an additional insured as well.

2. Each Party will maintain Workers' Compensation as required by law for all its employees with limits not less than \$1,000,000 per occurrence. Neither Party's insurance shall be called upon to satisfy any claim for workers' compensation filed by an employee of the other Party. Each Party will provide the other with a Waiver of Subrogation endorsement for Workers Compensation. Each Party also agrees to require all consultants, contractors and subcontractors engaged to work on this Project to carry the same Workers Compensation insurance limits and endorsements.

3. Each Party will require all consultants, contractors, and subcontractors engaged to work on this Project to carry insurance in levels commensurate with the exposure of the respective work provided by the consultant, contractor or subcontractor.

K. Dispute Resolution

The Parties agree that any disputes should be resolved at the lowest possible level. Accordingly, should a dispute arise between the STA and City regarding the performance of this Agreement, the Parties agree that the STA Executive Director and City Manager shall initially meet and confer. Should these two fail to reach consensus, the dispute shall be referred first to the Jepson Parkway Working Group and if that Group cannot resolve the dispute then to a STA Board Subcommittee comprised of the Mayors of Fairfield and Vacaville along with the Solano County Supervisor. Should that Subcommittee fail to resolve the dispute, the issue will be presented to the full STA Board.

L. Subcontracts.

Within the funds allocated by the Parties under this Agreement, any Party may be authorized by the STA Board to contract for any and all of the tasks necessary to undertake the projects or studies contemplated by this Agreement. The Parties must follow federal procedures in selecting

consultants. To the extent that such party does subcontract such work, each party will include a provision in that contract that requires all consultants and contractors to indemnify STA and City for any work associated with this Agreement.

M. Notice

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

TO PROJECT SPONSOR:
Daryl K. Halls, Executive Director
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585
Attn: Janet Adams, Director of Projects

TO CITY:
Laura Kuhn, City Manager
City of Vacaville
650 Merchant Street
Vacaville, CA 95688
(707) 449-5100
Attn: Steven Hartwig, Public Works Director

N. No Waiver

The waiver by any Party of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.

O. Assignability

Neither Party to this Agreement shall assign or transfer any interest in this Agreement nor the performance of any duties or obligations hereunder, without the prior written consent of the other Party, and any attempt by either Party to so assign or transfer this Agreement or any rights, duties or obligations arising hereunder shall be void and of no effect.

P. Governing Law and Venue

The construction and interpretation of this Agreement and the rights and duties of the Parties shall be governed by the laws of the State of California with venue residing in Solano County.

Q. Force Majeure

Neither the STA nor City shall be liable or deemed to be in default for any delay or failure in performance under this Agreement or for any interruption of services, directly or indirectly, from acts of god, civil or military authority, acts of public enemy, war, strikes, labor disputes, shortages of suitable parts, materials, labor or transportation, or any similar cause beyond the reasonable control of the Parties.

R. Prior Agreements and Amendments

This Agreement represents the entire agreement of the Parties with respect to the subject matter described in this Agreement, and no representation, warranties, inducements or oral agreements have been made by any of the Parties except as expressly set forth in this Agreement. This Agreement may only be modified by a written amendment duly executed by the Parties.

S. Severability

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

T. Compliance with all Laws

The Parties shall observe and comply with all applicable federal, state and local laws, ordinances, and codes including those of the Federal Highway Administration (FHWA).

U. Non-Discrimination Clause

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

2. The Parties shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), the regulations promulgated pursuant to it (Title 2, California Code of Regulations, section 7285.0, et seq.), the provisions of Article 9.5,

Chapter 1, Part 1, Division 3, Title 2 of the Government Code (sections 11135-11139.5) and any state or local regulations adopted to implement any of the foregoing, as such statutes and regulations may be amended from time to time.

V. Access to Records and Retention

All Parties, acting through their duly authorized representative, as well as any federal or state grantor agency providing all or part of the funding associated with this Agreement, the State Controller, the Comptroller General of the United States, and the duly authorized representatives of any of the Parties, shall have access to any books, documents, papers and records of any Party which are directly pertinent to the subject matter of this Agreement for the purpose of making audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, the Parties shall maintain all required records for three years after final payment for any work associated with this Agreement, or after all pending matters are closed, whichever is later.

W. Interpretation

Each Party has reviewed this Agreement and any question of doubtful interpretation shall not be resolved by any rule or interpretation providing for interpretation against the drafting Party. This Agreement shall be construed as if both Parties drafted it. The captions and headings contained herein are for convenience only and shall not affect the meaning or interpretation of this Agreement.

The Parties have executed this Agreement on the day and year first written above.

"STA"
Solano Transportation Authority

Approved as to form:

By _____
Daryl K. Halls, STA Executive Director
DATE: _____

By _____
STA Legal Counsel
DATE: _____

"CITY"
City of Vacaville

Approved as to Form

By _____
Laura Kuhn, City Manager
DATE: _____

By _____
Shana Faber, Assistant City Attorney
DATE: _____

Phase 2-Vacaville Project

Project Limits- 1) Vanden Road from 2000 feet south of Vanden/Leisure Town Road Intersection Road to the Vanden/ Leisure Town Road Intersection; and
 2) Leisure Town Road from Vanden Road to Commerce Drive
 (formerly referred to as Phase 2 and Phase 3)

Total Cost Chart- 50/50 split plus Fixed County Share

	Total Cost	VV Share	STA Share	County Share
Design	1,914,000	889,000	957,000	68,000
Right-of-Way	683,400	313,700	341,700	28,000
Right of Way Support (ARWS + Legal)	334,750	167,375	167,375	
Utility Relocations	494,000	216,000	247,000	31,000
Env. Mitigations, Phase 2	2,385,000	1,192,500	1,192,500	-
Construction	21,347,200	10,225,600	10,673,600	448,000
CM/Inspection	2,340,200	1,126,100	1,170,100	44,000
Landscape Design, Capital and CM (Later Phase)	1,013,000	506,500	506,500	
Developer Installed Improvements	1,093,000	546,500	546,500	-
Agency Paid Betterment (Not subject to 50/50 split)	2,050,000	2,050,000		
	\$ 33,654,550	\$ 17,233,275	\$ 15,802,275	\$ 619,000

Actual Contributions by Phase

	Total Cost	Vacaville Contribution	STA Contribution	County Contribution
Previous Contribution	0	1,500,000	-1,500,000	
Design	1,914,000	419,000	702,000	793,000
Right-of-Way (Donations/ Acquisitions)	683,400	220,000	463,400	0
Right of Way Appraisals and Acquisitions Support	334,750		334,750	
Utility Relocations	494,000	494,000	0	0
Environmental Mitigations	2,385,000	2,385,000		0
Construction	21,347,200	3,901,900	17,445,300	0
CM/Inspection	2,340,200	408,500	1,931,700	
Landscape Design, Capital and CM (Later Phase)	1,013,000	1,013,000		
Developer Installed Improvements	1,093,000	1,093,000		
Agency Paid Betterment (Not subject to 50/50 split)	2,050,000	2,050,000		
	\$ 33,654,550	\$ 13,484,400	\$ 19,377,150	\$ 793,000

STA Funding Source

Using \$702k of \$2.4 Million STIP Design Allocation & \$793k from County
 Using \$463k of \$3.8 Million STIP R/W Allocation
 Using \$335k of \$3.8 Million STIP R/W Allocation

Using \$17.45 million of \$38.75 Million Construction Allocation (15/16 FY)
 Using 1.93 million of \$38.75 Million Construction Allocation (15/16 FY)

Agency Shortfall Phase 2 \$ 3,748,875 \$ (3,574,875) \$ (174,000)

Vacaville's Annual Payback Amount for Phase 2
 (6 year-2016-2021): \$ 624,812.50

Note- County contribution of \$793,000 is Federal Demonstration funds, must use on this project because FF design was not federalized; remaining \$174,000 will transfer to FF project as local dollars

Vacaville Contributions as follows:
 R/W- Developer Donations of Land to Project
 Construction- Highway Bridge Project Funding (\$2.9 mil) & TIF
 Future Landscape- Developer Installed Landscaping
 Design, CM, Utilities- TIF and Rule 20

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DATE: April 28, 2014
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Resolution Authorizing the Executive Director to Assign or Convey Easements to Other Parties

Background:

STA has been actively working with the State of California Department of Transportation (Caltrans), California Highway Patrol (CHP) and the Federal Highway Administration (FHWA) to deliver the WB I-80 to SR12 (West) Connector and Green Valley Road Interchange Improvements Project. The environmental document, Environmental Impact Statement/Environmental Impact Report (EIS/EIR), for the Project was completed in October 2012. Caltrans is the California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) lead for the EIS/EIR.

Discussion:

STA has taken the lead in advancing the project through the design phase and the right-of-way acquisition phase, in order to comply with funding source deadlines for the Project. The WB I-80 to SR12 (West) Connector and Green Valley Road Interchange Improvements Project (Project) proposes to construct a new two-lane WB I-80 to WB SR12 Connector braided with a new WB I-80 Green Valley on-ramp, as well as reconstructing the I-80 Green Valley Interchange. Through the Proposition 1B Trade Corridor Improvement Fund (TCIF), State Transportation Improvement Program (STIP) and bridge toll funds, this project is fully funded and expected to start construction in June 2014.

As mentioned above, STA has assumed responsibility for right-of-way acquisition phase for the Project, including acquiring necessary easements and property rights for utility relocations. With all of the acquisitions complete and the majority of the utility relocations completed, the next step will be to assign or convey easements to the utility owners, as appropriate.

California Government Code section 50335 allows a public agency, by resolution, to authorize its officer or agent the authority to assign or convey property rights to other parties.

Approval of the attached Resolution (Attachment A) will authorize the Executive Director to assign or convey easements to other parties on behalf of Solano Transportation Authority for any of the approved Projects such as the WB I-80 to SR12 (West) Connector and Green Valley Road Interchange Improvements Project noted above.

Fiscal Impact:

All costs associated with the transfer, assignment or conveyance of easements to other parties will be funded the specific project funds.

Recommendation:

Approve STA Resolution No. 2014-16 authorizing the Executive Director to transfer, assign or convey easements to other parties on behalf of the Solano Transportation Authority.

Attachment:

- A. STA Resolution No. 2014-16

RESOLUTION NO. 2014-16

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE EXECUTIVE DIRECTOR TO ASSIGN OR CONVEY
EASEMENTS TO OTHER PARTIES**

WHEREAS, Government Code section 50335 provides that a public agency may authorize, by resolution, one or more officers or agents to assign or convey easements to other parties; and

WHEREAS, the Solano Transportation Authority acquired necessary utility easements and property rights in conjunction with the construction of the WB I-80 to SR12 (West) Connector and Green Valley Road Interchange Improvements Project (Project); and

WHEREAS, the majority of utility relocations are complete and the property interests should be conveyed to the appropriate public or private corporation engaged in the utility business.

NOW, THEREFORE BE IT RESOLVED, the Solano Transportation Authority Board of Directors authorizes the Executive Director to transfer or assign easements to other parties on behalf of the Solano Transportation Authority.

Osby Davis, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14th day of May 2014 by the following vote:

Ayes: _____
Noes: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masiat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the special meeting held this day of May 14, 2014.

Daryl K. Halls, Executive Director
Solano Transportation Authority

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DATE: April 18, 2014
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Solano County Priority Development Area Investment and Growth Strategy –
1 Year Update

Background:

The Solano Transportation Authority (STA) is required by the Metropolitan Transportation Commission (MTC) to develop a Priority Development Area (PDA) Investment and Growth Strategy for Solano County as part of the OneBayArea Grant (OBAG) Programming Policies. These PDA Investment and Growth Strategy Guidelines policies are included as Appendix A-6 in the MTC's Resolution which approved the Regional Transportation Plan, known as Plan Bay Area.

The purpose of the PDA Investment and Growth Strategy is to ensure that Congestion Management Agencies (CMAs), such as the STA, have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs. The Strategy must meet the following objectives:

- a) Engage Regional/Local Agencies
- b) Assist Local Agencies in Meeting PDA Planning Objectives
- c) Identify Local Funding Priorities

The first PDA Investment and Growth Strategy (Attachment A) was approved by the STA Board on April 10, 2013, and submitted to MTC and the Association of Bay Area Governments (ABAG). MTC's guidelines require an update be submitted in May of 2014, demonstrating progress towards implementing the strategy.

Discussion:

The STA PDA Investment and Growth Strategy contain 6 Goals, found in Chapter 4. Those goals are:

1. Create and maintain a balanced transportation system.
2. Enhance the local quality of life.
3. Promote economic development.
4. Link transportation and land use.
5. Support public health and safety.
6. Conserve environmental resources.

In addition, the STA PDA Investment and Growth Strategy identifies specific priority projects that will advance implementation of these goals. Those projects are:

Benicia

- Benicia Intermodal Station
- Benicia Industrial Park Transit Hub
- Sulphur Springs Creek Trail Connectivity

Dixon

- West 'B' Street Pedestrian/Bicycle Undercrossing

Fairfield

- West Texas Street Gateway Project
- Fairfield/Vacaville Intermodal Station

Rio Vista

- Rio Vista Waterfront Improvements

Suisun City

- Railroad Avenue Extension (Marina Blvd. to Main St.)
- Lotz Way Bike and Pedestrian Improvements
- Suisun Train Station: Safe Routes to Transit

Vacaville

- Mason Street at Depot Street Road Diet-Bike/Pedestrian Improvements
- Ulatis Creek Bike/Pedestrian Path (McClellan Street to Comstock Way)
- Vacaville Transportation Center Phase 2
- Allison/Ulatis Priority Development Area Bike/Pedestrian Improvements

Vallejo

- Vallejo Station Parking Structure Phase B
- Downtown Vallejo Streetscape
- Sonoma Boulevard Corridor

Of this project list, each City has at least one project that has received OBAG and/or other STA-administered funding, and is moving forward. In addition, the cities of Fairfield and Suisun City have received \$1.013 million in PDA planning funds from STA, and the STA has released an \$461,700 Request for Proposal (RFP) for planning services to support PDAs in the cities of Benicia, Dixon and Rio Vista.

During the April 2013 - April 2014 time period, none of the cities have experienced residential development in their PDAs. Given the slow economy during previous years, this is not a surprise. With the infrastructure investments and planning work described above, the potential for development activities in the next 2 to 3 years has expanded, although none of the cities report pending permit activity at this time. Future update of the STA PDA Investment and Growth Strategy will report on actual development activities in these PDAs.

None of the cities have adopted specific PDA-focused housing policies in the April 2013 - April 2014 time period. The City of Benicia received state approval of its Housing Element, and the City of Vacaville released its draft General Plan update, both of which indirectly address housing production in PDA areas.

Attachment A provides a detailed report on the implementation of the STA PDA Investment and Growth Strategy Goals and Projects. MTC and ABAG staff have stated they will accept a memo listing changes/activities during the last year rather than requiring a complete update to the report.

At its meeting of April 30, 2014, the STA Technical Advisory Committee (TAC) reviewed the STA PDA Investment and Growth Strategy Update memo, and recommended its approval by the STA Board. The STA PDA Investment and Growth Strategy Update memo was also provided to the Solano Planning Directors, and accepted without comment.

Fiscal Impact:

None to the STA General Fund. OBAG funding allocations have already been made and incorporated into the STA budget.

Recommendation:

Approve the STA PDA Investment and Growth Strategy - 1-Year Update memo as shown in Attachment A.

Attachments:

- A. PDA Investment and Growth Strategy Report on Implementation of Goals and Projects
- B. STA PDA Investment and Growth Strategy (Adopted April 10, 2013)
(This attachment has been provided to the STA Board members only under separate enclosure. A copy may be obtained by contacting the STA at (707) 424-6075.)

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STA PDA Investment and Growth Strategy
Report on Implementation of Goals and Projects
April 2013 to April 2014

Goal Implementation

Goal 1: Balance Transportation System

- Manage existing infrastructure, enhance services that maintain mobility, and create programs which promote multi-modal connectivity and access for all.
- Improve linkages to key land use and transit facilities of regional significance.
- Implement planning and design practices that balance multi-modal access to goods and services for local residents with vehicle mobility for regional travel.

Implementation: STA and member agencies implemented Local Streets and Roads maintenance projects funded by OBAG and local funds, instituted a Transit Ambassador program, completed a Mobility Management plan and neared completion of an update to the Intercity Transit Plan (SolanoExpress). STA adopted its Comprehensive Transportation Plan - Active Transportation element and updated project lists for its countywide bicycle and pedestrian plans.

Goal 2: Enhance Quality of Life

- Foster “people-oriented development” – affordable and healthy living near quality jobs, food, education, and care.
- Invest in existing and unique community assets, projects, and programs.
- Connect people to parks, cultural/civic attractions, shopping, and other places of gathering.

Implementation: STA adopted its Active Transportation element as part of the update to the Comprehensive Transportation Plan and updated project lists for its countywide bicycle and pedestrian plans. The policies and projects in these documents, and the STA’s recently updated Safe Routes to Schools plan, specifically focus on transportation at the human scale - walking, bicycling, and community connections.

Goal 3: Promote Economic Development

- Create complete communities with multi-modal amenities, which support local development and job growth.
- Incentivize local jobs and retail growth to reduce vehicle miles traveled (VMT) associated with travel out of the area.
- Invest in employment density and supporting activities consistent with local planning, with special emphasis within priority development areas and around transit facilities.

Implementation: STA has supported local PDAs that include job growth, such as the Benicia Industrial Park PDA and transit center, Suisun City Downtown and Train Depot and the Fairfield Train Station PDA and specific plan. Each of those projects has significant investment of STA-administered local and regional funds, including RM 2 and State Transit Assistance funding.

Goal 4: Link Transportation and Land Use

- Promote location efficient development with quality multi-modal access.
- Implement “Complete Streets” based on context to promote active transportation for short distance travel.
- Implement “Transit-Oriented Developments” to provide access to local and regional activities for medium/long distance travel.

Implementation: STA worked with all seven cities and the County to ensure that each has a Complete Streets policy in its General Plan or similar controlling land use and development document, or a Resolution committing to the creation of such a Complete Streets policy. STA's Active Transportation Element contains specific policies relating to Complete Streets and improving access and usability of transit centers.

Goal 5: Support Public Health and Safety

- Provide safe and active transportation to healthy food, educational institutions, employment centers, and care facilities.
- Design “Complete Streets” based on context to connect residents of all ages and abilities to goods/services.

Implementation: STA's Safe Routes to Schools Plan is specifically aimed at improving walking rates for students and parents, both currently and in the future. STA has partnered with Solano County Public Health to deliver the education and encouragement portions of the programs. STA provided financial support to Suisun City's Grizzly Island trail, which acts as a Safe Routes to Schools and Complete Streets project and support the Suisun City Waterfront PDA and Suisun City/Fairfield Train Station.

Goal 6: Conserve Environmental Resources

- Reduce water, land, and energy consumption through cost-efficient infrastructure investments and ecosystem planning.
- Create communities which foster non-motorized and shorter distance travel.

Implementation: Aside from the afore-mentioned bicycle, pedestrian and Safe Routes to Schools plans and projects, STA has invested staff and non-OBAG funds in helping its member agencies develop Climate Action Plans and a countywide CAP implementation strategy. STA has developed an Alternative Fuels Strategy to help cities, county and local transit operators convert their fleets to CNG and EV. The STA's Rideshare Program, SNCI, formed 27 new vanpools this year, is actively working with local employers to promote alternative modes and is helping BAAQMD to implement the regional Commuter Benefits Pilot Program.

Project Implementation

Benicia

- *Benicia Intermodal Station*
- *Benicia Industrial Park Transit Hub- design, r-o-w and construction funded*
- *Sulphur Springs Creek Trail Connectivity*

Dixon

- *West 'B' Street Pedestrian/Bicycle Undercrossing - project under construction*

Fairfield

- *West Texas Street Gateway Project*
- *Fairfield/Vacaville Intermodal Station - utility and roadway work under way*

Rio Vista

- *Rio Vista Waterfront Improvements - project funded; environmental clearance being updated*

Suisun City

- *Railroad Avenue Extension (Marina Blvd. to Main St.)*
- *Lotz Way Bike and Pedestrian Improvements*
- *Suisun Train Station: Safe Routes to Transit - project design and construction funded*

Vacaville

- *Mason Street at Depot Street Road Diet-Bike/Pedestrian Improvements*
- *Ulatis Creek Bike/Pedestrian Path (McClellan Street to Comstock Way)*
- *Vacaville Transportation Center Phase 2*
- *Allison/Ulatis Priority Development Area Bike/Pedestrian Improvements*

Vallejo

- *Vallejo Station Parking Structure Phase B*
- *Downtown Vallejo Streetscape - project funded and partly completed; additional segments submitted for state ATP funding*
- *Sonoma Boulevard Corridor*

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DATE: May 5, 2014
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
RE: Transit Project Management Contract Amendments – Rio Vista Delta Breeze

Background:

In the past, Solano Transportation Authority (STA) has contracted with consultants to provide transit support to transit operators, including assist SolTrans with transition tasks during its initial years of operation. That year, STA funded and contracted with Nancy Whelan as SolTrans Interim Finance Director and Jim McElroy, SolTrans Interim Executive Director.

In March 2013, STA received two letters requesting assistance from STA for transit support assistance. The first request was from the City of Dixon requesting for STA to provide consulting services to help complete Dixon's transit service analysis. The second request was from the City of Rio Vista requesting assistance from STA regarding the City's transit finances and operations. In April 2013, the STA Board authorized the Executive Director to provide transit financial and operational services to the Cities of Dixon and Rio Vista for a period of six months with an option to extend for an additional six months. The contract began in May 2013 with an end date of November 30, 2013. In October 2013, the STA Board approved a contract amendment with Rio Vista to exercise the option to extend the Transit Financial and Operating Services Agreement with the City of Rio Vista for an additional six months and to work with Rio Vista to determine the cost share of the transit financial and operation services. The contract amendment included an additional \$75,000 to provide these services with STA providing \$55,000 in STAF and Rio Vista providing \$20,000. In February 2014, the STA Board approved an additional \$67,148 in STAF for Rio Vista Financial Services with no contribution from Rio Vista.

Discussion:

John Harris Consulting started providing transit consultant service for Rio Vista in January 2014 replacing Jim McElroy who had served this role during the first six years of the contract. John Harris's initial contract was for \$25,000 and the funding has been expanded as of April 2014. The Consultant John Harris is requesting \$14,000 to continue the contract until June 30, 2014 (Attachment A). In addition, STA has been providing administrative support during the first contract and administrative support position was not included in the Rio Vista's amendment since there was a remaining balance and with the assumption that the administrative position would be posted, hired and paid by Rio Vista. Currently, \$5,541 is needed for April, May, and June. Therefore an additional \$8,190 is requested. STA and Rio Vista staff agreed on a shared funding contribution that will also require Rio Vista City Council approval. STA staff is recommending the STA Board allocate up to \$11,190 in State Transit Assistance Funds (STAF) to match Rio Vista's proposed funding of \$11,000.

Fiscal Impact:

The total cost of these amendments is \$22,190. This project will be funded by a combination of STAF funds already dedicated to these purposes and the City of Rio Vista contributions of local TDA funds.

Recommendation:

Authorize the Executive Director to execute contract amendments for Transit Project Management Services with the following:

1. The City of Rio Vista for an amount not-to-exceed \$22,190 to provide transit and operation services for the City of Rio Vista;
2. John Harris Consulting for an amount not-to-exceed \$14,000 to provide transit and operation services for the City of Rio Vista; and
3. Authorize the STA to provide up to \$11,190 in STAF funds to match Rio Vista's proposed funding of \$11,000 for the continuation of this contract.

Attachment:

- A. John Harris Letter to STA re. Contract Amendment STA/Rio Vista
- B. Draft Rio Vista City Council Staff Report

W. John Harris
5500 Scottwood Road
Paradise, CA 95969
(530) 680-7742
jharrisconsults@gmail.com

April 28, 2014

Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, Ca 94585

Attention: Elizabeth Niedziela

Re: Contract Amendment
Rio Vista/STA

Dear Liz:

Per your request, this letter is to serve as background information for a contract amendment recommendation.

- The initial Transit Management Services for the Rio Vista contract with John Harris was for \$25,000 (200 hours) covering the period of January through April 2014.
- The City of Rio Vista requested that the contract be extended through June 30, 2014 for a total of six months of Mr. Harris's services. The STA and the City of Rio Vista both agreed to this contract extension.
- A contract amendment will be necessary to add funding for May and June.
- It is recommended that an amount not to exceed \$14,000 be added to the contract based on the following:
 - \$12,500 (100 hours) covering the same (January through April) monthly average of 50 hours per month for May and June
 - \$1,500 (12 hours) for extra work outside of the original scope to facilitate and participate in public meetings, hearings and City Council activities related to implementing fare and services changes for Delta Breeze Transit as soon as possible. A TDA audit finding concerning Rio Vista's farebox recovery ratio which has fallen below the minimum requirement of 10% is the issue precipitating the need for these additional actions.

John Harris

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Agenda Item #

Council Agenda Report

SUBJECT: SOLANO TRANSPORTATION AUTHORITY EXTENSION OF CONTRACT FOR TRANSIT SERVICES OVERSIGHT – THIRD AMENDMENT

MEETING

DATE: May 20, 2014

RECOMMENDATION

Staff recommends that the City Council of the City of Rio Vista consider a third amendment to the existing contract with the Solano Transportation Authority (STA) to provide transit services, financial and operational consulting services for an additional amount not to exceed \$11,000.

BACKGROUND

The City entered into an agreement with STA on April 18, 2013 to provide consulting services the transit operation for an initial six months. The total contract amount was \$122,000, split between STA and the City at amounts of \$90,000 and \$32,000, respectively. The agreement was extended on December 17, 2013 with a contract date through April 30, 2014. The agreement was extended again on February 18, 2014 with a contract date through June 30, 2014.

While the expectation was that the Consultant costs were covered through June 30, 2014, STA indicates that they did not budget these costs through May or June. The additional costs are approximately \$22,000; STA proposes to split the additional cost at \$11,190 for STA and \$11,000 for Transit.

REVIEW AND ANALYSIS

The Consultant services contract has been invaluable in reviewing Transit operational, financial and organization processes and in improving each of these areas. While much progress has been made in increasing operational efficiencies, reducing costs and identifying ways to augment revenue, the need to continue this review through June 30, 2014, at a minimum, is critical

FINANCIAL CONSIDERATIONS

Sufficient reserves are available in the Transit fund to accommodate this increase.

ALTERNATIVES

Do not approve the agreement which is not recommended due to the remaining work to be completed.

Tim Chapa
City Manager

Attachments: Contract Amendment

**THIRD AMENDMENT TO STANDARD CONTRACT
BETWEEN SOLANO TRANSPORTATION AUTHORITY and CITY OF RIO VISTA.**

This Second Amendment ("Second Amendment") is entered into as of _____, 2014, between the SOLANO TRANSPORTATION AUTHORITY, a congestion management agency and authorized under the laws of the State of California ("STA"), and CITY OF RIO VISTA, a Municipal Corporation, ("City").

1. Recitals

- A. The parties entered into a contract dated April 18, 2013 (the "Contract"), in which STA agreed to provide consulting services for the Rio Vista Breeze transit systems.
- B. The parties amended the Contract on December 17, 2013 ("First Amendment") to extend the term of the Contract through April 30, 2014.
- C. The parties amended the Contract on February 18, 2014 ("Second Amendment") to extend the term of the Contract through June 30, 2014.
- D. The parties now desire to amend the Contract to fund the Consultant services through June 30, 2014 at an additional cost of \$22,190.
- E. STA and City contract amounts are to increase by \$11,190 and \$11,000, respectively.
- F. The parties agree to amend the Contract as set forth below.

2. Agreement.

B. Amount of the Contract

Section 4 is amended with:

The maximum amount of this Contract is amended to \$144,190 of which STA will be responsible to pay \$101,190 and City shall be responsible to pay \$43,000.

3. Effectiveness of Contract.

Except as set forth in this Third Amendment, all other terms and conditions specified in the Contract remain in full force and effect.

City of Rio Vista,
a municipal corporation

By: _____
Tim Chapa, City Manager

Date: _____

APPROVED AS TO FORM

By: _____
Mona G. Ebrahimi, City Attorney

Date: _____

ATTEST:

Anna Olea-Moger, CMC, City Clerk

Date: _____

Solano Transportation Authority,
a congestion management agency

By: _____
Daryl K. Halls, STA Executive Director

Date: _____

APPROVED AS TO FORM

By: _____
STA Legal Counsel

Date: _____



DATE: May 1, 2014
TO: STA Board
FROM: Andrew Hart, Associate Planner
RE: Priority Conservation Area (PCA) Stakeholder Committee Change

Background:

The Association of Bay Area Governments (ABAG) began the designation of Priority Conservation Areas (PCA) in 2007. In the fall of 2012, the Metropolitan Transportation Commission (MTC) provided PCA funding through a pilot program to the four North Bay Counties (Marin, Napa, Solano, and Sonoma). As such, the STA Board approved the formation of a PCA Stakeholder advisory committee to create a planning document that inventories the six existing PCAs in Solano County and identifies, potential transportation improvement projects. The structure of the stakeholder group, which was approved by the STA Board in September 2013, was populated with specific interest groups and stakeholders. Individuals from the following list of stakeholders were invited to the kickoff Stakeholders Group meeting:

City/County and Regional Agencies

1. Solano County
2. Solano County Planning Directors
3. Solano County Technical Advisory Committee
4. Association of Bay Area Governments (ABAG) or Metropolitan Transportation Commission (MTC)

Agricultural Business Groups

5. Solano Farm Bureau
6. Suisun Valley Growers
7. Agricultural Product Grower
8. Large Post-Harvest Agricultural Processor

Conservation Advocacy Agencies

9. Bay Area Ridge Trail
10. Solano Land Trust
11. Tri-City and County Cooperative Planning Group
12. Resource Conservation Districts
13. San Francisco Bay Trail

Resource Agencies

14. Greater Vallejo Recreation District
15. Solano Irrigation District
16. Department of Water Resources (Suisun Marsh Program)

Discussion:

STA held the “kick-off” meeting for the PCA Assessment and Implementation Plan on Wednesday, April 23, 2014. After this initial meeting, the stakeholder advisory committee and the STA staff recommended the following changes to the stakeholder group list:

- San Francisco Bay Trail removed per their request and replaced with a representative of the Solano Bicycle Advisory Committee (BAC).
- Addition of an Agricultural Product Grower from the eastern side of the county near California State Route 113.

Fiscal Impact:

None.

Recommendation:

Approve the following:

1. Deletion of the San Francisco Bay Trail representative, per their request, to the PCA Stakeholder Committee; and
2. Addition of a Bicycle Advisory Committee (BAC) representative and an additional Agricultural Product Grower representative to the PCA Stakeholder Committee.



DATE: May 2, 2014
TO: STA Board
FROM: Andrew Hart, Associate Planner
RE: Solano Bicycle Advisory Committee (BAC) Member Appointment

Background:

The Solano Transportation Authority's (STA) Bicycle Advisory Committee (BAC) is filling the final vacancy in membership. The Committee is responsible for providing funding and policy recommendations to the STA Board on bicycle related issues for monitoring, implementing, and updating the Countywide Bicycle Transportation Plan.

Membership consists of representatives from a city, agency, and/or advocacy group, as well as a member-at-large (Attachment A). The representatives are nominated either by their respective organization, city council or mayor before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board. Appointments are for a 3-year term. These positions are voluntary. Non-elected citizens are encouraged to participate in these citizen advisory committees.

This appointment from Rio Vista is a direct result of the excitement generated from the Regional/Urban Design Assistance Team (R/UDAT) program in March 2014. Many Rio Vista citizens have found a new interest in the development of their community and public participation is remarkably high.

Discussion:

In April 2014, the STA received a nomination from the City of Rio Vista for a representation appointment for the BAC. The City of Rio Vista nominated Derek Nelson to participate as their representative on the BAC (Attachment B).

Fiscal Impact:

None.

Recommendation:

Appoint Derek Nelson representing City of Rio Vista to the BAC for a three-year term.

Attachments:

- A. STA BAC Membership Roster
- B. City of Rio Vista Nomination

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STA Bicycle Advisory Committee (BAC)

Membership Terms 2014



The following are the Membership Terms of the BAC Members:

Jurisdiction	Member	Term Expires
Benicia	Nancy Lund	December 31, 2016
Dixon	Jim Fisk	December 31, 2014
Fairfield	David Pyle	December 31, 2016
Rio Vista	VACANT	VACANT
Suisun City	Lori Wilson	December 31, 2016
Vacaville	Ray Posey	December 31, 2014
Vallejo	Mick Weninger	December 31, 2014
Solano County	Mike Segala	December 31, 2015
Member-At-Large	Barbara Wood	December 31, 2015

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+ Scanned
XC: SK



CITY OF RIO VISTA

One Main Street, Rio Vista, California 94571
Phone (707) 374-6451 Fax (707) 374-6763



April 16, 2014

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

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

Dear Ms. Masielat:

This letter is to confirm City of Rio Vista's nomination of Derek Nelson as City of Rio Vista's representative to the STA Bicycle Advisory Committee.

For questions regarding the City's nomination, please contact Marni Rittburg at 707-374-6410.

Sincerely,

Norman M. Richardson
Mayor

cc: City Clerk



DATE: May 5, 2014
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
RE: Rio Vista State Transit Assistance Funds (STAF) Project Reallocation

Background:

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. State law specifies that STAF be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

The FY 2012-13 STAF allocation approved by the STA Board in June 2012 included a \$30,000 capital allocation to Rio Vista Delta Breeze to be used as a local match to replace two cut-a-way buses and an agreement between STA and Rio Vista was executed in January 2013 with an expiration date of December 31, 2013.

Discussion:

In February 2013, STA staff received a reimbursement request from Rio Vista for one bus in the amount of \$8,786 leaving a balance of \$21,214. For the second bus, Rio Vista received New Freedom funding with toll credits so they no longer need the local match for the bus replacement. Furthermore, the agreement between STA and Rio Vista expired in December 2013.

On April 30, 2014, Rio Vista submitted a letter to STA requesting the remaining \$17,000 of STAF capital funds be reallocated for Automatic Vehicle Locators and Security Camera, Transit Vehicle Rehabilitation Project, and Office Equipment (Attachment A). A list of the specific items and projected cost for the office equipment and related furnishing is presented on Attachment B. STA staff supports this request for transit capital purchases.

Fiscal Impact:

The fiscal impact is \$17,000 of STAF funds previously allocated to the City of Rio Vista. Approval of this allocation would provide the guidance MTC needs to allocate STAF to the STA or transit operators.

Recommendation:

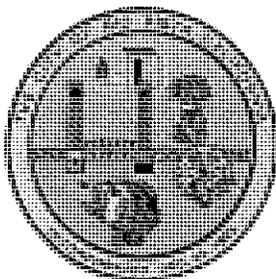
Approve the following:

1. Reallocate \$17,000 of STAF funds to the City of Rio Vista for transit capital projects included in Attachments A and B; and
2. Authorize the Executive Director to enter into an agreement with The City of Rio Vista in the amount not-to-exceed \$17,000.

Attachments:

- A. City of Rio Vista Letter to STA re. Contract STA Reallocation Request
- B. Rio Vista Office Equipment Budget

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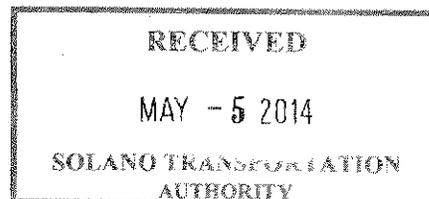


CITY OF RIO VISTA

One Main Street, Rio Vista, California 94571
Phone (707) 374-6451 Fax: (707) 374-5063

April 30, 2014

Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585-2473



To: Daryl Halls, Executive Director

Re: STAF reallocation request

Based on information I have received from the STA/Rio Vista consultant team, Rio Vista has a balance of \$21,214 from an allocation of population based State Transit Assistance Funds (STAF) approved by the STA in June 2012. The original allocation was for \$30,000 and was to be used as local matching funds for bus replacements. The federal bus replacement grant expired in December 2013 leaving the total of \$21,214 in the matching STAF allocation.

This letter is intended as a request to reallocate portions of the STAF funding to other capital needs for the Delta Breeze transit system. The request involves three separate line items as described below totaling \$17,000:

1. **\$5,000 for Automatic Vehicle Locators (AVLs) and Security Cameras:** The current cost estimate for this procurement is \$30,000. Rio Vista has a \$25,000 FTA 5311 capital grant and a \$45,000 TDA grant for the procurement. Rio Vista proposes using the full FTA grant and \$5,000 in STAF as the local match for the AVL and camera purchases. This change in funding would allow Rio Vista to return the \$45,000 to the current TDA reserve balance.
2. **\$6,100 for Transit Vehicle Rehabilitation:** Bus #20 needs to have its transmission replaced. The current estimate for this work is \$6,100.
3. **\$5,900 for needed office equipment and related furnishings:** There is a critical need for office equipment and furniture for the Delta Breeze administrative staff which recently moved into the building across from the Water Department on Airport. A list of the specific items and projected costs for each item is attached.

If you have any questions concerning the proposed reallocations of the STAF funds please contact John Harris.

Sincerely,

Tim Chapa
City Manager, City of Rio Vista

cc: Elizabeth Niedziela, STA

Rio Vista Office Equipment Budget
21-Apr-14

Item	Make & Model	Vendor	Cost
Copier/printer/scanner/fax	Dell B3465dnf Mono Laser All-in-One Printer	Staples	\$1,259.99
Extra Toner	Dell DJMKY Black Toner Cartridge (34H27) (2)	Staples	\$599.98
Computer: desktop & monitor	HP Smart Buy PRO 3500 MT Desktop PC	Staples	\$470.99
	HP 20" LED Monitor	Staples	\$119.99
	Logitech MK320 Cordless Desktop Set (Mouse & Keyboard)	Staples	\$29.99
Furniture stand	Balt Dual Printer Stand	Staples	\$279.99
Dispatch phone	Phone Equipment		\$244.90
	Phone Jack		\$85.00
	Installation and Labor		\$85.00
Software	Adobe Acrobat Standard XI	Staples	\$299.99
	Microsoft Office Home & Business 2013 OR	Staples	\$219.99
Office Desk Chair	TBD	TBD	\$704.19
Taxes/Shipping/Contingency			\$1,500.00
Total			\$5,900.00



DATE: April 29, 2014
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Fairfield/Vacaville Intermodal Station Project – Funding Agreement

Background:

The Fairfield/Vacaville Intermodal Station and related track improvements are critical for meeting ridership requirements to allow Capitol Corridor to expand service beyond the current 16 intercity trains a day. Trains will carry Fairfield/Vacaville commuters to major job centers and attractions along the Capitol Corridor between San Jose and Auburn. Historically, most of the demand was for transportation to Oakland and the East Bay with transfers to buses and BART for access to San Francisco. More recently, the demand for transportation choices to travel east to the Capitol and beyond has been increasing rapidly too.

The STA has partnered with the Cities of Fairfield and Vacaville to secure the funding for this important regional project. The City of Fairfield is the lead agency for delivery of the project, and the City of Vacaville will share the local portion of the construction cost and operation costs when the station goes into service in 2017. STA and the Capitol Corridor are the project sponsors for the RM 2 funds dedicated to this project. The station will be located in Northeast Fairfield at the intersection of Vanden Road and Peabody Road next to the planned Jepson Parkway. This location will be convenient for train riders from Vacaville, Fairfield, and Travis Air Force Base. It provides access to the David Grant Medical Center and jobs on the base, as well as major employment centers in Fairfield and Vacaville.

The project includes a new 800 foot passenger platform between the main UPRR tracks with bus transfer facilities and parking located just north of the UPRR right of way. Several miles of track work are required, but a key benefit from the project will be the elimination of a busy at-grade crossing of the railroad. With a Middle School (Golden West) and High School (Vanden) both located south of the station site, many students now cross the tracks daily on the unimproved shoulder of busy Peabody Road to get to school. The at-grade crossing will be replaced by an overpass that will carry Peabody Road over the tracks and will also include an underpass to access the center platform and allow pedestrians and bicyclists another way to safely cross the railroad right of way.

The Station has strong support from many levels of government. AMTRAK and the Capitol Corridor Joint Powers Authority (CCJPA) have already approved the new passenger stop and the Union Pacific Railroad (UPRR) and the Metropolitan Transportation Commission (MTC) supports the project.

Discussion:

As part of the original funding plan for the project, the City of Fairfield had intended to finance \$11 million in local transportation impact fees from the State I Bank. However, recently the City was notified that this financing option was not an option due to the City's financial health over the last 5 years. In addition, the Financing Plan assumes the Proposition 1 B Trade Corridor Improvement Fund (TCIF) grant of \$11 million is successful.

In April 2014, the STA Board authorized the STA to submit a US Department of Transportation (DOT) Transportation Investment Generating Economic Recovery (TIGER) 6 grant application for \$11 million. Subsequently, both the City of Fairfield and the STA have collectively decided not to submit a TIGER 6 application for this Project. The Project does still have a funding shortfall, but due to the overwhelming number of regional TIGER 6 requests just in the Bay Area and the dwindling likelihood of funding for this project with the shift from rural to urban designation, staff from both STA and Fairfield has shifted the focus to other funding sources with a greater likelihood of success. As a result, the partner agencies, including the City of Vacaville and the Metropolitan Transportation Commission (MTC) have all worked together to provide this recommendation to fully fund the Base Project, which will provide for the Station to open in 2017. This funding plan assumes the TCIF grant is approved. The California Transportation Commission (CTC) will take action on this grant at the May 21, 2014 meeting. The right-of-way acquisition, and design for the Base project are complete. Most utility relocations have been completed and the remaining utility work will be completed this summer. The NEPA process is nearing completion with final certification expected by September 2014.

The ultimate Project (Attachment A) is comprised of a grade separation structure, track improvements, station platform, substantial parking facilities, transit accommodations, passenger amenities, station building and solar arrays. The Base Project will construct all the elements necessary to open the station for service in 2017, with the exception of the station building, solar arrays. The parking lot for the Base Project will be scaled down and include approximately 100 paved at-grade spaces. The cost to complete the Base Project is estimated at \$68 million, which includes the environmental, utility relocations, right of way and design costs.

With the completion of the transfer of Bridge Toll funds from Fairfield Transportation Center and the Vacaville Transportation Center by MTC and the TCIF grant, the project needed \$5 million of funds to fully fund the Base Project. The funding plan for this remaining balance is proposed to be a combination of cash and loans as outlined below:

- City of Fairfield: \$0.75 million cash
- City of Vacaville: \$3.0 million Transportation Development Act (TDA) loan from SolanoExpress Bus Replacement
- STA: \$1.26 million Proposition 1B Bus Capital loan from SolanoExpress Bus Replacement

The SolanoExpress bus replacement is scheduled over a five-year period beginning in Fiscal Year (FY) 2018-19. The terms of the repayment for the loans by the City of Fairfield are contemplated over a five year period beginning in August 2015. The repayment would be for a total of \$4.26 million. Therefore, by making this loan to the Project, the SolanoExpress bus replacement would still remain on track and not be negatively impacted. Specifics of this proposal is shown Attachment B, the Project Term Sheet.

Funding for the remaining elements of the Project (i.e. station building, remaining site improvements, solar array), in the amount of \$7.25 million, by FY 2016-17 will need to be secured. This remaining funding is part of the funding the City of Fairfield had intended to finance through the State I Bank as well. So the project partners will continue to work together to advance funds to make them available in the time frame necessary. The Station is scheduled to be open by 2017.

STA staff recommends support for the Fairfield/Vacaville Intermodal Station and recommends the STA Board authorize STA to enter into separate funding agreements with the City of Fairfield and City of Vacaville. Both the City of Fairfield and Vacaville support this proposal.

Fiscal Impact

This funding proposal is a loan from the Prop 1B Transit Capital funds reserved by STA for bus replacement which will be able to be available in the years the money is required.

Recommendation

Approve the following:

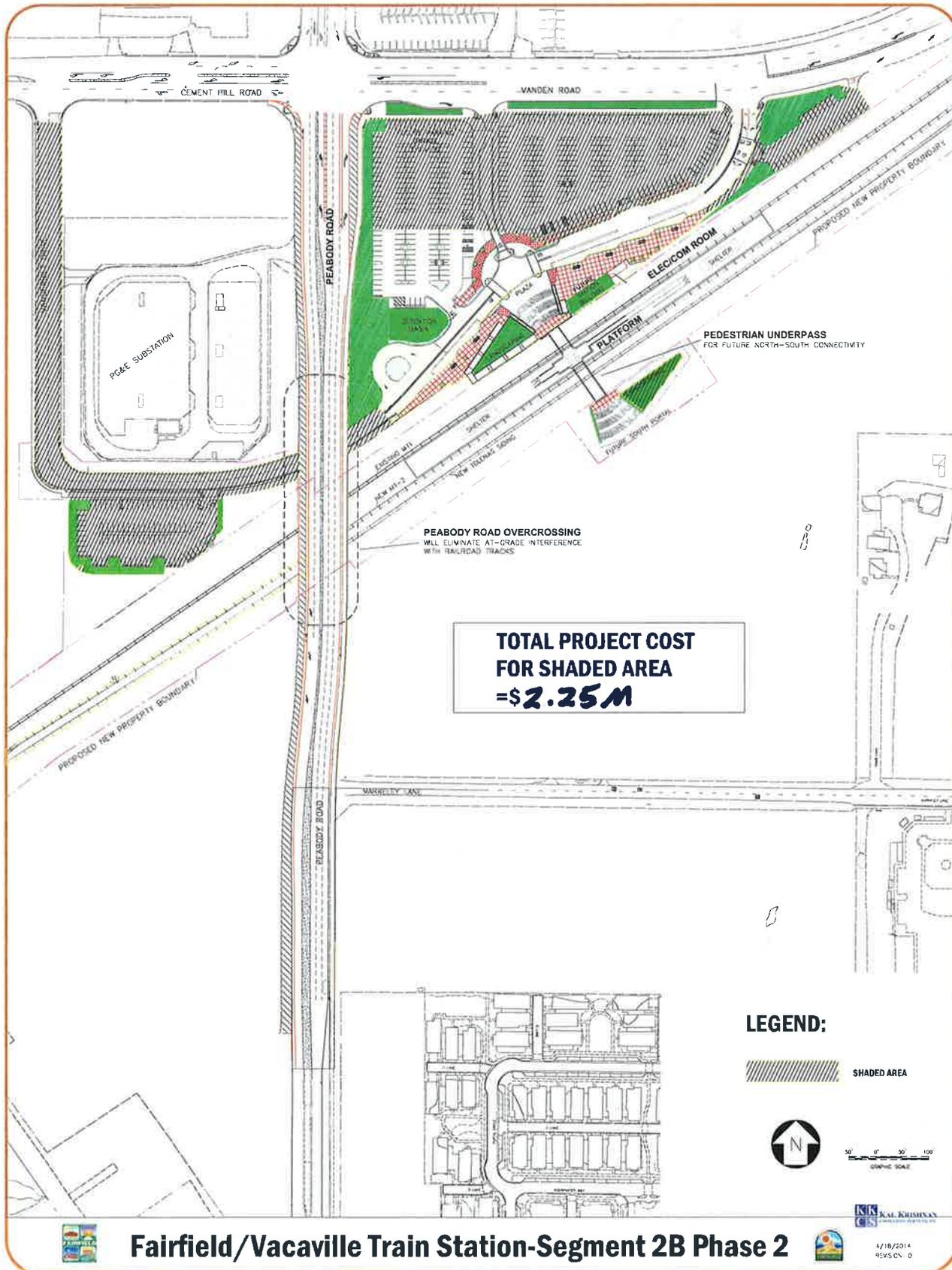
1. Fairfield/Vacaville Intermodal Station Project funding plan as shown in Attachment B;
2. Approve dedicating \$1.26 million in Proposition 1B Transit Capital funds be loaned from SolanoExpress Bus Replacement to fund the Fairfield/Vacaville Train Station project;
and
3. Authorize the Executive Director to execute Funding Agreements with the cities of Fairfield and Vacaville for the Fairfield/Vacaville Train Station project.

Attachments:

- A. Fairfield/Vacaville Intermodal Station Project Layout Plan
- B. Fairfield/Vacaville Intermodal Station Funding Plan Term Sheet

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EXHIBIT B



Fairfield/Vacaville Train Station-Segment 2B Phase 2

Draft Term Sheet 05/08/14

Fairfield Vacaville Train Station Funding Agreement

Parties: City of Fairfield (“Fairfield”), City of Vacaville (“Vacaville”), Solano Transportation Authority (“STA”)

Background:

- Fairfield, Vacaville and STA wish to cooperate on the proposed project to construct the new Fairfield Vacaville Train Station (“Station”) which will be located in Northeast Fairfield at the intersection of Vanden Road and Peabody Road next to the planned Jepson Parkway. This location will be convenient for train riders from Vacaville, Fairfield, and Travis Air Force Base.
- The City of Fairfield is the lead agency for delivery of the project, but the City of Vacaville will share a local portion of the construction cost and operation costs when the station goes into service in 2017.
- The project includes a new 800 foot passenger platform between the main UPRR tracks with bus transfer facilities and parking located just north of the UPRR right of way. Several miles of track work are required, but a key benefit from the project will be the elimination of a very busy at-grade crossing of the railroad. With a Middle School and High School both located south of the station site, many students now cross the tracks daily on the unimproved shoulder of busy Peabody Road to get to school. The at-grade crossing will be replaced by an overpass that will carry Peabody Road over the tracks and will also include an underpass to access the center platform and allow pedestrians and bicyclists another way to safely cross the railroad right of way.
- More than \$46 million in local, regional, and State funds have been secured to construct the initial station and track improvements.
- The main remaining challenge for the Station is securing the last funding for the construction of the Station 2B Phase 1 (Exhibit A), (“Base Station”). This agreement is intended to provide for the terms of completing this funding gap for this Station 2B Phase 1 Project.
- The Base Station financing plan includes an assumed grant from Proposition 1B Trade Corridor Improvement Fund of \$11 million. This grant requires the project to have an awarded construction contract by the end of 2014.
- Fairfield had intended to finance a total of \$11.4 million of future city fees over a twenty to thirty year timeframe. Development is planned for this area of Fairfield, but the development will be phased in over time. Fairfield has been unsuccessful in obtaining outside financing.
- The cost of the Base Station \$51.242 million. This cost already considers \$2.3 million of work along Vanden and the intersection of Peabody/Vanden that will be built by the Jepson Parkway Project. The Jepson Parkway Project will begin construction within

Fiscal Year (FY) 2015-16, funded with State Transportation Improvement Funds (STIP) that are currently programmed in FY 2015-16. The remaining financial shortfall in the Base Station is \$5.0 million.

- This term sheet summarizes the proposed terms of a cost sharing agreement that would document the respective obligations of the parties for financing, oversight and constructing the Base Station.
- Parties agree that the funding plan for the remaining elements of the Station project need to be developed and finalized by December 2014. The remaining elements funding agreement need to work toward having a full amenity Station built and open by 2017.

Basic Terms of Agreement:

Contributions:

- 1) Parties agree that Fairfield's share towards the \$5 million short fall is \$750,000 to be made available to the Base Station by July 2014.
- 2) Parties agree that Vacaville will make available \$3 million of Transportation Development Act ("TDA") that has been reserved for SolanoExpress bus replacement. Fairfield will claim these funds for use on the Base Station by July 2014.
- 3) Parties agree that STA will dedicate \$1.259 million of Proposition 1B transit capital that has been reserved for SolanoExpress bus replacement. Fairfield will claim these funds for use by the Base Station by February 2015.
- 4) Parties agree that the improvements to Vanden Road, estimated at \$2.3 million, will be included in the Jepson Parkway Project. The Jepson Parkway will start construction on FY 2015-16.

Fairfield Obligations:

- 1) Fairfield shall repay a total of \$4.259 million to the STA for the contribution of Vacaville and STA funds in accordance with the following:
 - (a) Fairfield shall make annual payments to STA as outlined herein. Payments shall be made no later than August and cover the prior fiscal year, which runs from July 1 to June 30.
 - (b) Payment shall be calculated initially in five installments over five years in equal payments of \$851,800.
 - (c) Payments will be from the City of Fairfield's local Traffic Impact Fee programs.

STA Obligations:

- 1) STA shall make these repayment funds of \$4.259 million available for SolanoExpress bus replacement starting in FY 2018-19.
- 2) STA shall consider the Vacaville contribution of \$3 million as credit towards their share SolanoExpress bus replacement contribution share projected to extend through year 2022.
- 3) STA agrees the \$2.3 million of scope transferred to the Jepson Parkway Project will be funded through the STIP funds that are considered regional contribution for this project.

The parties agree that this term sheet has been developed for negotiating purpose only and that no binding agreement between the parties shall exist until a written agreement has been approved by the respective governing bodies of the parties and executed by authorized officials of the parties.

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DATE: April 30, 2014
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
Alan Glen, STA Project Manager
RE: Conduct Public Hearings and Adopt Resolutions of Necessity to Acquire Property by Eminent Domain, if necessary, for the Jepson Parkway Project

Background:

In an effort to improve local traffic in central Solano County and to encourage the linkage between transportation and land use, the Solano Transportation Authority (“STA”), City of Fairfield, City of Vacaville, the City of Suisun City, and Solano County completed the proposed Jepson Parkway conceptual plan in 2000. In May 2011, the California Department of Transportation (“Caltrans”), as the federal lead agency for this project, selected Alternative B as the preferred alternative among the routes and alternatives studied for the Jepson Parkway Project (“Project”). The preferred alternative for the Project includes widening the existing Vanden Road near the City of Fairfield city limits to a four-lane divided arterial for the entire length of the corridor and includes improvements (from north to south) to Leisure Town Road, Vanden Road, Cement Hill Road, and Walters Road. The Project components include the widening of existing roadway on various segments; construction of a northern extension of Walters Road between Cement Hill Road and Air Base Parkway; a grade separation (overpass) of the Union Pacific Railroad tracks as part of the Walters Road extension; improvements (such as bridge widening or culvert extensions) at the Leisure Town Road crossings of Alamo Creek and New Alamo Creek; a new crossing of McCrory Creek and McCrory detention basin; bicycle and pedestrian path; landscaping; and utilities relocation.

The 12-mile Jepson Parkway Project is intended as an Interstate 80 Reliever Route that will improve intra-county mobility for Solano County residents. The Project upgrades a series of narrow local roads to provide a north-south travel route for residents as an alternative to Interstate 80. The Project proposes a continuous four-lane roadway from State Route 12 at the Walters Road intersection in Suisun City to Interstate 80 at the Leisure Town Road interchange in Vacaville. The new Jepson Parkway will generally follow the alignment of the existing two-lane Vanden Road from Peabody Road to the southwest, then extend northeast past the existing section of Vanden Road that turns north and then connects with the existing Leisure Town Road north to Interstate 80. The Project also includes safety improvements, such as the provision for medians, traffic signals, shoulders, and separate bike lanes.

The Project is divided into 10 segments for design and construction purposes. Five segments within the Jepson Parkway Project have been completed: the extension of Leisure Town Road from Alamo to Vanden Road; the relocation of the Vanden Road/Peabody Road intersection; improvements to Leisure Town Road bridges; the Walters Road widening in Suisun City; and the Interstate 80 and Leisure Town Road interchange in Vacaville.

Parcels Needed for the Current Project Phases

There are 41 parcels in total that will be affected by the current Phases being planned for construction in the 2015/16 Fiscal Year. There are 14 parcels in Phase I and 27 parcels in Phase II. It has been determined that a total of 10 parcels, 6 in Phase I and 4 in Phase II are occupied by commercial, residential, storage and/or personal property only occupants. The remaining are comprised of vacant land or do not have any occupants that will be affected by the proposed Project. Of the 10 parcels with occupants, one parcel requires full acquisition of the entire parcel. The remaining nine parcels will only require a partial acquisition. The parcels are generally located on Vanden Road, between Peabody Road to the west and Leisure Town Road to the north-east; and, Leisure Town Road between Vanden Road to the west and just to the north of Elmira Road.

In Late 2012, the STA initiated the real estate appraisal process and sent Notices of Decision to Appraise to the owners of the affected parcels. The appraisals on the affected parcels have been completed as of September 2013. The STA has commenced its efforts to negotiate for the acquisition of the portions of the affected parcels immediately after each real estate appraisal is completed. Relocation of the affected Occupants is expected to be completed concurrently with the acquisition of the affected parcels. All eligible Occupants will promptly be provided written notice of their eligibility to receive relocation assistance from the STA upon the initiation of negotiations for the acquisition of the area parcels. Each eligible affected Occupant will be provided with a minimum of 90-days advanced notice to relocate. If the STA is successful in their efforts to acquire the required portions of all proposed Project area parcels, construction of the Jepson Parkway Project is anticipated to commence during the third quarter of 2015 and is expected to take 18 to 24 months to complete construction of the project.

Discussion:

Both the Cities of Fairfield and Vacaville have requested the STA take the lead on the Right of Way process for the Jepson Parkway. Negotiations have been ongoing with the property owners for the past 3-10 months. Agreement has been reached with some of the property owners and several more owners appear to be close to reaching agreement. Additionally a few property owners have entered into a Possession and Use Agreement while negotiations continue, which provides the rights needed to construct while also providing the owners access to funds deposited into escrow. One property owners has yet to respond to any of the numerous calls and letters sent. Negotiations with one property owner seems to be at complete impasse over valuation of the property. As such, staff is recommending proceeding with acquisition of property 10 parcels from 10 property owners through the eminent domain process at this time (Attachments A, B and C).

The funding being used to acquire these parcels comes from the \$3.8 million allocation included in the 2010/11 Fiscal Year State Transportation Improvement Program (STIP). These funds are scheduled to lapse on June 30, 2014. Thus, it is essential to proceed with eminent domain as an option, to enable STA to encumber these funds prior to lapsing. 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 E, F, G, H, I, J, K, L, M, and N). Despite proceeding with condemnation, staff will continue their efforts to try to reach amicable agreement with all of the property owners.

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) of the California Code of Civil Procedure, should be limited to the following findings:

- The public interest and necessity require the Project.
- The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.
- The property sought to be acquired is necessary for the Project.
- 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 2/3rd vote is required.

Fiscal Impact:

The majority of the right-of-way acquisition costs for Phases 1 and 2 of the Jepson Parkway project are being funded with State Transportation Improvement Program (STIP) Right of Way funds. These funds are scheduled to lapse on June 30, 2014 if they are not encumbered on the project.

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 Phases 1 and 2 of the Jepson Parkway Project as specified in Attachment A1.

A 2/3rd vote is required for each resolution.

Attachments:

- A. List of Properties needed for the Phases 1 and 2 of the Jepson Parkway Project
- A1. List of Properties For Resolution of Necessity Hearing
- B. Parkway Exhibit showing limits of Phase 1 and 2
- C. Fairfield Appraisal Map showing location of parcels
- D. Vacaville Property Map showing location of parcels
- E. Resolution of Necessity No. 2014-05 (BUS, Inc.)
- F. Resolution of Necessity No. 2014-06 (QLC Management, LLC)
- G. Resolution of Necessity No. 2014-07 (The Heirs and Devisees of Harry A. Grove)
- H. Resolution of Necessity No. 2014-10 (ECJ Nocal Investments, Inc.)
- I. Resolution of Necessity No. 2014-11 (Robert M. and Winifred E. Vick)
- J. Resolution of Necessity No. 2014-12 (Bay Ventures)
- K. Resolution of Necessity No. 2014-13 (Curtis Williams Revocable Trust and Mellie Williams Revocable Trust)
- L. Resolution of Necessity No. 2014-14 (Ardave Family Trust, Joseph A. Ardave and Daniel H. Ardave)

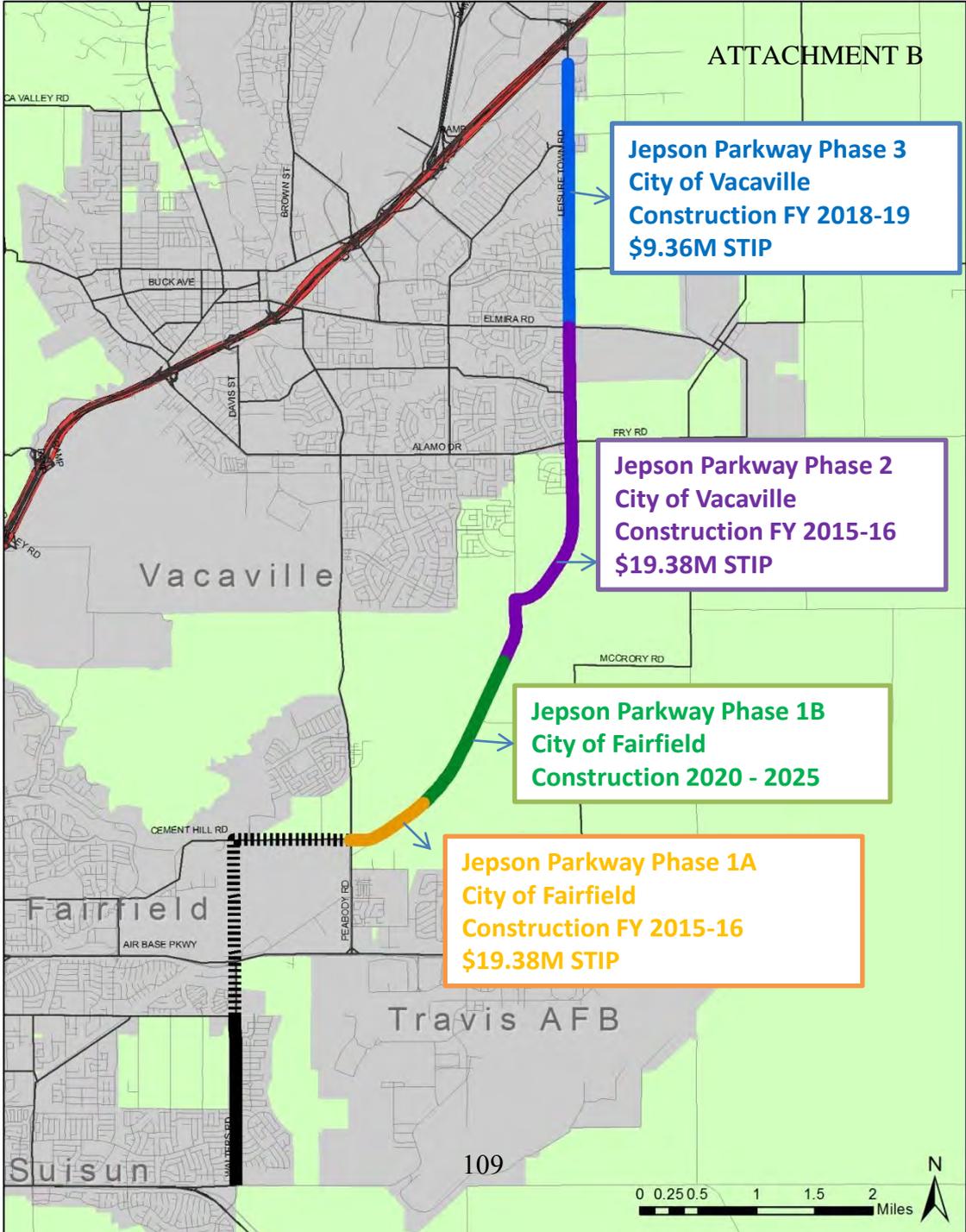
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Total Parcels Needed for Phase 1 Project Designed by Fairfield

Assessors Parcel No.	Owner(s)	Fee Take Area (Square Feet unless shown in acres)	Temporary Construction Easement Area (Square Feet, unless shown in acres)
0166-101-110	BUS, INC.	14,511	2,466
0166-020-080; 0166-030-080; and 0166-060-150	J. FITZGERALD KELLY	39.97 acres	14.56 acres
0166-080-110	FAIRFIELD, CITY OF	22,650	3,806
0166-080-120	QLC MANAGEMENT, LLC; RTH INVESTMENT, LLC; NOI INVESTMENTS, INC.	13,338	152
0166-080-130	QLC MANAGEMENT, LLC; RTH INVESTMENT, LLC; NOI INVESTMENTS, INC.	23,200	769
0166-080-130	The Heirs and Devisees of Harry A. Grove (2 owners- Davidson Trust and Bruce Johnson)	5,578	186
0166-080-140	GRACE I. MARKS	25,720	856
0166-090-060 and 0166-090-070	ECJ NOCAL INVESTMENTS, INC.	41,438	7,809
0166-090-170	ROBERT M. AND WINIFRED E. VICK	84,317	3,302
0166-090-180	FAIRFIELD SHOP, LLC	41,107	18,633
None	SOLANO IRRIGATION DISTRICT	8,502	10,457

LIST OF PROPERTIES FOR RESOLUTION OF NECESSITY HEARING

Assessors Parcel No.	Owner(s)	Fee Take Area (Square Feet unless Shown in acres)	Temporary Construction Easement Area (Square Feet, unless shown in acres)
0166-101-110	BUS, Inc.	14,511	2,466
0166-080-120	QLC MANAGEMENT, LLC; RTH INVESTMENT, LLC NOI INVESTMENTS, INC.	13,338	152
0166-080-130	QLC MANAGEMENT, LLC; RTH INVESTMENT, LLC NOI INVESTMENTS, INC.	23,200	769
0166-080-130	The Heirs and Devisees of Harry A. Grove (2 owners- Davidson Trust and Bruce Johnson)	5,578	186
0166-090-060 and 0166- 090-070	ECJ NOCAL INVESTMENTS, INC.	41,438	7,809
0166-090-170	ROBERT M. AND WINIFRED E. VICK	84,317	3,302
0135-070-080	BAY VENTURES	10,039	N/A
0135-070-090	CURTIS and PATRICIA WILLIAMS/MELLIE WILLIAMS	18,534	N/A
0166-030-070	ROBERT AND CYNTHIA SUE ARDAVE	3,989	10,937



Jepsen Parkway Phase 3
City of Vacaville
Construction FY 2018-19
\$9.36M STIP

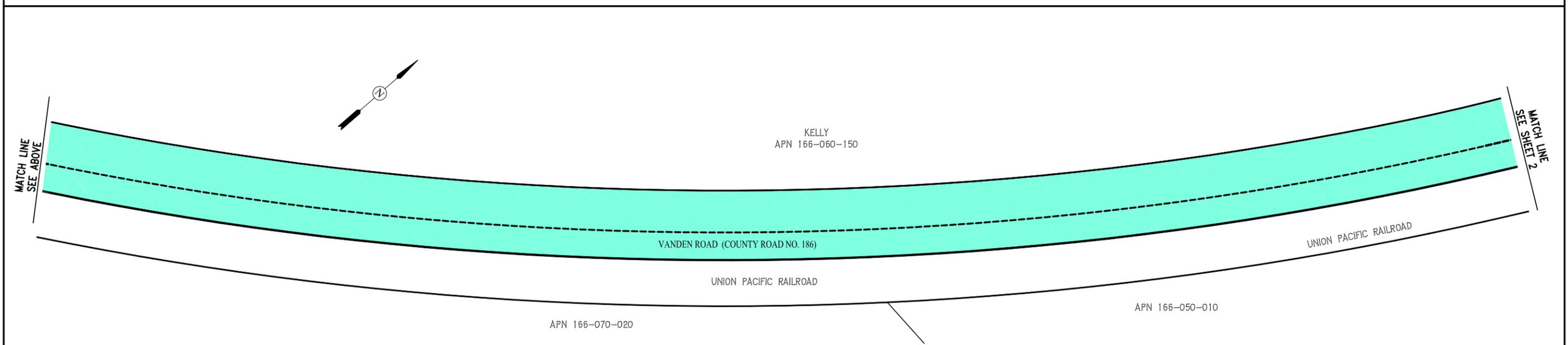
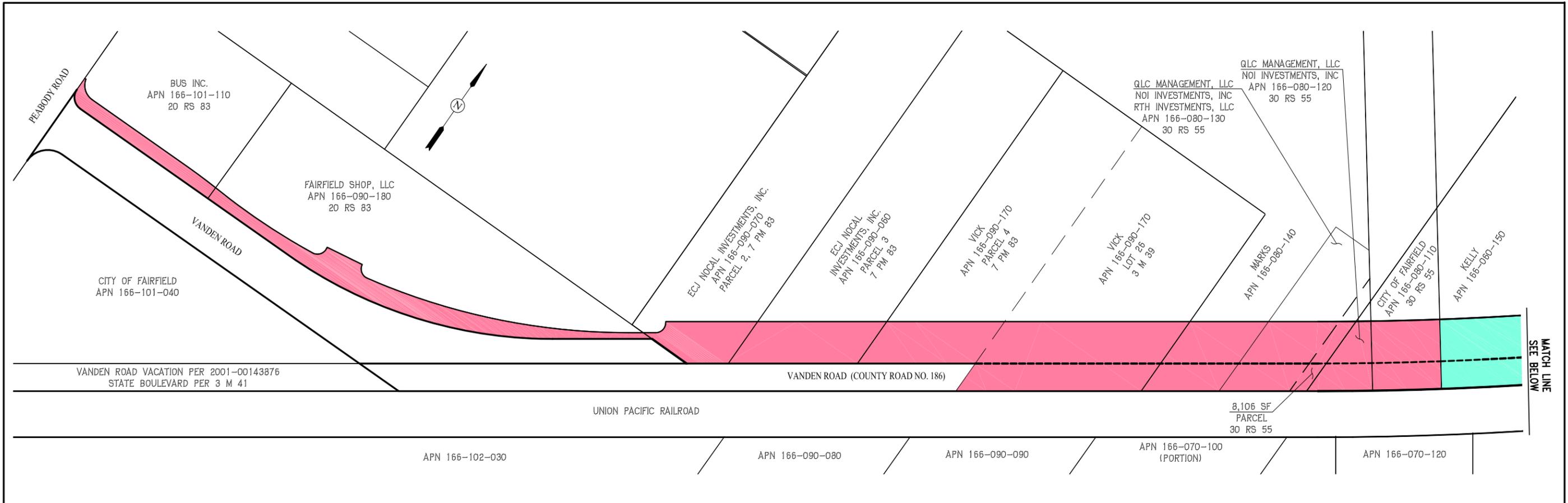
Jepsen Parkway Phase 2
City of Vacaville
Construction FY 2015-16
\$19.38M STIP

Jepsen Parkway Phase 1B
City of Fairfield
Construction 2020 - 2025

Jepsen Parkway Phase 1A
City of Fairfield
Construction FY 2015-16
\$19.38M STIP



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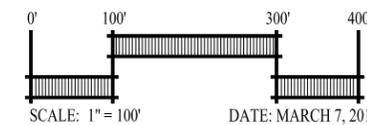


- LEGEND**
- RIGHT OF WAY TO BE PURCHASED
 - RIGHT OF WAY TO BE DONATED

RIGHT OF WAY ACQUISITION

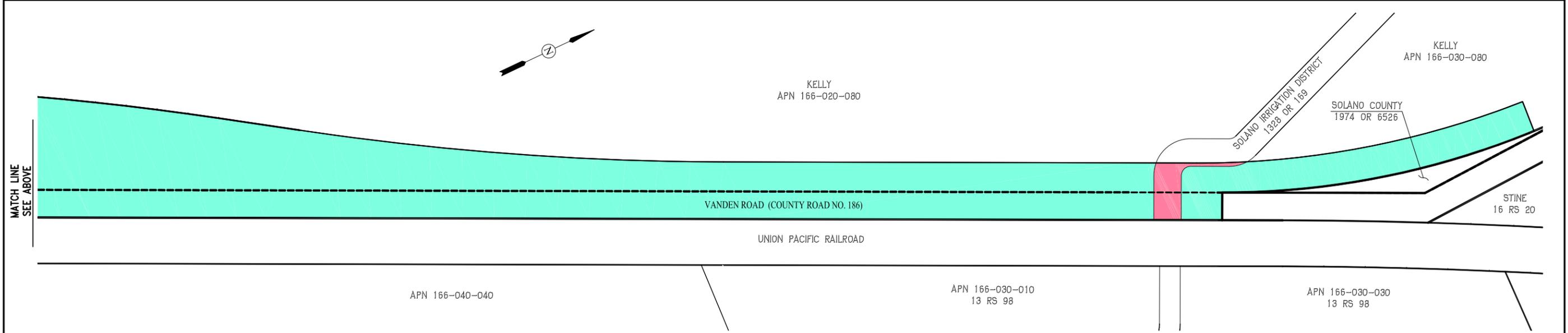
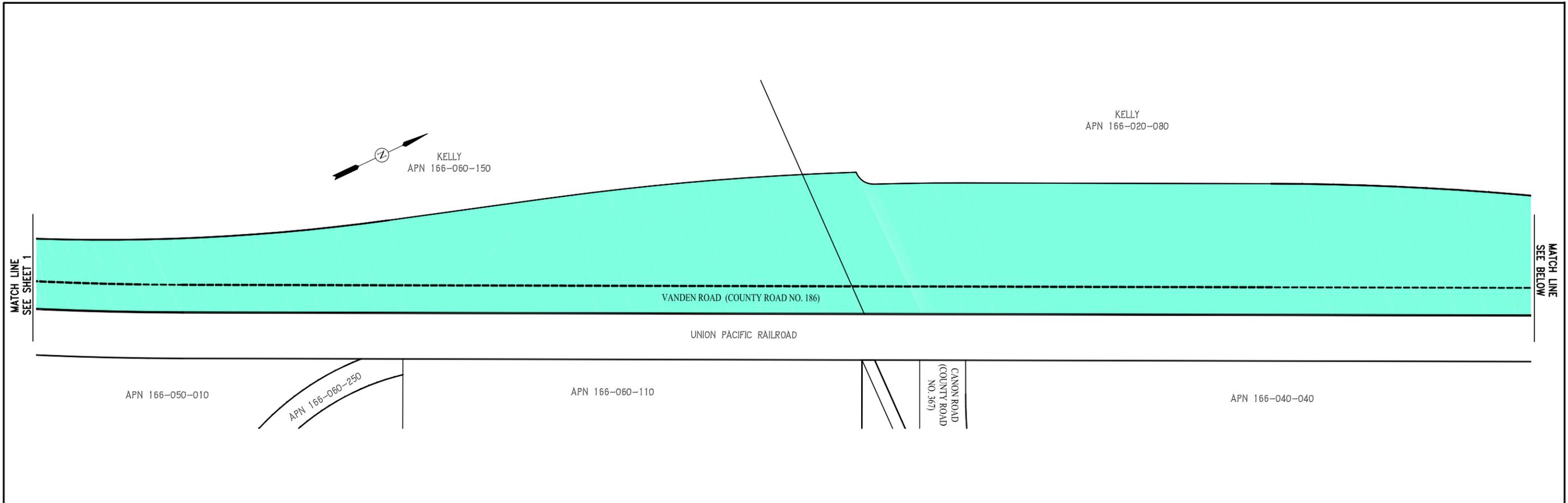
JEPSON PARKWAY PHASE

CITY OF FAIRFIELD SOLANO COUNTY CALIFORNIA



	Carlson, Barbee & Gibson, Inc.
	CIVIL ENGINEERS • SURVEYORS • PLANNERS
6111 BOLLINGER CANYON ROAD, SUITE 150 SAN RAMON, CALIFORNIA 94583	(925) 866-0322 FAX (925) 866-8575

SHEET NO.
1
OF 2 SHEETS



LEGEND

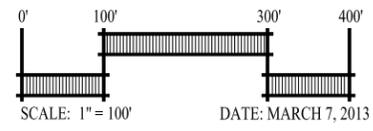
RIGHT OF WAY TO BE PURCHASED

RIGHT OF WAY TO BE DONATED

RIGHT OF WAY ACQUISITION

JEPSON PARKWAY PHASE

CITY OF FAIRFIELD SOLANO COUNTY CALIFORNIA

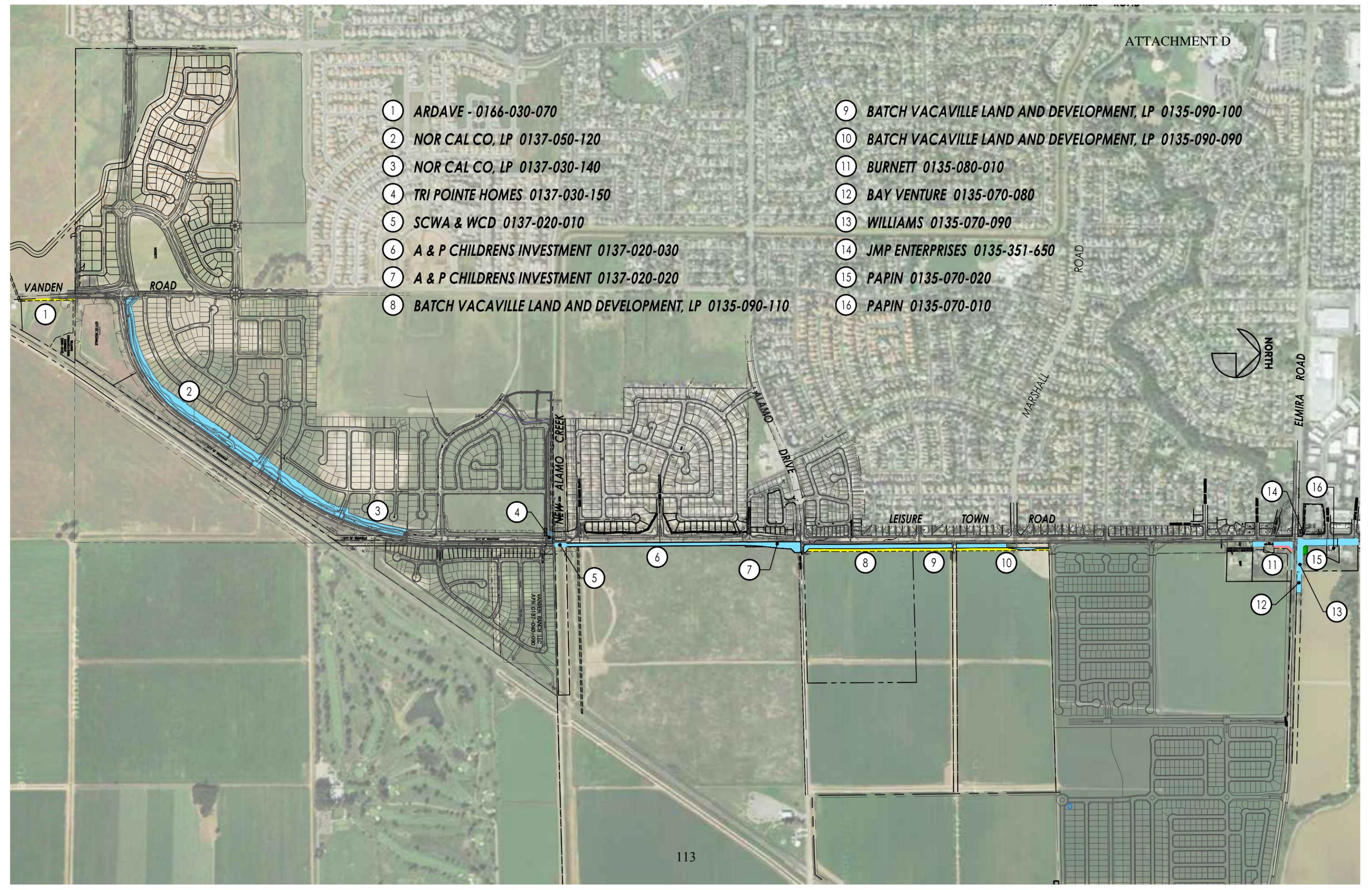


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	CIVIL ENGINEERS • SURVEYORS • PLANNERS
6111 BOLLINGER CANYON ROAD, SUITE 150 SAN RAMON, CALIFORNIA 94583	(925) 866-0322 FAX (925) 866-6576

SHEET NO.
2
OF 2 SHEETS

C:\1668\1668-02\ACADEX\HBIT\5\B-26-ROW ACQUISITION.DWG

- ① ARDAVE - 0166-030-070
- ② NOR CAL CO, LP 0137-050-120
- ③ NOR CAL CO, LP 0137-030-140
- ④ TRI POINTE HOMES 0137-030-150
- ⑤ SCWA & WCD 0137-020-010
- ⑥ A & P CHILDRENS INVESTMENT 0137-020-030
- ⑦ A & P CHILDRENS INVESTMENT 0137-020-020
- ⑧ BATCH VACAVILLE LAND AND DEVELOPMENT, LP 0135-090-110
- ⑨ BATCH VACAVILLE LAND AND DEVELOPMENT, LP 0135-090-100
- ⑩ BATCH VACAVILLE LAND AND DEVELOPMENT, LP 0135-090-090
- ⑪ BURNETT 0135-080-010
- ⑫ BAY VENTURE 0135-070-080
- ⑬ WILLIAMS 0135-070-090
- ⑭ JMP ENTERPRISES 0135-351-650
- ⑮ PAPIN 0135-070-020
- ⑯ PAPIN 0135-070-010



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RESOLUTION NO. 2014 - 05

RESOLUTION OF NECESSITY AUTHORIZING THE CONDEMNATION OF PROPERTY FOR CONSTRUCTION OF THE JEPSON PARKWAY PROJECT [BUS, Inc.]

WHEREAS, Solano Transportation Authority (“STA”) intends to implement the Jepson Parkway Project (“Project”), a public improvement consisting of upgrades and safety improvements to a series of narrow local roads from State Route 12 at the Walters Road intersection in Suisun City to Interstate 80 at the Leisure Town Road interchange in the City of Vacaville, Solano County, California and, in connection therewith, acquire interests in certain real property; and

WHEREAS, Solano Transportation Authority has approved the Final Environmental Impact Report for the Project with Resolution No. 2009-03 adopted on March 18, 2009;

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

1. STA intends to acquire interests in certain real property necessary for the Project pursuant to Government Code Sections 6500, *et seq.*, 25350.5 and 37350.5, and Code of Civil Procedure sections 1240.320 – 1240.350.
2. The property to be acquired consists of the following property interests from the described parcels:

<u>Owner</u>	<u>Assessor's Parcel No.</u>	<u>Take</u>	<u>Type</u>
BUS, Inc.	166-101-110	11,572 sf	Fee
BUS, Inc.	166-101-110	5,405 sf	Temporary Construction Easement (“TCE”)

The said property is more particularly described in Exhibit A, attached to and incorporated in by this reference.

The TCE described and shown in Exhibit A shall include, without limitation, the exclusive right of STA, its officers, agents, contractors, and employees, and other governmental agencies responsible for review or construction of any portion of the Project and such agencies’ officers, agents, contractors, and employees to enter upon the easement area with personnel, vehicles and equipment for construction of the Project, and all other activities related thereto, to remove all improvements, trees and vegetation thereon that interfere with the purpose for which this easement is granted, and to conform the easement area to the Project. Where the TCE extends over the sole point of access to the remaining property, STA shall maintain reasonable access to the owner and/or occupants to said remainder property for the term of the TCE.

The TCE is for a period of eighteen (18) months, to commence upon thirty (30) days written notice from STA. In the event STA occupies the TCE area beyond the eighteen (18) month period described above, STA shall pay additional compensation on a month-to-month basis.

In no event shall this TCE extend beyond the completion of construction, or December 31, 2017, whichever is earlier.

3. On March 24, 2014, notice of Solano Transportation Authority's intention to adopt a Resolution of Necessity for acquisition by eminent domain of the real property described in Exhibit A was sent to persons whose names appear on the last equalized County Assessment Roll as owners of said property. The notice specified Wednesday, May 14, 2014 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.
4. The hearing was held at that time and place, and all interested parties were given an opportunity to be heard and 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 her designee is 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.

Osby Davis, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14th day of May 2014, by the following vote:

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

ATTEST: _____
 Johanna Masiclat
 Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 14th day of May 2014.

Daryl K. Halls, Executive Director
Solano Transportation Authority

EXHIBIT A

MARCH 10, 2014
JOB NO.: 1668-002

LEGAL DESCRIPTION
VANDEN ROAD DEDICATION
BUS, INC., APN 166-101-110
FAIRFIELD, CALIFORNIA

REAL PROPERTY, SITUATE IN THE INCORPORATED TERRITORY OF THE CITY OF FAIRFIELD, COUNTY OF SOLANO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN THE DEED RECORDED APRIL 10, 1992 IN DOCUMENT NO. 1992-00030014 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERN LINE OF SAID PARCEL OF LAND, SAID POINT BEING THE NORTHEASTERN CORNER OF THAT CERTAIN FINAL ORDER OF CONDEMNATION RECORDED AUGUST 18, 1999, IN DOCUMENT NO. 1999-71517 OF OFFICIAL RECORDS, IN SAID OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY;

THENCE, FROM SAID POINT OF BEGINNING, ALONG THE NORTHERN LINE OF SAID PARCEL OF LAND (1999-71517), THE FOLLOWING TWO (2) COURSES:

- 1) NORTH 89°47'52" WEST (THE BEARING OF SAID NORTHERN LINE BEING TAKEN AS NORTH 89°47'52" WEST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 339.36 FEET, AND
- 2) ALONG THE ARC OF A TANGENT 30.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 89°59'57", AN ARC DISTANCE OF 47.12 FEET TO A POINT ON THE WESTERN LINE OF SAID PARCEL OF LAND (1992-00030014);

THENCE, ALONG SAID WESTERN LINE, NORTH 00°12'05" EAST 29.67 FEET;

THENCE, LEAVING SAID WESTERN LINE, SOUTH 88°36'49" EAST 3.18 FEET;

THENCE, ALONG THE ARC OF A NON-TANGENT 38.00 FOOT RADIUS CURVE TO THE LEFT, FROM WHICH THE CENTER OF SAID CURVE BEARS NORTH 75°53'23" EAST, THROUGH A CENTRAL ANGLE OF 75°41'15", AN ARC DISTANCE OF 50.20 FEET;

THENCE, ALONG A LINE PARALLEL WITH AND THIRTY-ONE AND 00/100 (31.00) FEET NORTHERLY, MEASURED AT RIGHT ANGLES, FROM SAID NORTHERN LINE, (1999-71517), SOUTH 89°47'52" EAST 254.73 FEET;

THENCE, LEAVING SAID PARALLEL LINE, ALONG THE ARC OF A TANGENT 1,260.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 03°25'02", AN ARC DISTANCE OF 75.15 FEET TO A POINT ON THE EASTERN LINE OF SAID PARCEL OF LAND (1992-00030014);

LEGAL DESCRIPTION
PAGE 2 OF 2

MARCH 10, 2014
JOB NO.: 1668-002

THENCE, ALONG SAID EASTERN LINE, SOUTH 01°08'50" WEST 28.76 FEET TO
SAID POINT OF BEGINNING.

CONTAINING 11,572 SQUARE FEET OF LAND, MORE OR LESS.

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS
REFERENCE MADE A PART HEREOF.

END OF DESCRIPTION



Christopher S. Harmison
CHRISTOPHER S. HARMISON, P.L.S.
L.S. NO. 7176

MARCH 10, 2014
JOB NO.: 1668-002

LEGAL DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT
BUS, INC., APN 166-101-110
FAIRFIELD, CALIFORNIA

REAL PROPERTY, SITUATE IN THE INCORPORATED TERRITORY OF THE CITY OF FAIRFIELD, COUNTY OF SOLANO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN THE DEED RECORDED APRIL 10, 1992 IN DOCUMENT NO. 1992-00030014 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE EASTERN LINE OF SAID PARCEL OF LAND, SAID POINT BEING THE NORTHEASTERN CORNER OF THAT CERTAIN FINAL ORDER OF CONDEMNATION RECORDED AUGUST 18, 1999, IN DOCUMENT NO. 1999-71517 OF OFFICIAL RECORDS, IN SAID OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY;

THENCE, FROM SAID POINT OF COMMENCEMENT, ALONG THE NORTHERN LINE OF SAID PARCEL OF LAND (1999-71517), THE FOLLOWING TWO (2) COURSES:

- 1) NORTH 89°47'52" WEST (THE BEARING OF SAID NORTHERN LINE BEING TAKEN AS NORTH 89°47'52" WEST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 339.36 FEET, AND
- 2) ALONG THE ARC OF A TANGENT 30.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 89°59'57", AN ARC DISTANCE OF 47.12 FEET TO A POINT ON THE WESTERN LINE OF SAID PARCEL OF LAND (1992-00030014);

THENCE, ALONG SAID WESTERN LINE, NORTH 00°12'05" EAST 29.67 FEET TO THE POINT OF BEGINNING FOR THIS DESCRIPTION;

THENCE, FROM SAID POINT OF BEGINNING, LEAVING SAID WESTERN LINE, SOUTH 88°36'49" EAST 3.18 FEET;

THENCE, ALONG THE ARC OF A NON-TANGENT 38.00 FOOT RADIUS CURVE TO THE LEFT, FROM WHICH THE CENTER OF SAID CURVE BEARS NORTH 75°53'23" EAST, THROUGH A CENTRAL ANGLE OF 75°41'15", AN ARC DISTANCE OF 50.20 FEET;

THENCE, ALONG A LINE PARALLEL WITH AND THIRTY-ONE AND 00/100 (31.00) FEET NORTHERLY, MEASURED AT RIGHT ANGLES, FROM SAID NORTHERN LINE, (1999-71517), SOUTH 89°47'52" EAST 254.73 FEET;

THENCE, LEAVING SAID PARALLEL LINE, ALONG THE ARC OF A TANGENT 1,260.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 03°25'02", AN ARC DISTANCE OF 75.15 FEET TO A POINT ON THE EASTERN LINE OF SAID PARCEL OF LAND (1992-00030014);

THENCE, ALONG SAID EASTERN LINE, NORTH 01°08'50" EAST 13.01 FEET;

THENCE, LEAVING SAID EASTERN LINE, ALONG THE ARC OF A NON-TANGENT 1,273.00 FEET FOOT RADIUS CURVE TO THE LEFT, FROM WHICH THE CENTER OF SAID CURVE BEARS SOUTH 03°35'39" WEST, THROUGH A CENTRAL ANGLE OF 01°32'16", AN ARC DISTANCE OF 34.17 FEET;

THENCE, NORTH 02°03'23" EAST 10.00 FEET;

THENCE, ALONG THE ARC OF A NON-TANGENT 1,283.00 FEET FOOT RADIUS CURVE TO THE LEFT, FROM WHICH THE CENTER OF SAID CURVE BEARS SOUTH 02°03'23" WEST, THROUGH A CENTRAL ANGLE OF 01°51'15", AN ARC DISTANCE OF 41.52 FEET;

THENCE, NORTH 89°47'52" WEST 13.75 FEET;

THENCE, SOUTH 00°12'08" WEST 10.00 FEET;

THENCE, NORTH 89°47'52" WEST 248.48 FEET;

THENCE, ALONG THE ARC OF A TANGENT 15.00 FEET FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 91°11'03", AN ARC DISTANCE OF 23.87 FEET;

THENCE, NORTH 01°23'11" EAST 5.00 FEET;

THENCE, NORTH 88°36'49" WEST 17.61 FEET TO A POINT ON SAID WESTERN LINE (1992-00030014);

THENCE, ALONG SAID WESTERN LINE, SOUTH 00°12'05" WEST 5.00 FEET TO SAID POINT OF BEGINNING.

CONTAINING 5,405 SQUARE FEET OF LAND, MORE OR LESS.

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS REFERENCE MADE A PART HEREOF.

END OF DESCRIPTION



Christopher S. Harmison
CHRISTOPHER S. HARMISON, P.L.S.
L.S. NO. 7176



PEABODY ROAD

WALNUT STREET
3 M 39, AND 3 M 41

BUS INC.
APN 166-101-110
1992-00030014

FAIRFIELD SHOP, LLC
APN 166-090-180
20 RS 88

N75°53'23"E(R)

VANDEN ROAD DEDICATION
11,572 SF±

TEMPORARY CONSTRUCTION EASEMENT
5,405 SF±

S03°37'10"W(R)

L2

S89°47'52"E 254.73'

35'

N89°47'52"W 339.36'

L1

C2

C3

L3

9 | 10
16 | 15

C1

POB

FINAL ORDER OF CONDEMNATION
1999-71517

VANDEN ROAD

CITY OF FAIRFIELD
APN 166-101-040

LINE TABLE		
NO.	BEARING	LENGTH
L1	N00°12'05"E	29.67'
L2	S88°36'49"E	3.18'
L3	S01°08'50"W	28.76'

CURVE TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	30.00'	89°59'57"	47.12'
C2	38.00'	75°41'15"	50.20'
C3	1260.00'	03°25'02"	75.15'

PLAT TO ACCOMPANY LEGAL DESCRIPTION

VANDEN ROAD DEDICATION
BUS, INC., APN 166-101-110
FAIRFIELD, CALIFORNIA

MARCH 10, 2014

SHEET 1 OF 1

Carlson, Barbee, & Gibson, Inc.

CIVIL ENGINEERS • SURVEYORS • PLANNERS

2633 CAMINO RAMON, SUITE 350 SAN RAMON, CALIFORNIA 94583

TELEPHONE: (925) 866-0322 www.cbandg.com

RESOLUTION NO. 2014 - 06**RESOLUTION OF NECESSITY AUTHORIZING THE CONDEMNATION OF PROPERTY FOR CONSTRUCTION OF THE JEPSON PARKWAY PROJECT [QLC Management, LLC]**

WHEREAS, Solano Transportation Authority (“STA”) intends to implement the Jepson Parkway Project (“Project”), a public improvement consisting of upgrades and safety improvements to a series of narrow local roads from State Route 12 at the Walters Road intersection in Suisun City to Interstate 80 at the Leisure Town Road interchange in the City of Vacaville, Solano County, California and, in connection therewith, acquire interests in certain real property; and

WHEREAS, Solano Transportation Authority has approved the Final Environmental Impact Report for the Project with Resolution No. 2009-03 adopted on March 18, 2009;

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

1. STA intends to acquire interests in certain real property necessary for the Project pursuant to Government Code Sections 6500, *et seq.*, 25350.5 and 37350.5, and Code of Civil Procedure sections 1240.320 – 1240.350. The properties described as “Vanden Road Remnant” in Exhibit A are remnants and are being acquired pursuant to Code of Civil Procedure section 1240.410.
2. The property to be acquired consists of the following property interests from the described parcels:

<u>Owner</u>	<u>Assessor's Parcel No.</u>	<u>Take</u>	<u>Type</u>
QLC Management, LLC	166-080-130	23,200 sf	Fee
QLC Management, LLC	166-080-130	5,578 sf	Fee
QLC Management, LLC	166-080-120	13,338 sf	Fee
QLC Management, LLC	166-080-130	769 sf	Temporary Construction Easement
QLC Management, LLC	166-080-130	186 sf	Temporary Construction Easement

<u>Owner</u>	<u>Assessor's Parcel No.</u>	<u>Take</u>	<u>Type</u>
QLC Management, LLC	166-080-120	152 sf	Temporary Construction Easement
QLC Management, LLC	166-080-130	25,159 sf	Fee (Remnant)
QLC Management, LLC	166-080-120	693 sf	Fee (Remnant)

The said property is more particularly described in Exhibit A, attached to and incorporated in by this reference.

The Temporary Construction Easements ("TCEs") described in Exhibit A shall include, without limitation, the exclusive right of STA, its officers, agents, contractors, and employees, and other governmental agencies responsible for review or construction of any portion of the Project and such agencies' officers, agents, contractors, and employees to enter upon the easement area with personnel, vehicles and equipment for construction of the Project, and all other activities related thereto, to remove all improvements, trees and vegetation thereon that interfere with the purpose for which this easement is granted, and to conform the easement area to the Project. Where the TCEs extend over the sole point of access to the remaining property, STA shall maintain reasonable access to the owner and/or occupants to said remainder property for the term of the TCEs.

The TCEs are for a period of eighteen (18) months, to commence upon thirty (30) days written notice from STA. In the event STA occupies the area of the TCEs beyond the eighteen (18) month period described above, STA shall pay additional compensation on a month-to-month basis. In no event shall the term of the TCEs extend beyond the completion of construction, or December 31, 2017, whichever is earlier.

3. On March 24, 2014, notice of Solano Transportation Authority's intention to adopt a Resolution of Necessity for acquisition by eminent domain of the real property described in Exhibit A was sent to persons whose names appear on the last equalized County Assessment Roll as owners of said property. The notice specified Wednesday, May 14, 2014 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. STA sent a follow-up notice on April 24, 2014 to include legal descriptions that had been inadvertently omitted from the March 24, 2014 notice. All legal descriptions were included in the Government Code section 7267.2 offer.
4. The hearing was held at that time and place, and all interested parties were given an opportunity to be heard and 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 her designee is 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.

Osby Davis, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14th day of May 2014, by the following vote:

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

ATTEST: _____
 Johanna Masiclat
 Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 14th day of May 2014.

Daryl K. Halls, Executive Director
Solano Transportation Authority

EXHIBIT A

EXHIBIT A-1

DECEMBER 16, 2013
JOB NO.: 1668-002

LEGAL DESCRIPTION
VANDEN ROAD FEE
QLC MANAGEMENT, LLC., ET AL., APN 166-080-130 (PORTION)
FAIRFIELD, CALIFORNIA

REAL PROPERTY, SITUATE IN THE INCORPORATED TERRITORY OF THE CITY OF FAIRFIELD, COUNTY OF SOLANO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN THAT CERTAIN DEED RECORDED APRIL 27, 2012, IN DOCUMENT NO. 2012-00039546 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, SAID PARCEL OF LAND ALSO BEING THAT CERTAIN 1.11 ACRE PARCEL OF LAND, AS SAID PARCEL IS SHOWN AND SO DESIGNATED ON THAT CERTAIN RECORD OF SURVEY RECORDED MAY 29, 2012, IN BOOK 30 OF SURVEYS, AT PAGE 55, IN SAID OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWESTERN CORNER OF SAID 1.11 ACRE PARCEL OF LAND;

THENCE, FROM SAID POINT OF BEGINNING, ALONG THE WESTERN LINE OF SAID 1.11 ACRE PARCEL OF LAND, NORTH 00°42'43" EAST (THE BEARING OF SAID WESTERN LINE BEING TAKEN AS NORTH 00°42'43" EAST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 185.59 FEET;

THENCE, LEAVING SAID WESTERN LINE, ALONG A LINE PARALLEL WITH AND ONE-HUNDRED-FIFTY-ONE AND 00/100 (151.00) FEET NORTHWESTERLY, MEASURED AT RIGHT ANGLES, FROM THE NORTHWESTERN LINE OF THE UNION PACIFIC RAILROAD RIGHT OF WAY, THE FOLLOWING TWO (2) COURSES:

- 1) NORTH 55°09'50" EAST 107.83 FEET, AND
- 2) ALONG THE ARC OF A TANGENT 7,299.49 FEET FOOT RADIUS CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 00°21'37", AN ARC DISTANCE OF 45.90 FEET TO A POINT ON THE EASTERN LINE OF SAID 1.11 ACRE PARCEL OF LAND;

THENCE, ALONG SAID EASTERN LINE, SOUTH 00°42'43" WEST 185.77 FEET TO A POINT ON SAID NORTHWESTERN LINE OF THE UNION PACIFIC RAILROAD RIGHT OF WAY;

LEGAL DESCRIPTION - FEE ACQUISITION
APN: 166-080-130 (PORTION)
PAGE 2 OF 2

DECEMBER 16, 2013
JOB NO.: 1668-002

THENCE, ALONG SAID NORTHWESTERN LINE, SOUTH 55°09'50" WEST 153.63 FEET
TO SAID POINT OF BEGINNING.

CONTAINING 23,200 SQUARE FEET OF LAND, MORE OR LESS.

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS
REFERENCE MADE A PART HEREOF.

END OF DESCRIPTION



Christopher S. Harmison
CHRISTOPHER S. HARMISON, P.L.S.
L.S. NO. 7176

QLC MANAGEMENT, LLC
 NOI INVESTMENTS, INC
 RTH INVESTMENTS, LLC
 APN 166-080-130
 (PORTION)
 30 RS 55
 2012-00039546

QLC MANAGEMENT, LLC
 NOI INVESTMENTS, INC
 APN 166-080-120
 30 RS 55
 2012-000039547

CITY OF FAIRFIELD
 APN 166-080-110

VANDEN ROAD
 (COUNTY ROAD NO. 186)

UNION PACIFIC RAILROAD



TEMPORARY CONSTRUCTION
 EASEMENT 769 SF±

MARKS
 APN 166-080-140

N00°42'43"E

185.59

N55°09'50"E

107.83

VANDEN ROAD
 FEE
 23,200 SF±

185.77

S00°42'43"W

151.00'

S55°09'50"W

153.63'

POB

CURVE TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	7299.49'	00°21'37"	45.90'

60' RIGHT OF WAY
 PER ROAD PETITION NO. 186

40' PRIVATE ROADWAY
 PER 3 M 39

PLAT TO ACCOMPANY LEGAL DESCRIPTION

VANDEN ROAD DEDICATION

QLC MANAGEMENT, LLC., ET AL, APN 166-080-130 (PORTION)
 FAIRFIELD, CALIFORNIA

DECEMBER 16, 2013

SHEET 1 OF 1

Carlson, Barbee, & Gibson, Inc.

CIVIL ENGINEERS • SURVEYORS • PLANNERS
 2633 CAMINO RAMON, SUITE 350 SAN RAMON, CALIFORNIA 94583
 TELEPHONE: (925) 866-0322 www.cbandg.com

EXHIBIT A-2

DECEMBER 16, 2013
JOB NO.: 1668-002

LEGAL DESCRIPTION
VANDEN ROAD FEE
APN 166-080-130 (PORTION)
FAIRFIELD, CALIFORNIA

REAL PROPERTY, SITUATE IN THE INCORPORATED TERRITORY OF THE CITY OF FAIRFIELD, COUNTY OF SOLANO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF THAT CERTAIN 8,106 SQUARE FOOT PARCEL OF LAND, AS SAID PARCEL IS SHOWN AND SO DESIGNATED ON THAT CERTAIN RECORD OF SURVEY RECORDED MAY 29, 2012, IN BOOK 30 OF SURVEYS, AT PAGE 55, IN THE OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWESTERN CORNER OF SAID 8,106 SQUARE FOOT PARCEL OF LAND;

THENCE, FROM SAID POINT OF BEGINNING, ALONG THE WESTERN LINE OF SAID 8,106 SQUARE FOOT PARCEL OF LAND, NORTH 00°42'43" EAST (THE BEARING OF SAID WESTERN LINE BEING TAKEN AS NORTH 00°42'43" EAST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 185.77 FEET;

THENCE, LEAVING SAID WESTERN LINE, ALONG A LINE PARALLEL WITH AND ONE-HUNDRED-FIFTY-ONE AND 00/100 (151.00) FEET NORTHWESTERLY, MEASURED AT RIGHT ANGLES, FROM THE NORTHWESTERN LINE OF THE UNION PACIFIC RAILROAD RIGHT OF WAY, ALONG THE ARC OF A NON-TANGENT 7,299.49 FEET FOOT RADIUS CURVE TO THE LEFT, FROM WHICH THE CENTER OF SAID CURVE BEARS NORTH 35°11'47" WEST, THROUGH A CENTRAL ANGLE OF 00°17'29", AN ARC DISTANCE OF 37.12 FEET TO A POINT ON THE EASTERN LINE OF SAID 8,106 SQUARE FOOT PARCEL OF LAND;

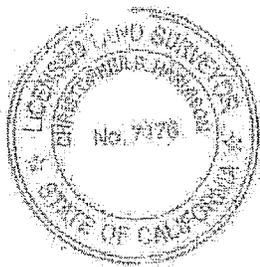
THENCE, ALONG SAID EASTERN LINE, SOUTH 00°42'43" WEST 186.17 FEET TO A POINT ON SAID NORTHWESTERN LINE OF THE UNION PACIFIC RAILROAD RIGHT OF WAY;

THENCE, ALONG SAID NORTHWESTERN LINE, SOUTH 55°09'50" WEST 36.87 FEET TO SAID POINT OF BEGINNING.

CONTAINING 5,578 SQUARE FEET OF LAND, MORE OR LESS.

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS REFERENCE MADE A PART HEREOF.

END OF DESCRIPTION



Christopher S. Harmison
CHRISTOPHER S. HARMISON, P.L.S.
L.S. NO. 7176

QLC MANAGEMENT, LLC
 NOI INVESTMENTS, INC
 RTH INVESTMENTS, LLC
 APN 166-080-130
 (PORTION)
 30 RS 55
 2012-00039546

QLC MANAGEMENT, LLC
 NOI INVESTMENTS, INC
 APN 166-080-120
 30 RS 55
 2012-000039547

8,106 SF PARCEL
 30 RS 55

TEMPORARY CONSTRUCTION
 EASEMENT 186 SF±

N35°11'47"W(R)

VANDEN ROAD
 FEE
 5,578 SF±

MARKS
 APN 166-080-140

CITY OF FAIRFIELD
 APN 166-080-110

VANDEN ROAD
 (COUNTY ROAD NO. 186)

UNION PACIFIC RAILROAD



SCALE: 1"=100'

LINE TABLE		
NO.	BEARING	LENGTH
L1	N00°42'43"E	185.77'
L2	S00°42'43"W	186.17'
L3	S55°09'50"W	36.87'

CURVE TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	7299.49'	00°17'29"	37.12'

60' RIGHT OF WAY
 PER ROAD PETITION NO. 186

40' PRIVATE ROADWAY
 PER 3 M 39

PLAT TO ACCOMPANY LEGAL DESCRIPTION

**VANDEN ROAD DEDICATION
 APN 166-080-130 (PORTION)
 FAIRFIELD, CALIFORNIA**

DECEMBER 16, 2013

SHEET 1 OF 1

Carlson, Barbee, & Gibson, Inc.

CIVIL ENGINEERS • SURVEYORS • PLANNERS

2633 CAMINO RAMON, SUITE 350 SAN RAMON, CALIFORNIA 94583

TELEPHONE: (925) 866-0322 www.cbandg.com

EXHIBIT A-3

DECEMBER 16, 2013
JOB NO.: 1668-002

LEGAL DESCRIPTION
VANDEN ROAD FEE
QLC MANAGEMENT, LLC., ET AL., APN 166-080-120
FAIRFIELD, CALIFORNIA

REAL PROPERTY, SITUATE IN THE INCORPORATED TERRITORY OF THE CITY OF FAIRFIELD, COUNTY OF SOLANO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN THAT CERTAIN DEED RECORDED APRIL 27, 2012, IN DOCUMENT NO. 2012-00039547 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, SAID PARCEL OF LAND ALSO BEING THAT CERTAIN 0.32 ACRE PARCEL OF LAND, AS SAID PARCEL OF LAND IS SHOWN AND SO DESIGNATED ON THAT CERTAIN RECORD OF SURVEY RECORDED MAY 29, 2012, IN BOOK 30 OF SURVEYS, AT PAGE 55, IN SAID OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWESTERN CORNER OF SAID 0.32 ACRE PARCEL OF LAND;

THENCE, FROM SAID POINT OF BEGINNING, ALONG THE WESTERN LINE OF SAID 0.32 ACRE PARCEL OF LAND, NORTH 00°42'43" EAST (THE BEARING OF SAID WESTERN LINE BEING TAKEN AS NORTH 00°42'43" EAST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 186.17 FEET;

THENCE, LEAVING SAID WESTERN LINE, ALONG A LINE PARALLEL WITH AND ONE-HUNDRED-FIFTY-ONE AND 00/100 (151.00) FEET NORTHWESTERLY, MEASURED AT RIGHT ANGLES, FROM THE NORTHWESTERN LINE OF THE UNION PACIFIC RAILROAD RIGHT OF WAY, ALONG THE ARC OF A NON-TANGENT 7,299.49 FEET FOOT RADIUS CURVE TO THE LEFT, FROM WHICH THE CENTER OF SAID CURVE BEARS NORTH 35°29'16" WEST, THROUGH A CENTRAL ANGLE OF 00°15'09", AN ARC DISTANCE OF 32.17 FEET TO A POINT ON THE NORTHEASTERN LINE OF SAID 0.32 ACRE PARCEL OF LAND;

THENCE, ALONG SAID NORTHEASTERN LINE, SOUTH 36°18'35" EAST 151.01 FEET TO A POINT ON SAID NORTHWESTERN LINE OF THE UNION PACIFIC RAILROAD RIGHT OF WAY;

THENCE, ALONG SAID NORTHWESTERN LINE, THE FOLLOWING TWO (2) COURSES:

- 1) ALONG THE ARC OF A NON-TANGENT 7,450.49 FEET FOOT RADIUS CURVE TO THE LEFT, FROM WHICH THE CENTER OF SAID CURVE BEARS NORTH 35°45'07" WEST, THROUGH A CENTRAL ANGLE OF 00°54'57", AN ARC DISTANCE OF 119.09 FEET, AND

LEGAL DESCRIPTION - FEE ACQUISITION
APN: 166-080-120
PAGE 2 OF 2

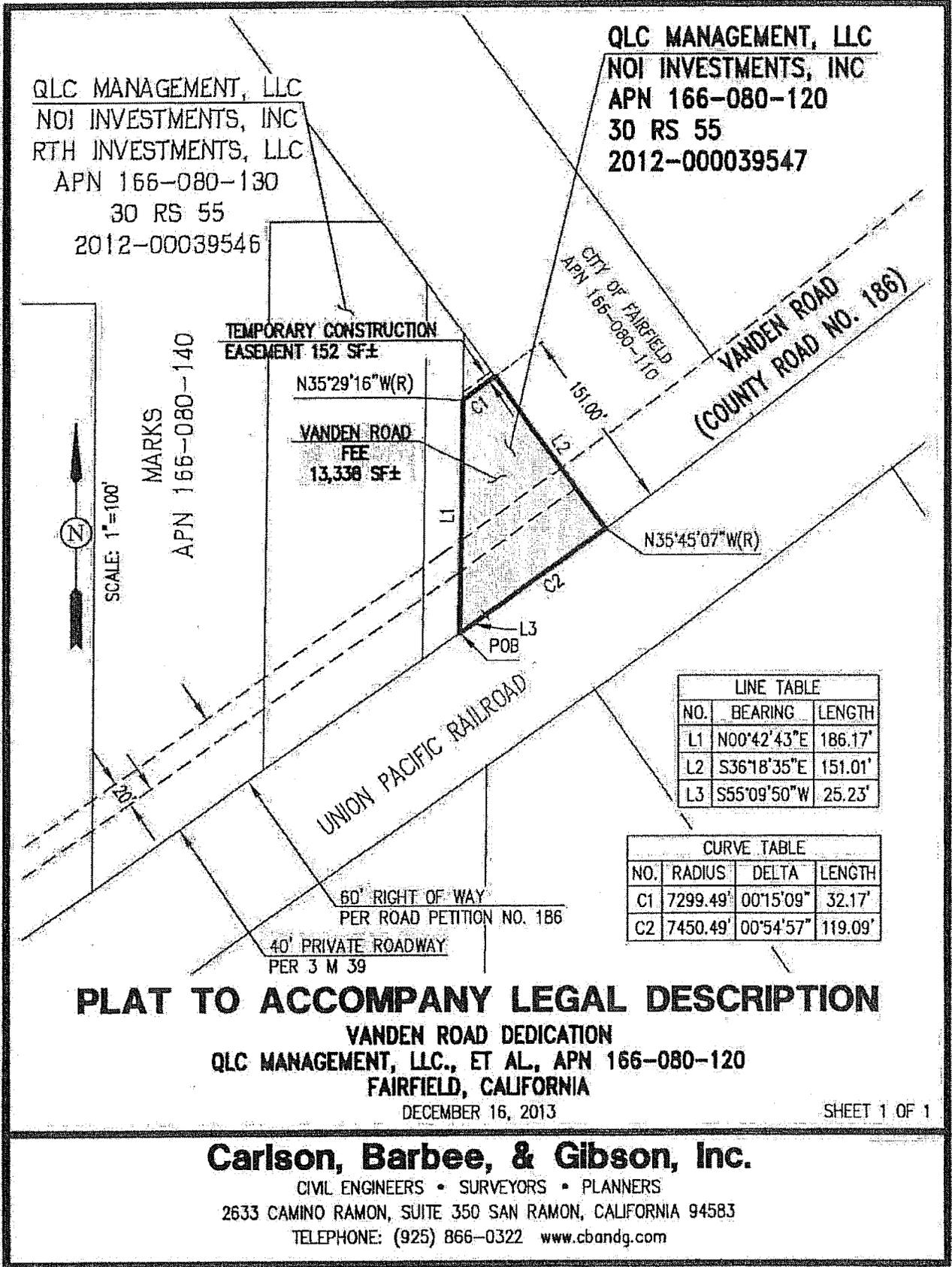
DECEMBER 16, 2013
JOB NO.: 1668-002

2) SOUTH 55°09'50" WEST 25.23 FEET TO SAID POINT OF BEGINNING.
CONTAINING 13,338 SQUARE FEET OF LAND, MORE OR LESS.
ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS
REFERENCE MADE A PART HEREOF.

END OF DESCRIPTION



Christopher S. Harmison
CHRISTOPHER S. HARMISON, P.L.S.
L.S. NO. 7176



PLAT TO ACCOMPANY LEGAL DESCRIPTION

VANDEN ROAD DEDICATION
QLC MANAGEMENT, LLC., ET AL., APN 166-080-120
FAIRFIELD, CALIFORNIA

DECEMBER 16, 2013

SHEET 1 OF 1

Carlson, Barbee, & Gibson, Inc.

CIVIL ENGINEERS • SURVEYORS • PLANNERS
 2633 CAMINO RAMON, SUITE 350 SAN RAMON, CALIFORNIA 94583
 TELEPHONE: (925) 866-0322 www.cbandg.com

EXHIBIT C-1

DECEMBER 16, 2013
JOB NO.: 1668-002

LEGAL DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT
QLC MANAGEMENT, LLC., ET AL., APN 166-080-130 (PORTION)
FAIRFIELD, CALIFORNIA

REAL PROPERTY, SITUATE IN THE INCORPORATED TERRITORY OF THE CITY OF FAIRFIELD, COUNTY OF SOLANO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN THAT CERTAIN DEED RECORDED APRIL 27, 2012, IN DOCUMENT NO. 2012-00039546 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, SAID PARCEL OF LAND ALSO BEING THAT CERTAIN 1.11 ACRE PARCEL OF LAND, AS SAID PARCEL IS SHOWN AND SO DESIGNATED ON THAT CERTAIN RECORD OF SURVEY RECORDED MAY 29, 2012, IN BOOK 30 OF SURVEYS, AT PAGE 55, IN SAID OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWESTERN CORNER OF SAID 1.11 ACRE PARCEL OF LAND;

THENCE, FROM SAID POINT OF COMMENCEMENT, ALONG THE WESTERN LINE OF SAID 1.11 ACRE PARCEL OF LAND, NORTH 00°42'43" EAST (THE BEARING OF SAID WESTERN LINE BEING TAKEN AS NORTH 00°42'43" EAST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 185.59 FEET TO THE POINT OF BEGINNING FOR THIS DESCRIPTION;

THENCE, FROM SAID POINT OF BEGINNING, LEAVING SAID WESTERN LINE, ALONG A LINE PARALLEL WITH AND ONE-HUNDRED-FIFTY-ONE AND 00/100 (151.00) FEET NORTHWESTERLY, MEASURED AT RIGHT ANGLES, FROM THE NORTHWESTERN LINE OF THE UNION PACIFIC RAILROAD RIGHT OF WAY, THE FOLLOWING TWO (2) COURSES:

- 1) NORTH 55°09'50" EAST 107.83 FEET, AND
- 2) ALONG THE ARC OF A TANGENT 7,299.49 FEET FOOT RADIUS CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 00°21'37", AN ARC DISTANCE OF 45.90 FEET TO A POINT ON THE EASTERN LINE OF SAID 1.11 ACRE PARCEL OF LAND;

THENCE, ALONG SAID EASTERN LINE, NORTH 00°42'43" EAST 6.17 FEET;

THENCE, LEAVING SAID EASTERN LINE, ALONG THE ARC OF A NON-TANGENT 7,294.49 FOOT RADIUS CURVE TO THE RIGHT, FROM WHICH THE CENTER OF SAID CURVE BEARS NORTH 35°13'30" WEST, THROUGH A CENTRAL ANGLE OF 00°23'20", AN ARC DISTANCE OF 49.51 FEET;

LEGAL DESCRIPTION: TEMPORARY CONSTRUCTION EASEMENT

APN: 166-080-130 (PORTION)

PAGE 2 OF 2

DECEMBER 16, 2013

JOB NO.: 1668-002

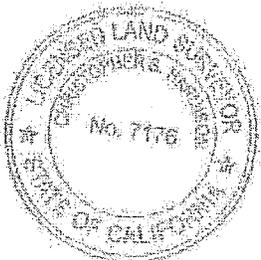
THENCE, SOUTH 55°09'50" WEST 104.26 FEET TO A POINT ON SAID WESTERN LINE;

THENCE, ALONG SAID WESTERN LINE, SOUTH 00°42'43" WEST 6.15 FEET TO SAID POINT OF BEGINNING.

CONTAINING 769 SQUARE FEET OF LAND, MORE OR LESS.

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS REFERENCE MADE A PART HEREOF.

END OF DESCRIPTION



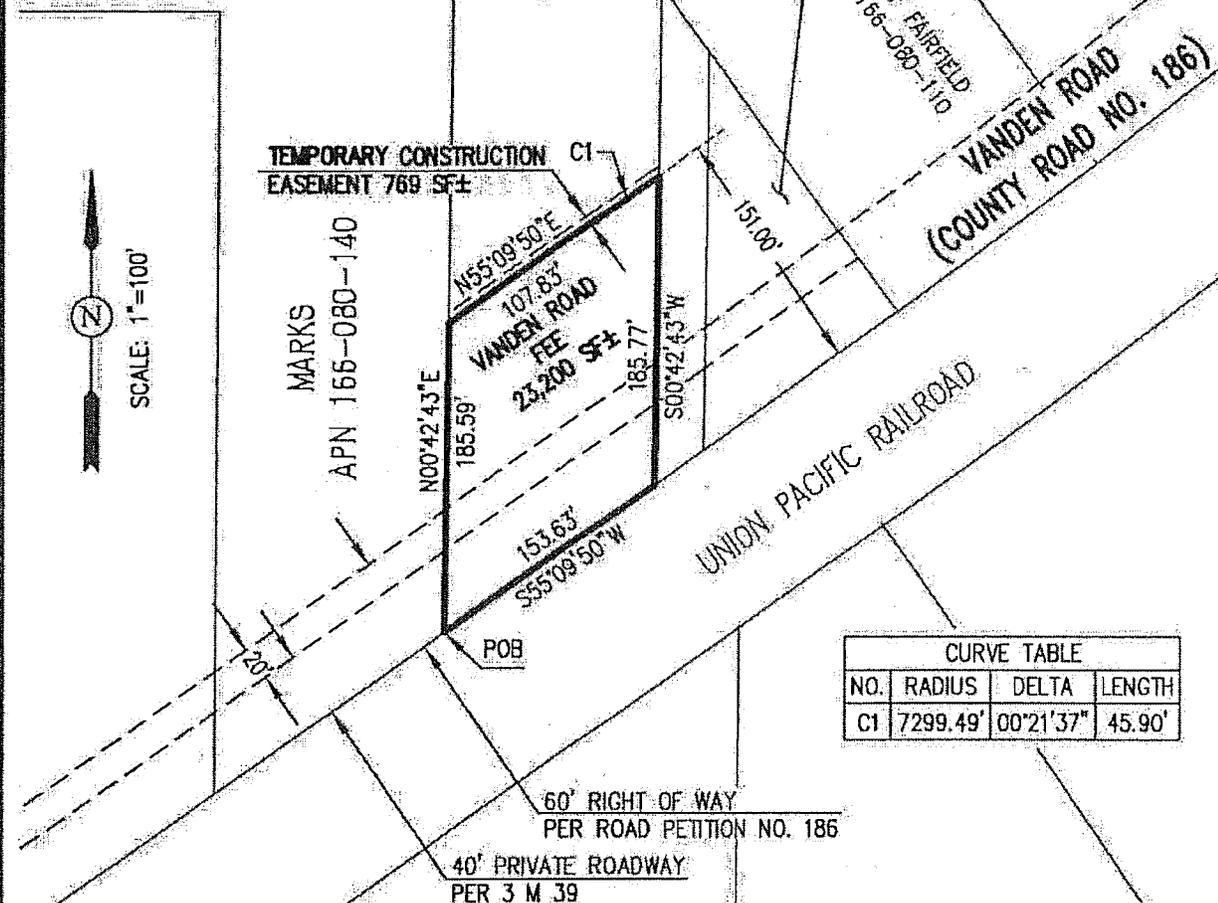
Christopher S. Harmison
CHRISTOPHER S. HARMISON, P.I.S.
L.S. NO. 7176

EXHIBIT D-1 TEMPORARY CONSTRUCTION EASEMENT

QLC MANAGEMENT, LLC
 NOI INVESTMENTS, INC
 RTH INVESTMENTS, LLC
 APN 166-080-130
 (PORTION)
 30 RS 55
 2012-00039546

QLC MANAGEMENT, LLC
 NOI INVESTMENTS, INC
 APN 166-080-120
 30 RS 55
 2012-000039547

CITY OF FAIRFIELD
 APN 166-080-110



CURVE TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	7299.49'	00°21'37"	45.90'

PLAT TO ACCOMPANY LEGAL DESCRIPTION

VANDEN ROAD DEDICATION
 QLC MANAGEMENT, LLC., ET AL, APN 166-080-130 (PORTION)
 FAIRFIELD, CALIFORNIA
 DECEMBER 16, 2013

SHEET 1 OF 1

Carlson, Barbee, & Gibson, Inc.

CIVIL ENGINEERS • SURVEYORS • PLANNERS
 2633 CAMINO RAMON, SUITE 350 SAN RAMON, CALIFORNIA 94583
 TELEPHONE: (925) 866-0322 www.cbandg.com

EXHIBIT C-2

DECEMBER 16, 2013
JOB NO.: 1668-002

LEGAL DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT
APN 166-080-130 (PORTION)
FAIRFIELD, CALIFORNIA

REAL PROPERTY, SITUATE IN THE INCORPORATED TERRITORY OF THE CITY OF FAIRFIELD, COUNTY OF SOLANO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF THAT CERTAIN 8,106 SQUARE FOOT PARCEL OF LAND, AS SAID PARCEL IS SHOWN AND SO DESIGNATED ON THAT CERTAIN RECORD OF SURVEY RECORDED MAY 29, 2012, IN BOOK 30 OF SURVEYS, AT PAGE 55, IN THE OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWESTERN CORNER OF SAID 8,106 SQUARE FOOT PARCEL OF LAND;

THENCE, FROM SAID POINT OF COMMENCEMENT, ALONG THE WESTERN LINE OF SAID 8,106 SQUARE FOOT PARCEL OF LAND, NORTH 00°42'43" EAST (THE BEARING OF SAID WESTERN LINE BEING TAKEN AS NORTH 00°42'43" EAST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 185.77 FEET TO THE POINT OF BEGINNING FOR THIS DESCRIPTION;

THENCE, FROM SAID POINT OF BEGINNING, LEAVING SAID WESTERN LINE, ALONG A LINE PARALLEL WITH AND ONE-HUNDRED-FIFTY-ONE AND 00/100 (151.00) FEET NORTHWESTERLY, MEASURED AT RIGHT ANGLES, FROM THE NORTHWESTERN LINE OF THE UNION PACIFIC RAILROAD RIGHT OF WAY, ALONG THE ARC OF A NON-TANGENT 7,299.49 FEET FOOT RADIUS CURVE TO THE LEFT, FROM WHICH THE CENTER OF SAID CURVE BEARS NORTH 35°11'47" WEST, THROUGH A CENTRAL ANGLE OF 00°17'29", AN ARC DISTANCE OF 37.12 FEET TO A POINT ON THE EASTERN LINE OF SAID 8,106 SQUARE FOOT PARCEL OF LAND;

THENCE, ALONG SAID EASTERN LINE, NORTH 00°42'43" EAST 6.20 FEET;

THENCE, LEAVING SAID EASTERN LINE, ALONG THE ARC OF A NON-TANGENT 7,294.49 FOOT RADIUS CURVE TO THE RIGHT, FROM WHICH THE CENTER OF SAID CURVE BEARS NORTH 35°30'59" WEST, THROUGH A CENTRAL ANGLE OF 00°17'29", AN ARC DISTANCE OF 37.10 FEET TO A POINT ON SAID WESTERN LINE;

LEGAL DESCRIPTION: TEMPORARY CONSTRUCTION EASEMENT

APN: 166-080-130 (PORTION)

DECEMBER 16, 2013

PAGE 2 OF 2

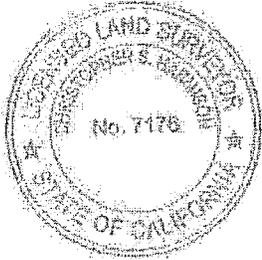
JOB NO.: 1668-002

THENCE, ALONG SAID WESTERN LINE, SOUTH 00°42'43" WEST 6.17 FEET TO SAID POINT OF BEGINNING.

CONTAINING 186 SQUARE FEET OF LAND, MORE OR LESS.

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS REFERENCE MADE A PART HEREOF.

END OF DESCRIPTION



Christopher S. Harmison
CHRISTOPHER S. HARMISON, P.L.S.
L.S. NO. 7176

EXHIBIT D-2 TEMPORARY CONSTRUCTION EASEMENT

QLC MANAGEMENT, LLC
 NOI INVESTMENTS, INC
 RTH INVESTMENTS, LLC
 APN 166-080-130
 (PORTION)
 30 RS 55
 2012-00039546

QLC MANAGEMENT, LLC
 NOI INVESTMENTS, INC
 APN 166-080-120
 30 RS 55
 2012-000039547

8,106 SF PARCEL
 30 RS 55

TEMPORARY CONSTRUCTION
 EASEMENT 186 SF±

N35°11'47"W(R)

VANDEN ROAD
 FEE
 5,578 SF±

MARKS
 APN 166-080-140

CITY OF FAIRFIELD
 APN 166-080-110

VANDEN ROAD
 (COUNTY ROAD NO. 186)

UNION PACIFIC RAILROAD



LINE TABLE		
NO.	BEARING	LENGTH
L1	N00°42'43"E	185.77'
L2	S00°42'43"W	186.17'
L3	S55°09'50"W	36.87'

CURVE TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	7299.49'	00°17'29"	37.12'

60' RIGHT OF WAY
 PER ROAD PETITION NO. 186

40' PRIVATE ROADWAY
 PER 3 M 39

PLAT TO ACCOMPANY LEGAL DESCRIPTION

VANDEN ROAD DEDICATION
 APN 166-080-130 (PORTION)
 FAIRFIELD, CALIFORNIA
 DECEMBER 16, 2013

SHEET 1 OF 1

Carlson, Barbee, & Gibson, Inc.

CIVIL ENGINEERS • SURVEYORS • PLANNERS
 2633 CAMINO RAMON, SUITE 350 SAN RAMON, CALIFORNIA 94583
 TELEPHONE: (925) 866-0322 www.cbandg.com

EXHIBIT C-3

DECEMBER 16, 2013
JOB NO.: 1668-002

LEGAL DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT
QLC MANAGEMENT, LLC., ET AL., APN 166-080-120
FAIRFIELD, CALIFORNIA

REAL PROPERTY, SITUATE IN THE INCORPORATED TERRITORY OF THE CITY OF FAIRFIELD, COUNTY OF SOLANO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN THAT CERTAIN DEED RECORDED APRIL 27, 2012, IN DOCUMENT NO. 2012-00039547 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, SAID PARCEL OF LAND ALSO BEING THAT CERTAIN 0.32 ACRE PARCEL OF LAND, AS SAID PARCEL OF LAND IS SHOWN AND SO DESIGNATED ON THAT CERTAIN RECORD OF SURVEY RECORDED MAY 29, 2012, IN BOOK 30 OF SURVEYS, AT PAGE 55, IN SAID OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWESTERN CORNER OF SAID 0.32 ACRE PARCEL OF LAND;

THENCE, FROM SAID POINT OF COMMENCEMENT, ALONG THE WESTERN LINE OF SAID 0.32 ACRE PARCEL OF LAND, NORTH 00°42'43" EAST (THE BEARING OF SAID WESTERN LINE BEING TAKEN AS NORTH 00°42'43" EAST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 186.17 FEET TO THE POINT OF BEGINNING FOR THIS DESCRIPTION;

THENCE, FROM SAID POINT OF BEGINNING, LEAVING SAID WESTERN LINE, ALONG A LINE PARALLEL WITH AND ONE-HUNDRED-FIFTY-ONE AND 00/100 (151.00) FEET NORTHWESTERLY, MEASURED AT RIGHT ANGLES, FROM THE NORTHWESTERN LINE OF THE UNION PACIFIC RAILROAD RIGHT OF WAY, ALONG THE ARC OF A NON-TANGENT 7,299.49 FEET FOOT RADIUS CURVE TO THE LEFT, FROM WHICH THE CENTER OF SAID CURVE BEARS NORTH 35°29'16" WEST, THROUGH A CENTRAL ANGLE OF 00°15'09", AN ARC DISTANCE OF 32.17 FEET TO A POINT ON THE NORTHEASTERN LINE OF SAID 0.32 ACRE PARCEL OF LAND;

THENCE, ALONG SAID NORTHEASTERN LINE, NORTH 36°18'35" WEST 5.00 FEET;

THENCE, LEAVING SAID NORTHEASTERN LINE, ALONG THE ARC OF A NON-TANGENT 7,294.49 FOOT RADIUS CURVE TO THE RIGHT, FROM WHICH THE CENTER OF SAID CURVE BEARS NORTH 35°44'24" WEST, THROUGH A CENTRAL ANGLE OF 00°13'25", AN ARC DISTANCE OF 28.47 FEET TO A POINT ON SAID WESTERN LINE;

LEGAL DESCRIPTION: TEMPORARY CONSTRUCTION EASEMENT

APN: 166-080-120

DECEMBER 16, 2013

PAGE 2 OF 2

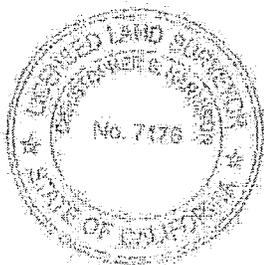
JOB NO.: 1668-002

THENCE, ALONG SAID WESTERN LINE, SOUTH 00°42'43" WEST 6.20 FEET TO SAID POINT OF BEGINNING.

CONTAINING 152 SQUARE FEET OF LAND, MORE OR LESS.

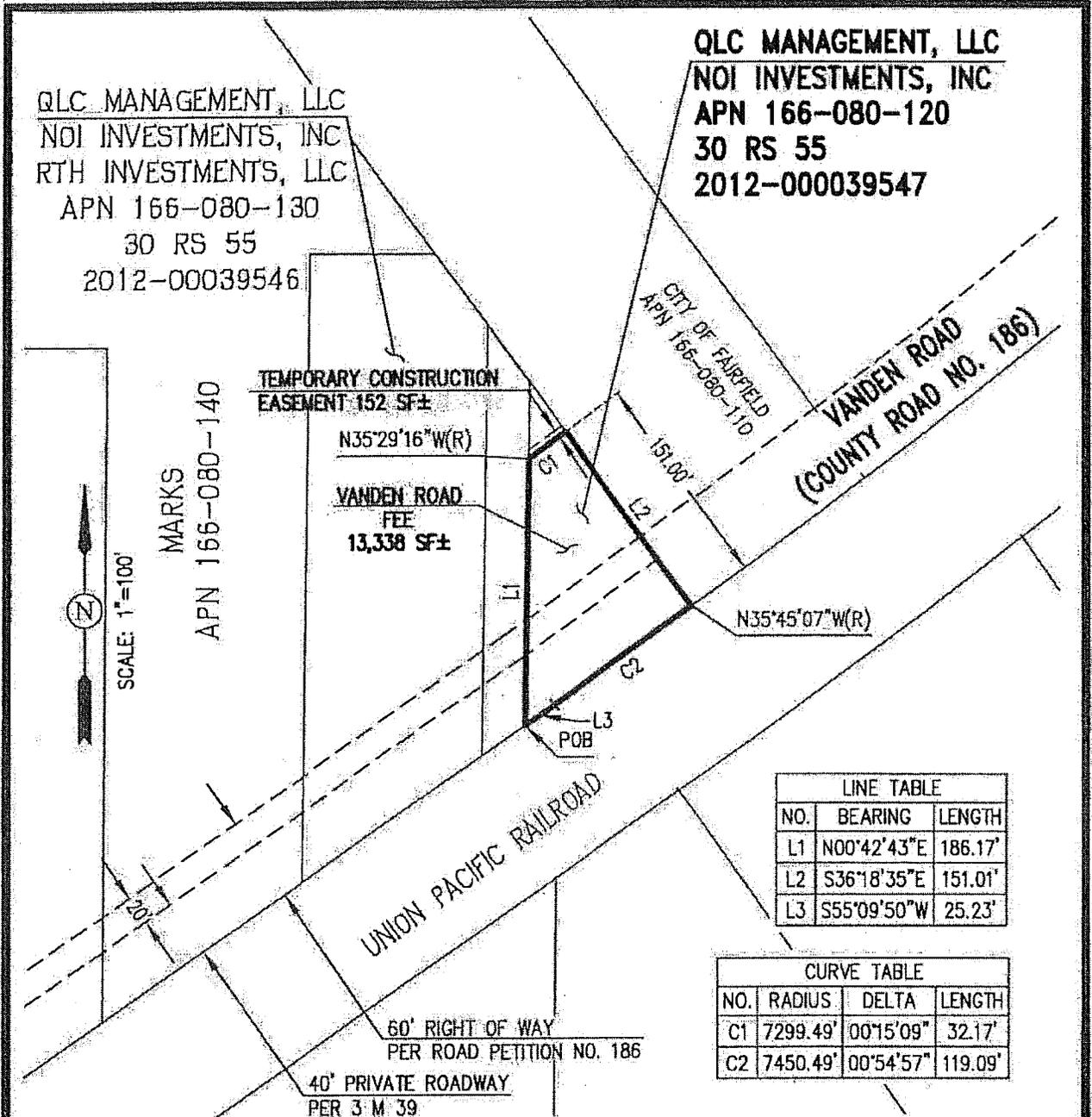
ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS REFERENCE MADE A PART HEREOF.

END OF DESCRIPTION



Christopher S. Harmison
CHRISTOPHER S. HARMISON, P.L.S.
L.S. NO. 7176

EXHIBIT D-3 TEMPORARY CONSTRUCTION EASEMENT



LINE TABLE

NO.	BEARING	LENGTH
L1	N00°42'43"E	186.17'
L2	S36°18'35"E	151.01'
L3	S55°09'50"W	25.23'

CURVE TABLE

NO.	RADIUS	DELTA	LENGTH
C1	7299.49'	00°15'09"	32.17'
C2	7450.49'	00°54'57"	119.09'

PLAT TO ACCOMPANY LEGAL DESCRIPTION

VANDEN ROAD DEDICATION
QLC MANAGEMENT, LLC., ET AL, APN 166-080-120
FAIRFIELD, CALIFORNIA
 DECEMBER 16, 2013

SHEET 1 OF 1

Carlson, Barbee, & Gibson, Inc.
 CIVIL ENGINEERS • SURVEYORS • PLANNERS
 2633 CAMINO RAMON, SUITE 350 SAN RAMON, CALIFORNIA 94583
 TELEPHONE: (925) 866-0322 www.cbandg.com

FEBRUARY 4, 2014
JOB NO.: 1668-002

LEGAL DESCRIPTION
VANDEN ROAD REMNANT
QLC MANAGEMENT, LLC., ET AL., APN 166-080-130 (PORTION)
FAIRFIELD, CALIFORNIA

REAL PROPERTY, SITUATE IN THE INCORPORATED TERRITORY OF THE CITY OF FAIRFIELD, COUNTY OF SOLANO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING ALL OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN THAT CERTAIN DEED RECORDED APRIL 27, 2012, IN DOCUMENT NO. 2012-00039546 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, SAID PARCEL OF LAND ALSO BEING THAT CERTAIN 1.11 ACRE PARCEL OF LAND, AS SAID PARCEL IS SHOWN AND SO DESIGNATED ON THAT CERTAIN RECORD OF SURVEY RECORDED MAY 29, 2012, IN BOOK 30 OF SURVEYS, AT PAGE 55, IN SAID OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY.

EXCEPTING THEREFROM, THE FOLLOWING DESCRIBED PARCEL OF LAND:

BEGINNING AT THE SOUTHWESTERN CORNER OF SAID 1.11 ACRE PARCEL OF LAND;

THENCE, FROM SAID POINT OF BEGINNING, ALONG THE WESTERN LINE OF SAID 1.11 ACRE PARCEL OF LAND, NORTH 00°42'43" EAST (THE BEARING OF SAID WESTERN LINE BEING TAKEN AS NORTH 00°42'43" EAST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 185.59 FEET;

THENCE, LEAVING SAID WESTERN LINE, ALONG A LINE PARALLEL WITH AND ONE-HUNDRED-FIFTY-ONE AND 00/100 (151.00) FEET NORTHWESTERLY, MEASURED AT RIGHT ANGLES, FROM THE NORTHWESTERN LINE OF THE UNION PACIFIC RAILROAD RIGHT OF WAY, THE FOLLOWING TWO (2) COURSES:

- 1) NORTH 55°09'50" EAST 107.83 FEET, AND
- 2) ALONG THE ARC OF A TANGENT 7,299.49 FEET FOOT RADIUS CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 00°21'37", AN ARC DISTANCE OF 45.90 FEET TO A POINT ON THE EASTERN LINE OF SAID 1.11 ACRE PARCEL OF LAND;

THENCE, ALONG SAID EASTERN LINE, SOUTH 00°42'43" WEST 185.77 FEET TO A POINT ON SAID NORTHWESTERN LINE OF THE UNION PACIFIC RAILROAD RIGHT OF WAY;

THENCE, ALONG SAID NORTHWESTERN LINE, SOUTH 55°09'50" WEST 153.63 FEET
TO SAID POINT OF BEGINNING.

CONTAINING 25,159 SQUARE FEET OF LAND, MORE OR LESS.

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS
REFERENCE MADE A PART HEREOF.

END OF DESCRIPTION

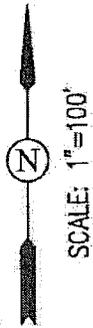


Christopher S. Harmison
CHRISTOPHER S. HARMISON, P.L.S.
L.S. NO. 7176

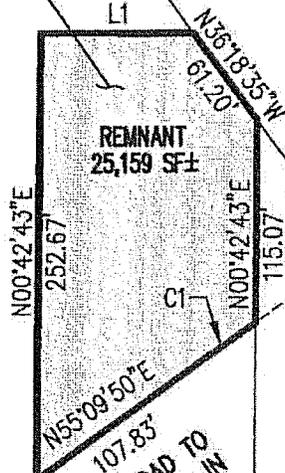
QLC MANAGEMENT, LLC
 NOI INVESTMENTS, INC
 RTH INVESTMENTS, LLC
 APN 166-080-130
 (PORTION)
 30 RS 55
 2012-00039546

GROVE
 APN 166-080-130
 (PORTION)

QLC MANAGEMENT, LLC
 NOI INVESTMENTS, INC
 APN 166-080-120
 30 RS 55
 2012-000039547



MARKS
 APN 166-080-140



VANDEN ROAD TO
 BE DEDICATED IN
 FEE (23,200 SF±)

CITY OF FAIRFIELD
 APN 166-080-110

VANDEN ROAD
 (COUNTY ROAD NO. 186)

UNION PACIFIC RAILROAD

CURVE TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	7299.49'	00°21'37"	45.90'

LINE TABLE		
NO.	BEARING	LENGTH
L1	N89°46'36\"W	88.15'

60' RIGHT OF WAY
 PER ROAD PETITION NO. 186

40' PRIVATE ROADWAY
 PER 3 M 39

PLAT TO ACCOMPANY LEGAL DESCRIPTION

VANDEN ROAD REMNANT
 QLC MANAGEMENT, LLC., ET AL., APN 166-080-130 (PORTION)
 FAIRFIELD, CALIFORNIA

FEBRUARY 4, 2014

SHEET 1 OF 1

Carlson, Barbee, & Gibson, Inc.

CIVIL ENGINEERS • SURVEYORS • PLANNERS

2633 CAMINO RAMON, SUITE 350 SAN RAMON, CALIFORNIA 94583

TELEPHONE: (925) 866-0322 www.cbandg.com

FEBRUARY 4, 2014
JOB NO.: 1668-002

LEGAL DESCRIPTION
VANDEN ROAD REMNANT
QLC MANAGEMENT, LLC., ET AL., APN 166-080-120
FAIRFIELD, CALIFORNIA

REAL PROPERTY, SITUATE IN THE INCORPORATED TERRITORY OF THE CITY OF FAIRFIELD, COUNTY OF SOLANO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING ALL OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN THAT CERTAIN DEED RECORDED APRIL 27, 2012, IN DOCUMENT NO. 2012-00039547 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, SAID PARCEL OF LAND ALSO BEING THAT CERTAIN 0.32 ACRE PARCEL OF LAND, AS SAID PARCEL OF LAND IS SHOWN AND SO DESIGNATED ON THAT CERTAIN RECORD OF SURVEY RECORDED MAY 29, 2012, IN BOOK 30 OF SURVEYS, AT PAGE 55, IN SAID OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY.

EXCEPTING THEREFROM, THE FOLLOWING DESCRIBED PARCEL OF LAND:

BEGINNING AT THE SOUTHWESTERN CORNER OF SAID 0.32 ACRE PARCEL OF LAND;

THENCE, FROM SAID POINT OF BEGINNING, ALONG THE WESTERN LINE OF SAID 0.32 ACRE PARCEL OF LAND, NORTH 00°42'43" EAST (THE BEARING OF SAID WESTERN LINE BEING TAKEN AS NORTH 00°42'43" EAST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 186.17 FEET;

THENCE, LEAVING SAID WESTERN LINE, ALONG A LINE PARALLEL WITH AND ONE-HUNDRED-FIFTY-ONE AND 00/100 (151.00) FEET NORTHWESTERLY, MEASURED AT RIGHT ANGLES, FROM THE NORTHWESTERN LINE OF THE UNION PACIFIC RAILROAD RIGHT OF WAY, ALONG THE ARC OF A NON-TANGENT 7,299.49 FEET FOOT RADIUS CURVE TO THE LEFT, FROM WHICH THE CENTER OF SAID CURVE BEARS NORTH 35°29'16" WEST, THROUGH A CENTRAL ANGLE OF 00°15'09", AN ARC DISTANCE OF 32.17 FEET TO A POINT ON THE NORTHEASTERN LINE OF SAID 0.32 ACRE PARCEL OF LAND;

THENCE, ALONG SAID NORTHEASTERN LINE, SOUTH 36°18'35" EAST 151.01 FEET TO A POINT ON SAID NORTHWESTERN LINE OF THE UNION PACIFIC RAILROAD RIGHT OF WAY;

THENCE, ALONG SAID NORTHWESTERN LINE, THE FOLLOWING TWO (2) COURSES:

- 1) ALONG THE ARC OF A NON-TANGENT 7,450.49 FEET FOOT RADIUS CURVE TO THE LEFT, FROM WHICH THE CENTER OF SAID CURVE BEARS NORTH 35°45'07" WEST, THROUGH A CENTRAL ANGLE OF 00°54'57", AN ARC DISTANCE OF 119.09 FEET, AND

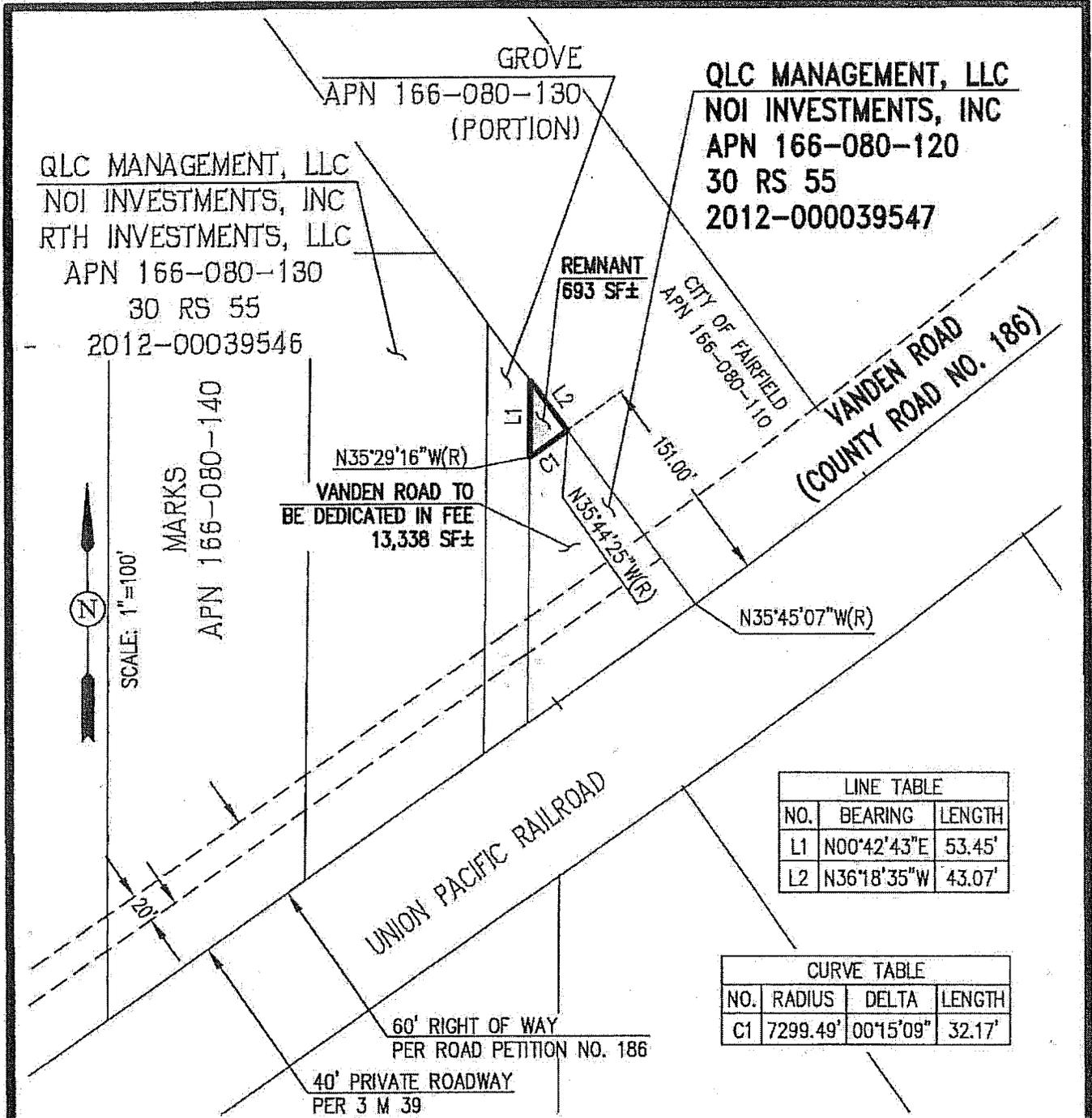
2) SOUTH 55°09'50" WEST 25.23 FEET TO SAID POINT OF BEGINNING.
CONTAINING 693 SQUARE FEET OF LAND, MORE OR LESS.

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS
REFERENCE MADE A PART HEREOF.

END OF DESCRIPTION



Christopher S. Harmison
CHRISTOPHER S. HARMISON, P.L.S.
L.S. NO. 7176



LINE TABLE		
NO.	BEARING	LENGTH
L1	N00°42'43"E	53.45'
L2	N36°18'35"W	43.07'

CURVE TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	7299.49'	00°15'09"	32.17'

PLAT TO ACCOMPANY LEGAL DESCRIPTION

VANDEN ROAD REMNANT
QLC MANAGEMENT, LLC., ET AL., APN 166-080-120
FAIRFIELD, CALIFORNIA
 FEBRUARY 4, 2014

SHEET 1 OF 1

Carlson, Barbee, & Gibson, Inc.
 CIVIL ENGINEERS • SURVEYORS • PLANNERS
 2633 CAMINO RAMON, SUITE 350 SAN RAMON, CALIFORNIA 94583
 TELEPHONE: (925) 866-0322 www.cbandg.com

RESOLUTION NO. 2014 - 07

**RESOLUTION OF NECESSITY AUTHORIZING THE CONDEMNATION OF PROPERTY FOR
CONSTRUCTION OF THE JEPSON PARKWAY PROJECT
[The Heirs and Devisees of Harry A. Grove]**

WHEREAS, Solano Transportation Authority (“STA”) intends to implement the Jepson Parkway Project (“Project”), a public improvement consisting of upgrades and safety improvements to a series of narrow local roads from State Route 12 at the Walters Road intersection in Suisun City to Interstate 80 at the Leisure Town Road interchange in the City of Vacaville, Solano County, California and, in connection therewith, acquire interests in certain real property; and

WHEREAS, Solano Transportation Authority has approved the Final Environmental Impact Report for the Project with Resolution No. 2009-03 adopted on March 18, 2009;

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

1. STA intends to acquire interests in certain real property necessary for the Project pursuant to Government Code Sections 6500, *et seq.*, 25350.5 and 37350.5, and Code of Civil Procedure sections 1240.320 – 1240.350.
2. The property to be acquired consists of the following property interests from the described parcels:

<u>Owner</u>	<u>Assessor's Parcel No.</u>	<u>Take</u>	<u>Type</u>
The Heirs and Devisees of Harry A. Grove	166-080-130	5,578 sf	Fee
The Heirs and Devisees of Harry A. Grove	166-080-130	186 sf	Temporary Construction Easement ("TCE")

The said property is more particularly described in Exhibit A, attached to and incorporated in by this reference.

The TCE described and shown in Exhibit A shall include, without limitation, the exclusive right of STA, its officers, agents, contractors, and employees, and other governmental agencies responsible for review or construction of any portion of the Project and such agencies' officers, agents, contractors, and employees to enter upon the easement area with personnel, vehicles and equipment for construction of the Project, and all other activities related thereto, to remove all improvements, trees and vegetation thereon that interfere with the purpose for which this easement is granted, and to conform the easement area to the Project. Where the TCE extends over the sole point of access to the remaining property, STA shall maintain reasonable access to the owner and/or occupants to said remainder property for the term of the TCE.

The TCE is for a period of eighteen (18) months, to commence upon thirty (30) days written notice from STA. In the event STA occupies the TCE area beyond the eighteen (18) month period described above, STA shall pay additional compensation on a month-to-month basis. In no event shall this TCE extend beyond the completion of construction, or December 31, 2017, whichever is earlier.

3. On March 24, 2014, notice of Solano Transportation Authority's intention to adopt a Resolution of Necessity for acquisition by eminent domain of the real property described in Exhibit A was sent to persons whose names appear on the last equalized County Assessment Roll as owners of said property. The notice specified Wednesday, May 14, 2014 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.
4. The hearing was held at that time and place, and all interested parties were given an opportunity to be heard and 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 her designee is 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.

Osby Davis, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14th day of May 2014, by the following vote:

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

ATTEST: _____
 Johanna Masiclat
 Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 14th day of May 2014.

Daryl K. Halls, Executive Director
Solano Transportation Authority

EXHIBIT A

EXHIBIT A

DECEMBER 31, 2013
JOB NO.: 1668-002

LEGAL DESCRIPTION
VANDEN ROAD FEE
GROVE, ET AL., APN 166-080-130 (PORTION)
FAIRFIELD, CALIFORNIA

REAL PROPERTY, SITUATE IN THE INCORPORATED TERRITORY OF THE CITY OF FAIRFIELD, COUNTY OF SOLANO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF THAT CERTAIN 8,106 SQUARE FOOT PARCEL OF LAND, AS SAID PARCEL IS SHOWN AND SO DESIGNATED ON THAT CERTAIN RECORD OF SURVEY RECORDED MAY 29, 2012, IN BOOK 30 OF SURVEYS, AT PAGE 55, IN THE OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWESTERN CORNER OF SAID 8,106 SQUARE FOOT PARCEL OF LAND;

THENCE, FROM SAID POINT OF BEGINNING, ALONG THE WESTERN LINE OF SAID 8,106 SQUARE FOOT PARCEL OF LAND, NORTH 00°42'43" EAST (THE BEARING OF SAID WESTERN LINE BEING TAKEN AS NORTH 00°42'43" EAST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 185.77 FEET;

THENCE, LEAVING SAID WESTERN LINE, ALONG A LINE PARALLEL WITH AND ONE-HUNDRED-FIFTY-ONE AND 00/100 (151.00) FEET NORTHWESTERLY, MEASURED AT RIGHT ANGLES, FROM THE NORTHWESTERN LINE OF THE UNION PACIFIC RAILROAD RIGHT OF WAY, ALONG THE ARC OF A NON-TANGENT 7,299.49 FEET FOOT RADIUS CURVE TO THE LEFT, FROM WHICH THE CENTER OF SAID CURVE BEARS NORTH 35°11'47" WEST, THROUGH A CENTRAL ANGLE OF 00°17'29", AN ARC DISTANCE OF 37.12 FEET TO A POINT ON THE EASTERN LINE OF SAID 8,106 SQUARE FOOT PARCEL OF LAND;

THENCE, ALONG SAID EASTERN LINE, SOUTH 00°42'43" WEST 186.17 FEET TO A POINT ON SAID NORTHWESTERN LINE OF THE UNION PACIFIC RAILROAD RIGHT OF WAY;

THENCE, ALONG SAID NORTHWESTERN LINE, SOUTH 55°09'50" WEST 36.87 FEET TO SAID POINT OF BEGINNING.

CONTAINING 5,578 SQUARE FEET OF LAND, MORE OR LESS.

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS REFERENCE MADE A PART HEREOF.

END OF DESCRIPTION



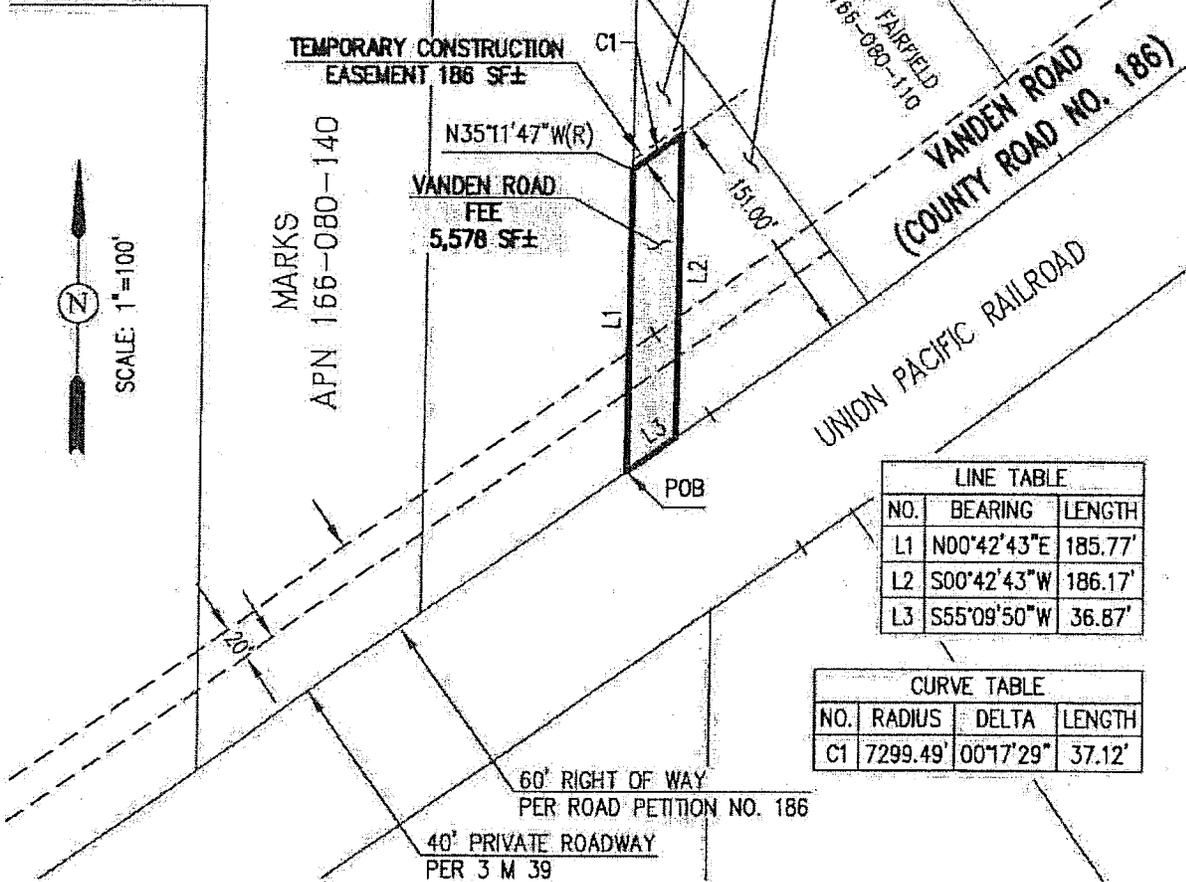
Christopher S. Harmison
CHRISTOPHER S. HARMISON, P.L.S.
L.S. NO. 7176

EXHIBIT B FEE ACQUISITION

QLC MANAGEMENT, LLC
 NOI INVESTMENTS, INC
 RTH INVESTMENTS, LLC
 APN 166-080-130
 (PORTION)
 30 RS 55
 2012-00039546

8,106 SF PARCEL
 30 RS 55

QLC MANAGEMENT, LLC
 NOI INVESTMENTS, INC
 APN 166-080-120
 30 RS 55
 2012-000039547



LINE TABLE		
NO.	BEARING	LENGTH
L1	N00°42'43"E	185.77'
L2	S00°42'43"W	186.17'
L3	S55°09'50"W	36.87'

CURVE TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	7299.49'	00°17'29"	37.12'

PLAT TO ACCOMPANY LEGAL DESCRIPTION

VANDEN ROAD DEDICATION
APN 166-080-130 (PORTION)
FAIRFIELD, CALIFORNIA

DECEMBER 31, 2013

SHEET 1 OF 1

Carlson, Barbee, & Gibson, Inc.

CIVIL ENGINEERS • SURVEYORS • PLANNERS
 2633 CAMINO RAMON, SUITE 350 SAN RAMON, CALIFORNIA 94583
 TELEPHONE: (925) 866-0322 www.cbandg.com

EXHIBIT C

DECEMBER 31, 2013
JOB NO.: 1668-002

LEGAL DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT
GROVE, ET AL., APN 166-080-130 (PORTION)
FAIRFIELD, CALIFORNIA

REAL PROPERTY, SITUATE IN THE INCORPORATED TERRITORY OF THE CITY OF FAIRFIELD, COUNTY OF SOLANO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF THAT CERTAIN 8,106 SQUARE FOOT PARCEL OF LAND, AS SAID PARCEL IS SHOWN AND SO DESIGNATED ON THAT CERTAIN RECORD OF SURVEY RECORDED MAY 29, 2012, IN BOOK 30 OF SURVEYS, AT PAGE 55, IN THE OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWESTERN CORNER OF SAID 8,106 SQUARE FOOT PARCEL OF LAND;

THENCE, FROM SAID POINT OF COMMENCEMENT, ALONG THE WESTERN LINE OF SAID 8,106 SQUARE FOOT PARCEL OF LAND, NORTH $00^{\circ}42'43''$ EAST (THE BEARING OF SAID WESTERN LINE BEING TAKEN AS NORTH $00^{\circ}42'43''$ EAST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 185.77 FEET TO THE POINT OF BEGINNING FOR THIS DESCRIPTION;

THENCE, FROM SAID POINT OF BEGINNING, LEAVING SAID WESTERN LINE, ALONG A LINE PARALLEL WITH AND ONE-HUNDRED-FIFTY-ONE AND 00/100 (151.00) FEET NORTHWESTERLY, MEASURED AT RIGHT ANGLES, FROM THE NORTHWESTERN LINE OF THE UNION PACIFIC RAILROAD RIGHT OF WAY, ALONG THE ARC OF A NON-TANGENT 7,299.49 FEET FOOT RADIUS CURVE TO THE LEFT, FROM WHICH THE CENTER OF SAID CURVE BEARS NORTH $35^{\circ}11'47''$ WEST, THROUGH A CENTRAL ANGLE OF $00^{\circ}17'29''$, AN ARC DISTANCE OF 37.12 FEET TO A POINT ON THE EASTERN LINE OF SAID 8,106 SQUARE FOOT PARCEL OF LAND;

THENCE, ALONG SAID EASTERN LINE, NORTH $00^{\circ}42'43''$ EAST 6.20 FEET;

THENCE, LEAVING SAID EASTERN LINE, ALONG THE ARC OF A NON-TANGENT 7,294.49 FOOT RADIUS CURVE TO THE RIGHT, FROM WHICH THE CENTER OF SAID CURVE BEARS NORTH $35^{\circ}30'59''$ WEST, THROUGH A CENTRAL ANGLE OF $00^{\circ}17'29''$, AN ARC DISTANCE OF 37.10 FEET TO A POINT ON SAID WESTERN LINE;

EXHIBIT "C"

LEGAL DESCRIPTION: TEMPORARY CONSTRUCTION EASEMENT

APN: 166-080-130 (PORTION)

PAGE 2 OF 2

DECEMBER 31, 2013

JOB NO.: 1668-002

THENCE, ALONG SAID WESTERN LINE, SOUTH 00°42'43" WEST 6.17 FEET TO SAID POINT OF BEGINNING.

CONTAINING 186 SQUARE FEET OF LAND, MORE OR LESS.

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS REFERENCE MADE A PART HEREOF.

END OF DESCRIPTION



Christopher S. Harmison
CHRISTOPHER S. HARMISON, P.L.S.
L.S. NO. 7176

EXHIBIT D TEMPORARY CONSTRUCTION EASEMENT

QLC MANAGEMENT, LLC
 NOI INVESTMENTS, INC
 RTH INVESTMENTS, LLC
 APN 166-080-130
 (PORTION)
 30 RS 55
 2012-00039546

QLC MANAGEMENT, LLC
 NOI INVESTMENTS, INC
 APN 166-080-120
 30 RS 55
 2012-000039547

8,106 SF PARCEL
 30 RS 55

TEMPORARY CONSTRUCTION
 EASEMENT 186 SF±

N35°11'47"W(R)

VANDEN ROAD
 FEE
 5,578 SF±

MARKS
 APN 166-080-140



CITY OF FAIRFIELD
 APN 166-080-110

VANDEN ROAD
 (COUNTY ROAD NO. 186)

UNION PACIFIC RAILROAD

LINE TABLE		
NO.	BEARING	LENGTH
L1	N00°42'43"E	185.77'
L2	S00°42'43"W	186.17'
L3	S55°09'50"W	36.87'

CURVE TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	7299.49'	00°17'29"	37.12'

60' RIGHT OF WAY
 PER ROAD PETITION NO. 186

40' PRIVATE ROADWAY
 PER 3 M 39

PLAT TO ACCOMPANY LEGAL DESCRIPTION

VANDEN ROAD DEDICATION
 APN 166-080-130 (PORTION)
 FAIRFIELD, CALIFORNIA

DECEMBER 31, 2013

SHEET 1 OF 1

Carlson, Barbee, & Gibson, Inc.

CIVIL ENGINEERS • SURVEYORS • PLANNERS
 2633 CAMINO RAMON, SUITE 350 SAN RAMON, CALIFORNIA 94583
 TELEPHONE: (925) 866-0322 www.cbandg.com

RESOLUTION NO. 2014 - 10**RESOLUTION OF NECESSITY AUTHORIZING THE CONDEMNATION OF PROPERTY FOR CONSTRUCTION OF THE JEPSON PARKWAY PROJECT [ECJ Nocal Investments, Inc.]**

WHEREAS, Solano Transportation Authority ("STA") intends to implement the Jepson Parkway Project ("Project"), a public improvement consisting of upgrades and safety improvements to a series of narrow local roads from State Route 12 at the Walters Road intersection in Suisun City to Interstate 80 at the Leisure Town Road interchange in the City of Vacaville, Solano County, California and, in connection therewith, acquire interests in certain real property; and

WHEREAS, Solano Transportation Authority has approved the Final Environmental Impact Report for the Project with Resolution No. 2009-03 adopted on March 18, 2009;

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

1. STA intends to acquire interests in certain real property necessary for the Project pursuant to Government Code Sections 6500, *et seq.*, 25350.5 and 37350.5, and Code of Civil Procedure sections 1240.320 – 1240.350.
2. The property to be acquired consists of the following property interests from the described parcels:

<u>Owner</u>	<u>Assessor's Parcel No.</u>	<u>Take</u>	<u>Type</u>
ECJ Nocal Investments, Inc.	166-090-060, -070	41,116 sf	Fee
ECJ Nocal Investments, Inc.	166-090-060, -070	8,131 sf	Temporary Construction Easement ("TCE")

The said property is more particularly described in Exhibit A, attached to and incorporated in by this reference.

The TCE described and shown in Exhibit A shall include, without limitation, the exclusive right of STA, its officers, agents, contractors, and employees, and other governmental agencies responsible for review or construction of any portion of the Project and such agencies' officers, agents, contractors, and employees to enter upon the easement area with personnel, vehicles and equipment for construction of the Project, and all other activities related thereto, to remove all improvements, trees and vegetation thereon that interfere with the purpose for which this easement is granted, and to conform the easement area to the Project. Where the TCE extends over the sole point of access to the remaining property, STA shall maintain reasonable access to the owner and/or occupants to said remainder property for the term of the TCE.

The TCE is for a period of eighteen (18) months, to commence upon thirty (30) days written notice from STA. In the event STA occupies the TCE area beyond the eighteen (18) month

period described above, STA shall pay additional compensation on a month-to-month basis. In no event shall this TCE extend beyond the completion of construction, or December 31, 2017, whichever is earlier.

3. On March 24, 2014, notice of Solano Transportation Authority's intention to adopt a Resolution of Necessity for acquisition by eminent domain of the real property described in Exhibit A was sent to persons whose names appear on the last equalized County Assessment Roll as owners of said property. The notice specified Wednesday, May 14, 2014 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.
4. The hearing was held at that time and place, and all interested parties were given an opportunity to be heard and 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 her designee is 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.

Osby Davis, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14th day of May 2014, by the following vote:

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

ATTEST: _____
Johanna Masclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 14th day of May 2014.

Daryl K. Halls, Executive Director
Solano Transportation Authority

EXHIBIT A

MARCH 10, 2014
JOB NO.: 1668-002

LEGAL DESCRIPTION
VANDEN ROAD DEDICATION
ECJ NOCAL INVESTMENTS, INC., APN 166-090-060, -070
FAIRFIELD, CALIFORNIA

REAL PROPERTY, SITUATE IN THE INCORPORATED TERRITORY OF THE CITY OF FAIRFIELD, COUNTY OF SOLANO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF PARCEL 2 AND PARCEL 3, AS SAID PARCEL 2 AND PARCEL 3 ARE SHOWN AND SO DESIGNATED ON THAT CERTAIN PARCEL MAP RECORDED SEPTEMBER 14, 1973, IN BOOK 7 OF PARCEL MAPS, AT PAGE 83, IN THE OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWESTERN CORNER OF SAID PARCEL 2;

THENCE, FROM SAID POINT OF COMMENCEMENT, ALONG THE SOUTHERN LINE OF SAID PARCEL 2, SOUTH 89°33'47" EAST (THE BEARING OF SAID SOUTHERN LINE BEING TAKEN AS SOUTH 89°33'47" EAST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 30.03 FEET TO THE POINT OF BEGINNING FOR THIS DESCRIPTION;

THENCE, FROM SAID POINT OF BEGINNING, LEAVING SAID SOUTHERN LINE, NORTH 55°09'50" EAST 27.10 FEET;

THENCE, ALONG THE ARC OF A TANGENT 22.00 FOOT RADIUS CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 90°00'00", AN ARC DISTANCE OF 34.56 FEET;

THENCE, NORTH 34°50'10" WEST 2.00 FEET;

THENCE, ALONG A LINE PARALLEL WITH AND NINETY-ONE AND 00/100 (91.00) FEET NORTHWESTERLY, MEASURED AT RIGHT ANGLES, FROM THE SOUTHEASTERN LINE OF SAID PARCEL 2 AND PARCEL 3, NORTH 55°09'50" EAST 481.44 FEET TO A POINT ON THE EASTERN LINE OF SAID PARCEL 3;

THENCE, ALONG SAID EASTERN LINE, SOUTH 00°18'56" WEST 111.30 FEET TO THE SOUTHEASTERN CORNER OF SAID PARCEL 3;

THENCE, FROM SAID SOUTHEASTERN CORNER, ALONG SAID SOUTHEASTERN LINE OF PARCEL 2 AND PARCEL 3, SOUTH 55°09'50" WEST 371.74 FEET TO A POINT ON THE SOUTHERN LINE OF SAID PARCEL 2;

LEGAL DESCRIPTION
PAGE 2 OF 2

MARCH 10, 2014
JOB NO.: 1668-002

THENCE, ALONG SAID SOUTHERN LINE, NORTH 89°33'47" WEST 116.02 FEET TO SAID POINT OF BEGINNING.

CONTAINING 41,116 SQUARE FEET OF LAND, MORE OR LESS.

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS REFERENCE MADE A PART HEREOF.

END OF DESCRIPTION



Christopher S. Harmison
CHRISTOPHER S. HARMISON, P.L.S.
L.S. NO. 7176

MARCH 10, 2014
JOB NO.: 1668-002

LEGAL DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT
ECJ NOCAL INVESTMENTS, INC., APN 166-090-060, -070
FAIRFIELD, CALIFORNIA

REAL PROPERTY, SITUATE IN THE INCORPORATED TERRITORY OF THE CITY OF FAIRFIELD, COUNTY OF SOLANO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF PARCEL 2 AND PARCEL 3, AS SAID PARCEL 2 AND PARCEL 3 ARE SHOWN AND SO DESIGNATED ON THAT CERTAIN PARCEL MAP RECORDED SEPTEMBER 14, 1973, IN BOOK 7 OF PARCEL MAPS, AT PAGE 83, IN THE OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWESTERN CORNER OF SAID PARCEL 2;

THENCE, FROM SAID POINT OF COMMENCEMENT, ALONG THE SOUTHERN LINE OF SAID PARCEL 2, SOUTH 89°33'47" EAST (THE BEARING OF SAID SOUTHERN LINE BEING TAKEN AS SOUTH 89°33'47" EAST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 30.03 FEET TO THE POINT OF BEGINNING FOR THIS DESCRIPTION;

THENCE, FROM SAID POINT OF BEGINNING, LEAVING SAID SOUTHERN LINE, NORTH 55°09'50" EAST 27.10 FEET;

THENCE, ALONG THE ARC OF A TANGENT 22.00 FOOT RADIUS CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 90°00'00", AN ARC DISTANCE OF 34.56 FEET;

THENCE, NORTH 34°50'10" WEST 2.00 FEET;

THENCE, ALONG A LINE PARALLEL WITH AND NINETY-ONE AND 00/100 (91.00) FEET NORTHWESTERLY, MEASURED AT RIGHT ANGLES, FROM THE SOUTHEASTERN LINE OF SAID PARCEL 2 AND PARCEL 3, NORTH 55°09'50" EAST 481.44 FEET TO A POINT ON THE EASTERN LINE OF SAID PARCEL 3;

THENCE, ALONG SAID EASTERN LINE, THENCE, NORTH 00°18'56" EAST 6.12 FEET;

THENCE, LEAVING SAID EASTERN LINE, SOUTH 55°09'50" WEST 40.37 FEET;

THENCE, SOUTH 88°51'14" WEST 18.03 FEET;

THENCE, SOUTH 55°09'50" WEST 30.00 FEET;

THENCE, SOUTH 21°28'26" WEST 18.03 FEET;

THENCE, SOUTH 55°09'50" WEST 285.04 FEET;
THENCE, NORTH 76°18'59" WEST 41.60 FEET;
THENCE, NORTH 34°50'10" WEST 13.83 FEET;
THENCE, SOUTH 55°09'50" WEST 75.00 FEET;
THENCE, SOUTH 34°50'10" EAST 15.91 FEET;
THENCE, SOUTH 01°54'18" WEST 56.27 FEET;
THENCE, SOUTH 55°09'50" WEST 30.81 FEET TO A POINT ON SAID SOUTHERN
LINE OF PARCEL 2;
THENCE, ALONG SAID SOUTHERN LINE, SOUTH 89°33'47" EAST 22.51 FEET TO
SAID POINT OF BEGINNING.

CONTAINING 8,131 SQUARE FEET OF LAND, MORE OR LESS.

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS
REFERENCE MADE A PART HEREOF.

END OF DESCRIPTION



Christopher S. Harmison
CHRISTOPHER S. HARMISON, P.L.S.
L.S. NO. 7176

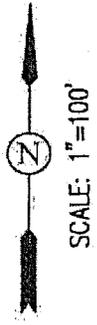
LINE TABLE		
NO.	BEARING	LENGTH
L1	S89°33'47"E	30.03'
L2	N55°09'50"E	27.10'
L3	N34°50'10"W	2.00'
L4	S00°18'56"W	111.30'
L5	N89°33'47"W	116.02'

CURVE TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	22.00'	90°00'00"	34.56'

ECJ NOCAL INVESTMENTS, INC.
APN 166-090-060
PARCEL 3
7 PM 83
2010-000123695

VICK
 APN 166-090-170
 PARCEL 4
 7 PM 83

ECJ NOCAL INVESTMENTS, INC.
APN 166-090-070
PARCEL 2
7 PM 83
2010-000123695



PRIVATE ROAD
 3 M 39
 POC
 WALNUT STREET
 3 M 39,
 AND 3 M 41

- FAIRFIELD SHOP, LLC
 APN 166
 -090-180
 20 RS 83

TEMPORARY CONSTRUCTION EASEMENT
 8,131 SF±

VANDEN ROAD DEDICATION
 41,116 SF±

FINAL ORDER OF CONDEMNATION
 1999-89425
 VANDEN ROAD
 (COUNTY ROAD NO. 186)

UNION PACIFIC RAILROAD

60' RIGHT OF WAY
 PER 7 PM 83

40' PRIVATE ROADWAY
 PER 3 M 39
 AND 7 PM 83

PLAT TO ACCOMPANY LEGAL DESCRIPTION

VANDEN ROAD DEDICATION
ECJ NOCAL INVESTMENTS, INC., APN 166-090-060, -070
FAIRFIELD, CALIFORNIA

MARCH 10, 2014

SHEET 1 OF 1

Carlson, Barbee, & Gibson, Inc.

CIVIL ENGINEERS • SURVEYORS • PLANNERS
 2633 CAMINO RAMON, SUITE 350 SAN RAMON, CALIFORNIA 94583
 TELEPHONE: (925) 866-0322 www.cbandg.com

RESOLUTION NO. 2014 - 11**RESOLUTION OF NECESSITY AUTHORIZING THE CONDEMNATION OF PROPERTY FOR CONSTRUCTION OF THE JEPSON PARKWAY PROJECT [Vick]**

WHEREAS, Solano Transportation Authority ("STA") intends to implement the Jepson Parkway Project ("Project"), a public improvement consisting of upgrades and safety improvements to a series of narrow local roads from State Route 12 at the Walters Road intersection in Suisun City to Interstate 80 at the Leisure Town Road interchange in the City of Vacaville, Solano County, California and, in connection therewith, acquire interests in certain real property; and

WHEREAS, Solano Transportation Authority has approved the Final Environmental Impact Report for the Project with Resolution No. 2009-03 adopted on March 18, 2009;

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

1. STA intends to acquire interests in certain real property necessary for the Project pursuant to Government Code Sections 6500, *et seq.*, 25350.5 and 37350.5, and Code of Civil Procedure sections 1240.320 – 1240.350.
2. The property to be acquired consists of the following property interests from the described parcels:

<u>Owner</u>	<u>Assessor's Parcel No.</u>	<u>Take</u>	<u>Type</u>
Robert M. Vick and Winifred E. Vick, Trustees of the Vick Family Trust, Dated August 27, 1977	166-090-170	84,317	Fee
Robert M. Vick and Winifred E. Vick, Trustees of the Vick Family Trust, Dated August 27, 1977	166-090-170	3,302	Temporary Construction Easement ("TCE")

The said property is more particularly described in Exhibit A, attached to and incorporated in by this reference.

The TCE described and shown in Exhibit A shall include, without limitation, the exclusive right of STA, its officers, agents, contractors, and employees, and other governmental agencies responsible for review or construction of any portion of the Project and such agencies' officers, agents, contractors, and employees to enter upon the easement area with personnel, vehicles and equipment for construction of the Project, and all other activities related thereto, to remove all improvements, trees and vegetation thereon that interfere with the purpose for which this easement is granted, and to conform the easement

area to the Project. Where the TCE extends over the sole point of access to the remaining property, STA shall maintain reasonable access to the owner and/or occupants to said remainder property for the term of the TCE.

The TCE is for a period of eighteen (18) months, to commence upon thirty (30) days written notice from STA. In the event STA occupies the TCE area beyond the eighteen (18) month period described above, STA shall pay additional compensation on a month-to-month basis. In no event shall this TCE extend beyond the completion of construction, or December 31, 2017, whichever is earlier.

3. On March 24, 2014, notice of Solano Transportation Authority's intention to adopt a Resolution of Necessity for acquisition by eminent domain of the real property described in Exhibit A was sent to persons whose names appear on the last equalized County Assessment Roll as owners of said property. The notice specified Wednesday, May 14, 2014 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.
4. The hearing was held at that time and place, and all interested parties were given an opportunity to be heard and 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 her designee is 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.

Osby Davis, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14th day of May 2014, by the following vote:

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

ATTEST: _____
 Johanna Masclat
 Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 14th day of May 2014.

Daryl K. Halls, Executive Director
Solano Transportation Authority

EXHIBIT A

MARCH 10, 2014
JOB NO.: 1668-002

**LEGAL DESCRIPTION
VANDEN ROAD DEDICATION
VICK, APN 166-090-170
FAIRFIELD, CALIFORNIA**

REAL PROPERTY, SITUATE IN THE INCORPORATED TERRITORY OF THE CITY OF FAIRFIELD, COUNTY OF SOLANO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF LOT 26, AS SAID LOT 26 IS SHOWN AND SO DESIGNATED ON THE MAP OF GOLDEN WEST COLONY, RECORDED AUGUST 31, 1911, IN BOOK 3 OF MAPS, AT PAGE 39, IN THE OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, AND BEING A PORTION OF PARCEL 4, AS SAID PARCEL 4 IS SHOWN AND SO DESIGNATED ON THAT CERTAIN PARCEL MAP RECORDED SEPTEMBER 14, 1973, IN BOOK 7 OF PARCEL MAPS, AT PAGE 83, IN SAID OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWESTERN CORNER OF SAID PARCEL 4 (7 PM 83);

THENCE, FROM SAID POINT OF BEGINNING, ALONG THE WESTERN LINE OF SAID PARCEL 4 (7 PM 83), NORTH 00°18'56" EAST (THE BEARING OF SAID WESTERN LINE BEING TAKEN AS NORTH 00°18'56" EAST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 111.30 FEET;

THENCE, LEAVING SAID WESTERN LINE, NORTH 55°09'50" EAST 660.44 FEET TO A POINT ON THE EASTERN LINE OF SAID LOT 26 (3 M 39);

THENCE, ALONG SAID EASTERN LINE, SOUTH 00°18'56" WEST 184.68 FEET TO THE SOUTHEASTERN CORNER OF SAID LOT 26 (3 M 39), SAID CORNER BEING A POINT ON THE NORTHWESTERN LINE OF UNION PACIFIC RAILROAD RIGHT OF WAY;

THENCE, FROM SAID SOUTHWESTERN CORNER, ALONG THE SOUTHEASTERN LINE OF SAID LOT 26 (3 M 39), SOUTH 55°09'50" WEST 403.60 FEET TO THE SOUTHWESTERN CORNER OF SAID LOT 26 (3 M 39);

THENCE, FROM SAID SOUTHWESTERN CORNER, ALONG THE WESTERN LINE OF SAID LOT 26 (3 M 39), NORTH 00°18'56" EAST 73.38 FEET TO SOUTHEASTERN CORNER OF SAID PARCEL 4 (7 PM 83);

LEGAL DESCRIPTION
PAGE 2 OF 2

MARCH 10, 2014
JOB NO.: 1668-002

THENCE, FROM SAID SOUTHEASTERN CORNER, ALONG THE SOUTHEASTERN LINE OF SAID PARCEL 4 (7 PM 83), SOUTH 55°09'50" WEST 256.84 FEET TO SAID POINT OF BEGINNING.

CONTAINING 84,317 SQUARE FEET OF LAND, MORE OR LESS.

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS REFERENCE MADE A PART HEREOF.

END OF DESCRIPTION



Christopher S. Harmison
CHRISTOPHER S. HARMISON, P.L.S.
L.S. NO. 7176

MARCH 10, 2014
JOB NO.: 1668-002

LEGAL DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT
VICK, APN 166-090-170
FAIRFIELD, CALIFORNIA

REAL PROPERTY, SITUATE IN THE INCORPORATED TERRITORY OF THE CITY OF FAIRFIELD, COUNTY OF SOLANO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF LOT 26, AS SAID LOT 26 IS SHOWN AND SO DESIGNATED ON THE MAP OF GOLDEN WEST COLONY, RECORDED AUGUST 31, 1911, IN BOOK 3 OF MAPS, AT PAGE 39, IN THE OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, AND BEING A PORTION OF PARCEL 4, AS SAID PARCEL 4 IS SHOWN AND SO DESIGNATED ON THAT CERTAIN PARCEL MAP RECORDED SEPTEMBER 14, 1973, IN BOOK 7 OF PARCEL MAPS, AT PAGE 83, IN SAID OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWESTERN CORNER OF SAID PARCEL 4 (7 PM 83);

THENCE, FROM SAID POINT OF COMMENCEMENT, ALONG THE WESTERN LINE OF SAID PARCEL 4 (7 PM 83), NORTH 00°18'56" EAST (THE BEARING OF SAID WESTERN LINE BEING TAKEN AS NORTH 00°18'56" EAST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 111.30 FEET TO THE POINT OF BEGINNING FOR THIS DESCRIPTION;

THENCE, FROM SAID POINT OF BEGINNING, LEAVING SAID WESTERN LINE, NORTH 55°09'50" EAST 660.44 FEET TO A POINT ON THE EASTERN LINE OF SAID LOT 26 (3 M 39);

THENCE, ALONG SAID EASTERN LINE, NORTH 00°18'56" EAST 6.12 FEET;

THENCE, LEAVING SAID EASTERN LINE, SOUTH 55°09'50" WEST 660.44 FEET TO A POINT ON SAID WESTERN LINE OF PARCEL 4 (7 M 83);

THENCE, ALONG SAID WESTERN LINE, SOUTH 00°18'56" WEST 6.12 FEET TO SAID POINT OF BEGINNING.

CONTAINING 3,302 SQUARE FEET OF LAND, MORE OR LESS.

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS REFERENCE MADE A PART HEREOF.



END OF DESCRIPTION

Christopher S. Harmison
CHRISTOPHER S. HARMISON, P.L.S.
L.S. NO. 7176

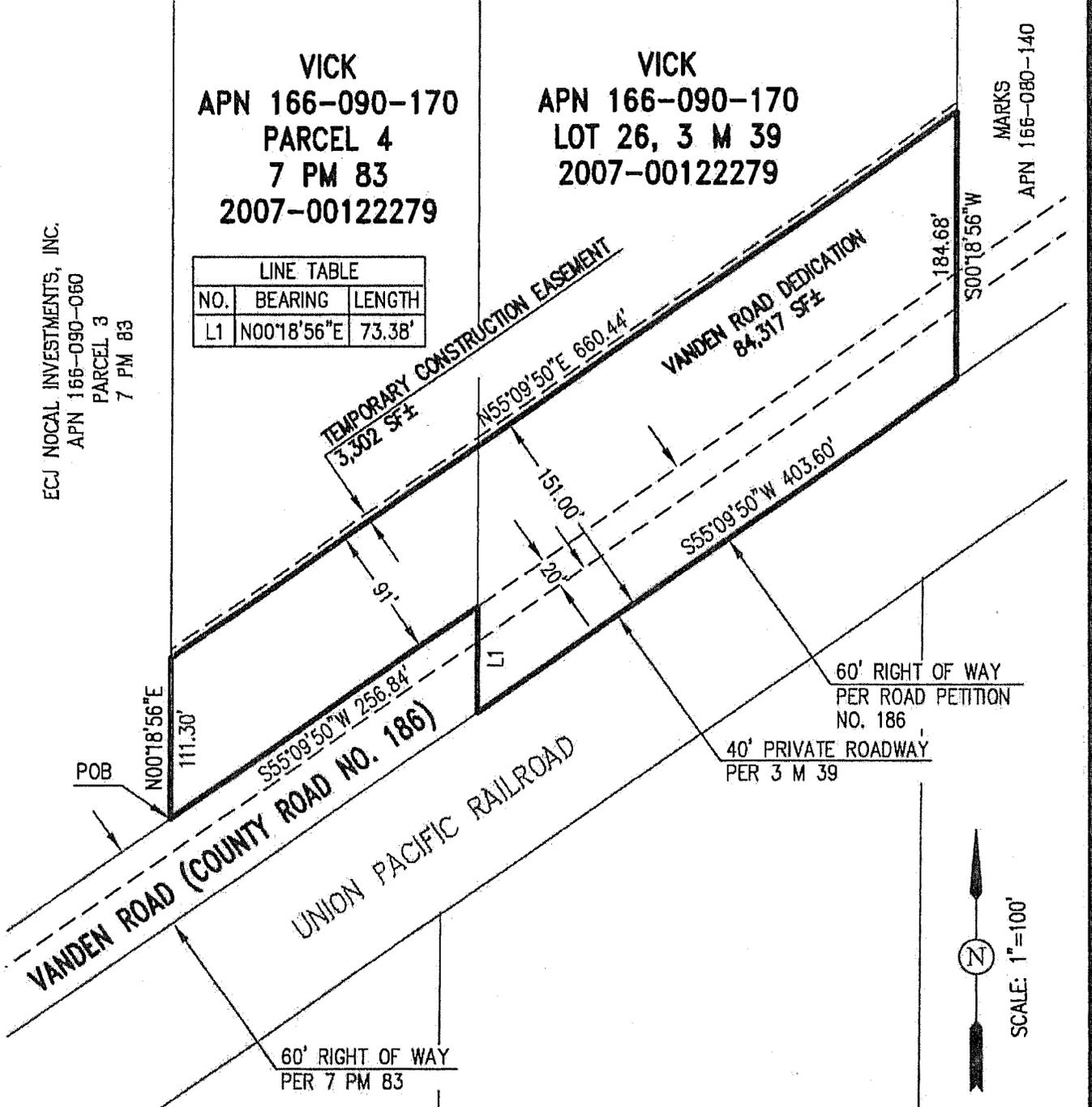
ECJ NCAL INVESTMENTS, INC.
 APN 166-090-060
 PARCEL 3
 7 PM 83

VICK
 APN 166-090-170
 PARCEL 4
 7 PM 83
 2007-00122279

VICK
 APN 166-090-170
 LOT 26, 3 M 39
 2007-00122279

MARKS
 APN 166-080-140

LINE TABLE		
NO.	BEARING	LENGTH
L1	N00°18'56"E	73.38'



PLAT TO ACCOMPANY LEGAL DESCRIPTION

VANDEN ROAD DEDICATION
 VICK, APN 166-090-170
 FAIRFIELD, CALIFORNIA
 MARCH 10, 2014

SHEET 1 OF 1

Carlson, Barbee, & Gibson, Inc.

CIVIL ENGINEERS • SURVEYORS • PLANNERS
 2633 CAMINO RAMON, SUITE 350 SAN RAMON, CALIFORNIA 94583
 TELEPHONE: (925) 866-0322 www.cbandg.com

RESOLUTION NO. 2014 - 12

RESOLUTION OF NECESSITY AUTHORIZING THE CONDEMNATION OF PROPERTY FOR CONSTRUCTION OF THE JEPSON PARKWAY PROJECT [Bay Ventures]

WHEREAS, Solano Transportation Authority ("STA") intends to implement the Jepson Parkway Project ("Project"), a public improvement consisting of upgrades and safety improvements to a series of narrow local roads from State Route 12 at the Walters Road intersection in Suisun City to Interstate 80 at the Leisure Town Road interchange in the City of Vacaville, Solano County, California and, in connection therewith, acquire interests in certain real property; and

WHEREAS, Solano Transportation Authority has approved the Final Environmental Impact Report for the Project with Resolution No. 2009-03 adopted on March 18, 2009;

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

1. STA intends to acquire interests in certain real property necessary for the Project pursuant to Government Code Sections 6500, *et seq.*, 25350.5 and 37350.5, and Code of Civil Procedure sections 1240.320 – 1240.350.
2. The property to be acquired consists of the following property interests from the described parcels:

<u>Owner</u>	<u>Assessor's Parcel No.</u>	<u>Take</u>	<u>Type</u>
Bay Ventures	0135-070-080	10,039 sf	Fee

The said property is more particularly described in Exhibit A, attached to and incorporated in by this reference.

3. On March 24, 2014, notice of Solano Transportation Authority's intention to adopt a Resolution of Necessity for acquisition by eminent domain of the real property described in Exhibit A was sent to persons whose names appear on the last equalized County Assessment Roll as owners of said property. The notice specified Wednesday, May 14, 2014 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.
4. The hearing was held at that time and place, and all interested parties were given an opportunity to be heard and 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 her designee is 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.

Osby Davis, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14th day of May 2014, by the following vote:

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

ATTEST: _____
 Johanna Masiclat
 Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 14th day of May 2014.

Daryl K. Halls, Executive Director
Solano Transportation Authority

EXHIBIT A

EXHIBIT A

LEGAL DESCRIPTION
RIGHT OF WAY FEE ACQUISITION
BAY VENTURES
(1996-10327)
APN 0135-070-080

REAL PROPERTY SITUATE IN THE COUNTY OF SOLANO, STATE OF CALIFORNIA DESCRIBED AS FOLLOWS:

BEING A PORTION OF THE PARCEL OF LAND DESCRIBED IN THE DEED TO BAY VENTURES RECORDED ON FEBRUARY 16, 1996 AS INSTRUMENT NO. 1996-10327, OFFICIAL RECORDS OF SOLANO COUNTY.

BEGINNING AT THE SOUTHWESTERLY CORNER OF SAID PARCEL OF BAY VENTURES; THENCE ALONG THE WESTERLY AND NORTHERLY LINES OF SAID PARCEL NORTH $00^{\circ}17'12''$ WEST, 50.02 FEET AND SOUTH $88^{\circ}30'44''$ EAST, 201.55 FEET; THENCE SOUTH $01^{\circ}29'16''$ WEST, 50.00 FEET TO THE SOUTHERLY LINE OF SAID PARCEL OF BAY VENTURES; THENCE ALONG LAST SAID LINE NORTH $88^{\circ}30'44''$ WEST, 200.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 10,039 SQUARE FEET, MORE OR LESS.

SEE EXHIBIT B-PLAT TO ACCOMPANY LEGAL DESCRIPTION WHICH IS ATTACHED HERETO AND MADE A PART HEREOF.

END OF DESCRIPTION

THIS DESCRIPTION WAS PREPARED BY OR UNDER THE DIRECTION OF:



ALVIN LEUNG, PLS

JAN 21, 2013
DATE



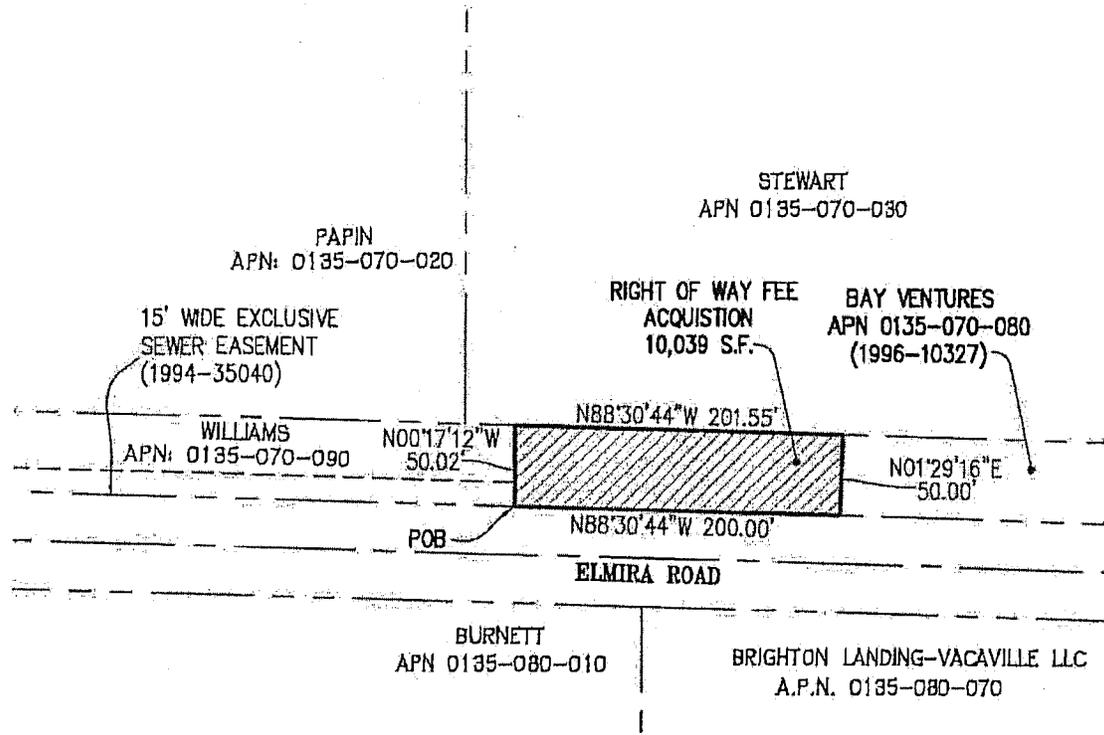
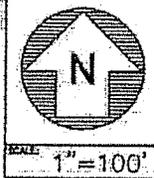


EXHIBIT B
 PLAT TO ACCOMPANY LEGAL DESCRIPTION

SHEET 1 OF 1

JEPSON PARKWAY ACQUISITION
 BAY VENTURES
 APN 0135-070-080
 SOLANO COUNTY, CALIFORNIA

ISSUE DATE: 01-21-13
 DRAFTED BY: TH
 CHECKED BY: AL
 PROJECT NO.: 20110410
 DWG NAME:
 20110410 ROW NORTH



PHILLIPPI ENGINEERING
 CIVIL ENGINEERING - LAND SURVEYING
 425 MERCHANT STREET VACAVILLE, CA 95688
 P.O. BOX 8558 VACAVILLE, CA 95698
 OFFICE (707) 451-8596 FAX (707) 451-8535

RESOLUTION NO. 2014 - 13**RESOLUTION OF NECESSITY AUTHORIZING THE CONDEMNATION OF PROPERTY FOR CONSTRUCTION OF THE JEPSON PARKWAY PROJECT [Williams, et al.]**

WHEREAS, Solano Transportation Authority ("STA") intends to implement the Jepson Parkway Project ("Project"), a public improvement consisting of upgrades and safety improvements to a series of narrow local roads from State Route 12 at the Walters Road intersection in Suisun City to Interstate 80 at the Leisure Town Road interchange in the City of Vacaville, Solano County, California and, in connection therewith, acquire interests in certain real property; and

WHEREAS, Solano Transportation Authority has approved the Final Environmental Impact Report for the Project with Resolution No. 2009-03 adopted on March 18, 2009;

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

1. STA intends to acquire interests in certain real property necessary for the Project pursuant to Government Code Sections 6500, *et seq.*, 25350.5 and 37350.5, and Code of Civil Procedure sections 1240.320 – 1240.350.
2. The property to be acquired consists of the following property interests from the described parcels:

<u>Owner</u>	<u>Assessor's Parcel No.</u>	<u>Take</u>	<u>Type</u>
Curtis and Patricia Ann Williams, as Trustees of the Curtis Williams Revocable Trust, dated January 22, 2010 and Mellie Williams, as Trustee of the Mellie Williams Revocable Trust, dated May 26, 2010	0135-070-090	18,534 sf	Fee

The said property is more particularly described in Exhibit A, attached to and incorporated in by this reference.

3. On March 24, 2014, notice of Solano Transportation Authority's intention to adopt a Resolution of Necessity for acquisition by eminent domain of the real property described in Exhibit A was sent to persons whose names appear on the last equalized County Assessment Roll as owners of said property. The notice specified Wednesday, May 14,

2014 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.

4. The hearing was held at that time and place, and all interested parties were given an opportunity to be heard and 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 her designee is 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.

Osby Davis, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14th day of May 2014, by the following vote:

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

ATTEST: _____
 Johanna Masielat
 Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 14th day of May 2014.

Daryl K. Halls, Executive Director
Solano Transportation Authority

EXHIBIT A

EXHIBIT A

LEGAL DESCRIPTION
RIGHT OF WAY FEE ACQUISITION
CURTIS WILLIAMS REVOCABLE TRUST (201000015678)
MELLIE WILLIAMS REVOCABLE TRUST (201000068788)
APN 0135-070-090

REAL PROPERTY SITUATE IN THE COUNTY OF SOLANO, STATE OF CALIFORNIA
DESCRIBED AS FOLLOWS:

BEING ALL OF THE PARCEL OF LAND DESCRIBED IN THE DEED TO THE CURTIS
WILLIAMS REVOCABLE TRUST DATED FEBRUARY 10, 2010, RECORDED AS
DOCUMENT NO. 201000015678 AND THE DEED TO THE MELLIE WILLIAMS
REVOCABLE TRUST DATED JULY 30, 2010, RECORDED AS DOCUMENT NO.
201000068788, OFFICIAL RECORDS OF SOLANO COUNTY.

CONTAINING 18,534 SQUARE FEET, MORE OR LESS.

SEE EXHIBIT B-PLAT TO ACCOMPANY LEGAL DESCRIPTION WHICH IS
ATTACHED HERETO AND MADE A PART HEREOF.

END OF DESCRIPTION

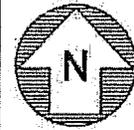
THIS DESCRIPTION WAS PREPARED BY OR UNDER THE DIRECTION OF:



ALVIN LEUNG, PLS

JAN 21, 2013
DATE





SCALE 1"=100'

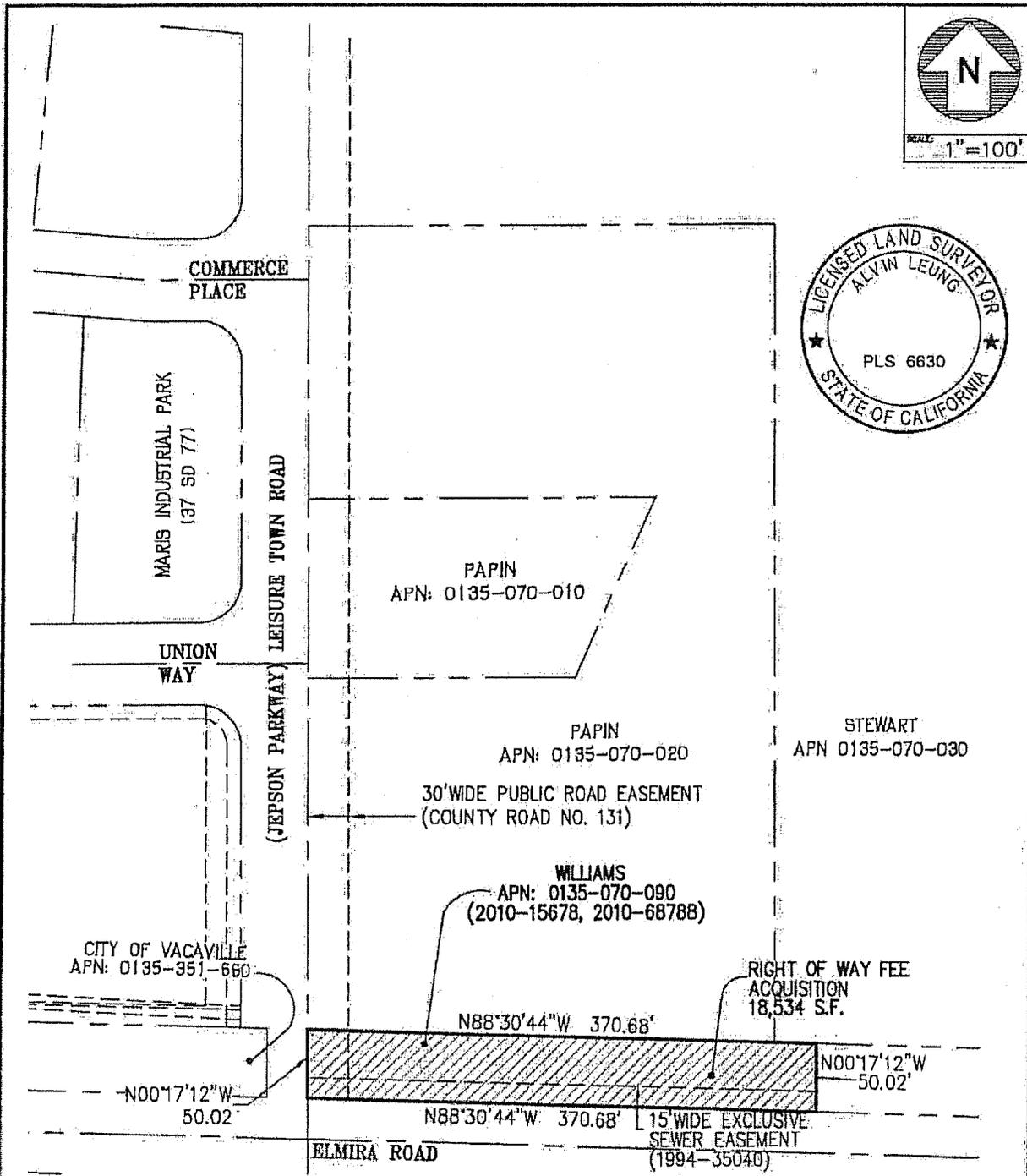


EXHIBIT B
 PLAT TO ACCOMPANY LEGAL DESCRIPTION

SHEET 1 OF 1

JEPSON PARKWAY ACQUISITION
 WILLIAMS
 APN 0135-070-090
 SOLANO COUNTY, CALIFORNIA

ISSUE DATE: 01-21-13
 DRAFTED BY: TH
 CHECKED BY: AL
 PROJECT NO.: 20110410
 DWG NAME:
 20110410 ROW NORTH



PHILLIPPI ENGINEERING
 CIVIL ENGINEERING - LAND SURVEYING
 425 MERCHANT STREET VACAVILLE, CA 95688
 P.O. BOX 8558 VACAVILLE, CA 95688
 OFFICE (707) 451-8558 FAX (707) 451-8555

RESOLUTION NO. 2014 - 14

RESOLUTION OF NECESSITY AUTHORIZING THE CONDEMNATION OF PROPERTY FOR CONSTRUCTION OF THE JEPSON PARKWAY PROJECT [Ardave, et al.]

WHEREAS, Solano Transportation Authority ("STA") intends to implement the Jepson Parkway Project ("Project"), a public improvement consisting of upgrades and safety improvements to a series of narrow local roads from State Route 12 at the Walters Road intersection in Suisun City to Interstate 80 at the Leisure Town Road interchange in the City of Vacaville, Solano County, California and, in connection therewith, acquire interests in certain real property; and

WHEREAS, Solano Transportation Authority has approved the Final Environmental Impact Report for the Project with Resolution No. 2009-03 adopted on March 18, 2009;

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

1. STA intends to acquire interests in certain real property necessary for the Project pursuant to Government Code Sections 6500, *et seq.*, 25350.5 and 37350.5, and Code of Civil Procedure sections 1240.320 – 1240.350.
2. The property to be acquired consists of the following property interests from the described parcels:

<u>Owner</u>	<u>Assessor's Parcel No.</u>	<u>Take</u>	<u>Type</u>
Robert Ardave and Cynthia Sue Ardave, Trustees of the Ardave Family Trust, dated April 10, 1991; Joseph A. Ardave; Daniel H. Ardave	0166-030-070	3,989 sf	Fee
Robert Ardave and Cynthia Sue Ardave, Trustees of the Ardave Family Trust, dated April 10, 1991; Joseph A. Ardave; Daniel H. Ardave	0166-030-070	10,937 sf	Temporary Construction Easement ("TCE")

The said property is more particularly described in Exhibit A, attached to and incorporated in by this reference.

The TCE described and shown in Exhibit A shall include, without limitation, the exclusive right of STA, its officers, agents, contractors, and employees, and other governmental agencies responsible for review or construction of any portion of the Project and such agencies' officers, agents, contractors, and employees to enter upon the easement area with personnel, vehicles and equipment for construction of the Project, and all other activities related thereto, to remove all improvements, trees and vegetation thereon that interfere with the purpose for which this easement is granted, and to conform the easement area to the Project. Where the TCE extends over the sole point of access to the remaining property, STA shall maintain reasonable access to the owner and/or occupants to said remainder property for the term of the TCE.

The TCE is for a period of eighteen (18) months, to commence upon thirty (30) days written notice from STA. In the event STA occupies the TCE area beyond the eighteen (18) month period described above, STA shall pay additional compensation on a month-to-month basis. In no event shall this TCE extend beyond the completion of construction, or December 31, 2017, whichever is earlier.

3. On March 24, 2014, notice of Solano Transportation Authority's intention to adopt a Resolution of Necessity for acquisition by eminent domain of the real property described in Exhibit A was sent to persons whose names appear on the last equalized County Assessment Roll as owners of said property. The notice specified Wednesday, May 14, 2014 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.
4. The hearing was held at that time and place, and all interested parties were given an opportunity to be heard and 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 her designee is 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.

Osby Davis, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14th day of May 2014, by the following vote:

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

ATTEST: _____
Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 14th day of May 2014.

Daryl K. Halls, Executive Director
Solano Transportation Authority

EXHIBIT A

EXHIBIT A

**LEGAL DESCRIPTION
RIGHT OF WAY FEE ACQUISITION
ARDAVE
(200900087661)
APN 0166-030-070**

REAL PROPERTY SITUATE IN THE COUNTY OF SOLANO, STATE OF CALIFORNIA DESCRIBED AS FOLLOWS:

BEING A PORTION OF THE PARCEL OF LAND DESCRIBED IN THE DEED TO ARDAVE, RECORDED OCTOBER 13, 2009 AS DOCUMENT NO. 200900087661, OFFICIAL RECORDS OF SOLANO COUNTY AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWESTERLY CORNER OF SAID PARCEL; THENCE ALONG THE NORTHERLY LINE OF SAID PARCEL SOUTH 89°47'43" EAST, 18.96 FEET; THENCE SOUTH 00°11'03" EAST, 420.83 FEET TO THE WESTERLY LINE OF SAID PARCEL; THENCE ALONG LAST SAID LINE NORTH 02°45'46" WEST, 421.39 FEET TO THE POINT OF BEGINNING.

CONTAINING 3,989 SQUARE FEET, MORE OR LESS.

SEE EXHIBIT B-PLAT TO ACCOMPANY LEGAL DESCRIPTION WHICH IS ATTACHED HERETO AND MADE A PART HEREOF.

END OF DESCRIPTION

THIS DESCRIPTION WAS PREPARED BY OR UNDER THE DIRECTION OF:



ALVIN LEUNG, PLS

JAN 21, 2013

DATE



EXHIBIT A

LEGAL DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT
ARDAVE
(200900087661)
APN 0166-030-070

REAL PROPERTY SITUATE IN THE COUNTY OF SOLANO, STATE OF CALIFORNIA DESCRIBED AS FOLLOWS:

BEING A PORTION OF THE PARCEL OF LAND DESCRIBED IN THE DEED TO ARDAVE, RECORDED OCTOBER 13, 2009 AS DOCUMENT NO. 200900087661, OFFICIAL RECORDS OF SOLANO COUNTY AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTHERLY LINE OF SAID PARCEL WHICH BEARS SOUTH 89°47'43" EAST, 18.96 FEET FROM THE NORTHWESTERLY CORNER OF SAID PARCEL; THENCE ALONG SAID NORTHERLY LINE SOUTH 89°47'43" EAST, 20.00 FEET; THENCE SOUTH 00°10'10" EAST, 575.83 FEET TO THE SOUTHERLY LINE OF SAID PARCEL; THENCE ALONG LAST SAID LINE SOUTH 87°28'58" WEST, 12.85 FEET TO THE SOUTHWESTERLY CORNER OF SAID PARCEL; THENCE ALONG THE WESTERLY LINE OF SAID PARCEL NORTH 02°45'46" WEST, 155.81 FEET; THENCE NORTH 00°11'03" WEST, 420.83 FEET TO THE POINT OF BEGINNING.

CONTAINING 10,937 SQUARE FEET, MORE OR LESS.

SEE EXHIBIT B-PLAT TO ACCOMPANY LEGAL DESCRIPTION WHICH IS ATTACHED HERETO AND MADE A PART HEREOF.

END OF DESCRIPTION

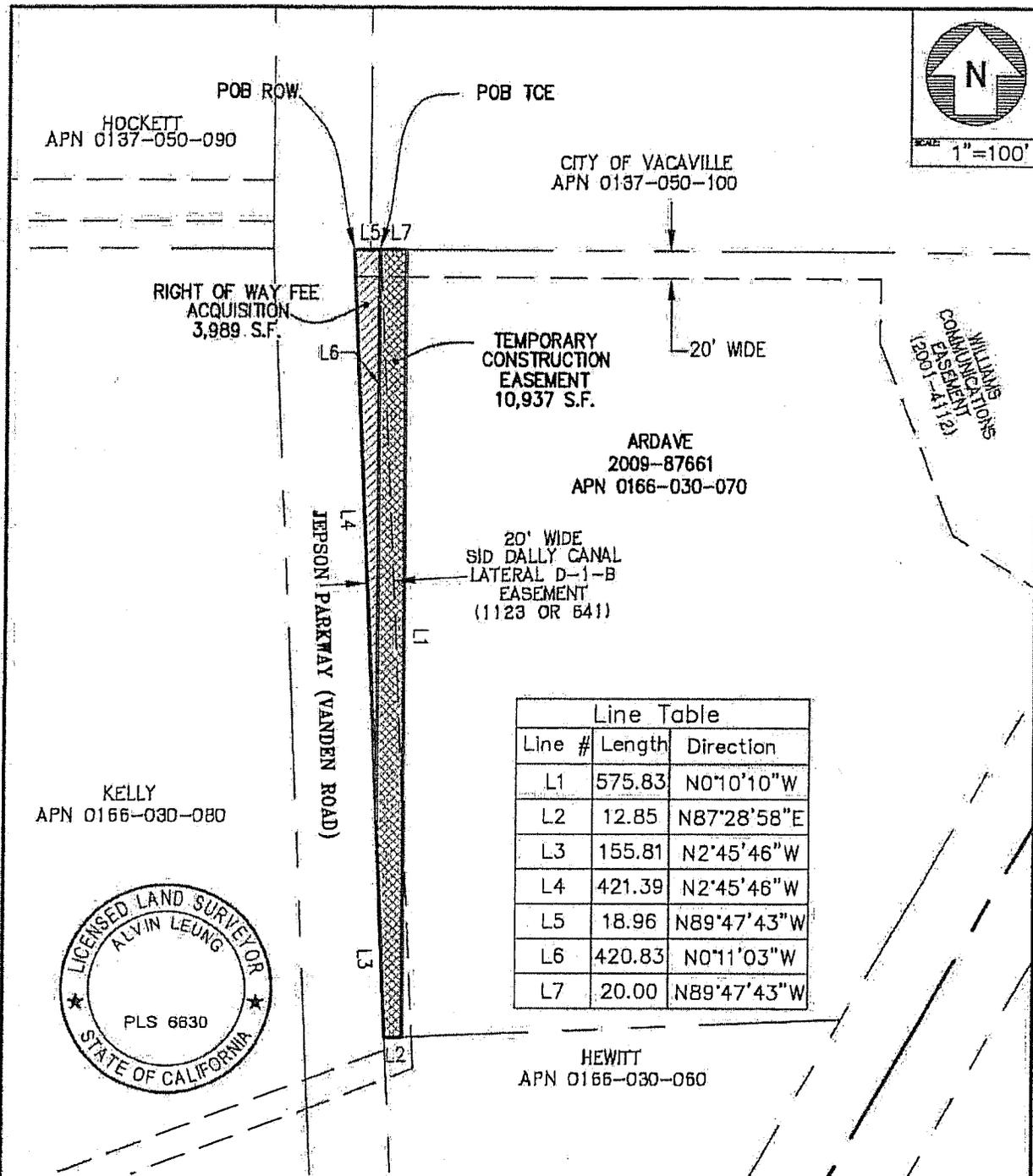
THIS DESCRIPTION WAS PREPARED BY OR UNDER THE DIRECTION OF:



ALVIN LEUNG, PLS

JAN 21, 2013
DATE





Line Table		
Line #	Length	Direction
L1	575.83	N0°10'10"W
L2	12.85	N87°28'58"E
L3	155.81	N2°45'46"W
L4	421.39	N2°45'46"W
L5	18.96	N89°47'43"W
L6	420.83	N0°11'03"W
L7	20.00	N89°47'43"W



EXHIBIT B
PLAT TO ACCOMPANY LEGAL DESCRIPTION

SHEET 1 OF 1

JEPSON PARKWAY ACQUISITION
ARDAVE, APN 166-030-070
SOLANO COUNTY, CALIFORNIA

ISSUE DATE: 01-21-13
DRAFTED BY: TH
CHECKED BY: AL
PROJECT NO.: 20110410
DWG NAME:
20110410 ROW SOUTH

PEI PHILLIPPI ENGINEERING
CIVIL ENGINEERING - LAND SURVEYING
425 MERCHANT STREET VACAVILLE, CA 95688
P.O. BOX 0550 VACAVILLE, CA 95688
OFFICE (707) 451-8556 FAX (707) 451-8555



DATE: May 1, 2014
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation issues. On February 12, 2014, the STA Board approved its 2014 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2014.

Monthly legislative updates are provided by STA's State and Federal lobbyists for your information (Attachments A and B). A Legislative Bill Matrix listing state bills of interest is available at <http://tiny.cc/staleg>.

Discussion:

Senator Canella introduced Senate Bill [\(SB\) 1151](#), which aims to increase safety for school students in two important ways: 1. by improving driver behavior in school zones with higher penalties (additional \$35) for speed limit violations, and 2. by dedicating the additional revenue generated by those higher penalties to school-based safety improvements through the Active Transportation Program. SB 1151 aligns with STA's Legislative Platform IX Safety #4: *Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County*. The bill is co-sponsored by the Central California Regional Obesity Prevention Program, the Safe Routes to School National Partnership, and Transform. Staff recommends support of SB 1151. The STA Technical Advisory Committee recommended support at their April 30th meeting.

Senator DeSaulnier introduced Senate Bill [\(SB\) 1418](#), which proposes to permanently recapture vehicle weight fee revenues for transportation purposes. Rather than paying for debt service on transportation general obligation bonds, these revenues would be deposited in the State Highway Account and used for transportation purposes. SB 1418 also would modify the distribution of revenues generated from the increment of the gas tax that was put in place as part of the transportation funding swap to compensate for the elimination of the sales tax on gasoline (i.e., the increment above the base 18 cents-per-gallon rate). Under current law, these revenues are split 44 percent to the STIP, 44 percent to local streets and roads, and 12 percent for the SHOPP. SB 1418 would change this distribution to 56 percent to the State Highway Account (with a minimum of 21.453 percent of that amount dedicated to the SHOPP) and 44 percent to local streets and roads.

The STIP would benefit from the dedication of vehicle weight fee revenues to the State Highway Account because the overall pot would grow, and the STIP would receive a portion of the 56 percent of the transportation funding swap's gas tax increment going to the State Highway Account. Staff recommends support of SB 1418.

Assembly Members Perea and Lindner introduced a related Assembly Bill [\(AB\) 2728](#), to also prevent vehicle weight fee revenues from paying off transportation general obligation bonds, and to be deposited in the State Highway Account to be used for transportation purposes. Staff recommends support of AB 2728.

Senator DeSaulnier introduced Senate Bill [\(SB\) 1077](#) to require the Department of Motor Vehicles to develop and implement, by July 1, 2015, a pilot program designed to assess specified issues related to implementing a vehicle-miles-traveled fee in California, with a sunset date of January 1, 2018. SB 1077 is sponsored by Transportation California and supported by American Planning Association (California Chapter), the League of California Cities, American Council of Engineering Companies of California, Associated General Contractors, California Asphalt Pavement Association. No opposition has been submitted.

Senator Wolk's Senate Bill [\(SB\) 1368](#) passed out of the Senate Transportation and Infrastructure Committee hearing on April 29. Staff from STA and SolTrans (co-sponsors of SB 1368) testified at the hearing in support of this bill, which would authorize Caltrans to relinquish the Curtola park-and-ride lot property to SolTrans for operations, maintenance and improvements.

Cap and Trade

Senate Pro-Tem Darrell Steinberg introduced on April 11th an alternative Cap and Trade Revenue Distribution plan entitled "A Long-Term Investment Strategy for Cap-and-Trade Revenue" (Attachment C). This plan provides more certain allocation to transportation projects than the Governor's proposal as planned by the regions, but does not address funding for Intercity Rail.

Several Bay Area Congestion Management Agencies (including STA) attended MTC Lobby Day in Sacramento on April 30th to support increased funding of transportation projects through Cap and Trade revenues. Attachment D is an excerpt from MTC's 2014 Report to the State Legislature regarding Cap and Trade. As this issue works its way through legislature, the STA has sent letters to our Solano representatives and Senate and Assembly Committee members stating our preference for more robust funding for transportation projects, and to forward cap and trade revenues to the regions who best know how to administer the funds for local and regional projects and programs to help meet the goals of greenhouse gas (GHG) reduction.

Fiscal Impact:

None.

Recommendation:

Support for the following:

- Senate Bill (SB) 1151 (Canella) - Increasing safety for school students;
- Assembly Bill (AB) 2728 (Perea) - Prohibiting the transfer of weight fee revenues from the State Highway Account to the Transportation Debt Service Fund;
- Senate Bill (SB) 1418 (DeSaulnier) - Prohibiting the transfer of weight fee revenues from the State Highway Account to the Transportation Debt Service Fund;
- Senate Bill (SB) 1077 (DeSaulnier) - To develop a pilot program implementing a Mileage-Based Fee (MBF) in California to replace the state's existing fuel excise tax.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. A Long-Term Investment Strategy for Cap-and-Trade Revenue - Steinberg
- D. MTC 2014 Report to the State Legislature on Cap and Trade



SHAW/YODER/ANTWIH, inc.
 LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

May 14, 2014

TO: Board of Directors, Solano Transportation Authority

FM: Joshua W. Shaw, Partner
 Matt Robinson, Legislative Advocate
 Shaw / Yoder / Antwih, Inc.

RE: **STATE LEGISLATIVE UPDATE – May 2014**

Legislative Update

On April 21, the Legislature returned from Spring Break and began the rush to hear bills in policy committees before the May 9 deadline for policy committees to hear bills introduced in the same house. Most of May will be spent in the Appropriations Committees as May 30 marks the “house of origin” deadline. The budget bill must be sent to the Governor by June 15.

We continue to monitor a variety of key bills, and lobby legislators and staff on the Authority’s behalf relative to key bills upon which you’ve taken a position – none more important than SB 1368 (Wolk), which would clarify the authority of Caltrans and the California Transportation Commission to transfer property to joint powers authorities providing transportation service. Specifically, this bill would allow SolTrans to take possession of the Curtola Park-and-Ride Facility in the City of Vallejo. This bill passed the Senate Transportation and Housing Committee by a vote of 11-0 on April 29. Mona Babauta, SolTrans Executive Director, and Jayne Bauer, the Authority’s Marketing & Legislative Program Manager, both testified in support of the bill.

Cap and Trade and the Steinberg Plan

Over the last several weeks, the Senate and Assembly budget committees held numerous hearings on the Governor’s FY 2014-15 budget proposals, including his proposal to spend \$850 million in Cap and Trade revenues on a myriad of programs. The Governor’s plan proposes \$100 million for sustainable communities implementation, to be administered by the Strategic Growth Council as a competitive grant program funding affordable housing, transit capital, active transportation, transit-oriented development, agricultural land preservation projects, as well as sustainable communities planning. The Bay Area Congestion Management Agency Association, of which the Authority is a member, has advocated that these funds should flow directly to MTC, add for additional eligible uses such as complete streets, goods movement & transit operations, and to increase the size of the program to \$500 million. The Governor’s proposal also includes \$50 million for a Rail Modernization program managed by the California State Transportation Agency. The Authority has been supportive of the Capitol Corridor Joint Powers Board’s request to increase the Rail Modernization program to \$500 million and have the funding flow to rail operators by formula.

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On April 14, Senate President Pro Tem Darrell Steinberg (D-Sacramento) announced a complementary Cap and Trade proposal that would begin in FY 2015-16 (presumably leaving the Governor's plan in place for FY 2014-15). The "Steinberg Plan" would appropriate some funding on an annual basis for programs identified by the Governor promoting energy efficiency, emissions reduction through clean vehicles and effective natural resources management, as well as a climate dividend program. Of the remaining Cap and Trade revenues, the proposal calls for an ongoing investment in transportation by directing 40 percent toward sustainable communities and affordable housing near transit, 30 percent to transit agencies for uses related to GHG emission reduction and sustainable communities goals, 20 percent to rail modernization, and 10 percent for road rehabilitation and complete streets projects that reduce GHG emissions. The proposed Steinberg Plan sets the stage for a discussion between both houses of the Legislature and the Governor's office as the budget comes together. We continue to work with both the Governor, Senator Steinberg, and other members of the Legislature & Administration to ensure the proposed programs are successfully implemented.

Authority Sponsored Bills

SB 1368 (Wolk) would authorize CalTrans and the CTC to relinquish a park-and-ride lot to a joint powers authority formed for the purposes of providing transportation services. From the Authority's perspective, this bill will ensure state-owned property in Vallejo can be turned over to SolTrans for long-term operation, maintenance and improvements. **The STA Board is the Co-Sponsor of this bill, with SolTrans. This bill passed the Senate Transportation and Housing Committee by a vote of 11-0 on April 29. The bill is now in the Senate Appropriations Committee, where we expect easy passage.**

Other Bills of Interest

AB 935 (Frazier) would change the composition of the WETA board of directors, adding additional Senate and Assembly appointments. Because the bill specifically authorized the STA to develop the list of nominees for the seat to be appointed from Solano County, **the STA Board Supports this bill.** **This bill was referred to the Senate Transportation and Housing Committee last year. No hearing has yet been set.**

AB 2170 (Mullin) would clarify that a joint powers authority may exercise any power common to the member agencies, including the authority to levy a fee or tax (subject to the requirements of the Constitution). **This bill passed off the Assembly Floor by a vote of 44-26 on April 28. The bill is now in the Senate awaiting referral.**

AB 2197 (Mullin) would require the DMV to develop a temporary license plate system to enable vehicle dealers and lessor-retailers to affix temporary license plates to vehicles. This bill is sponsored by MTC because it would improve the collection of toll revenues in the Bay Area. The Authority is a recipient of these revenues. **This bill passed the Assembly Transportation Committee by a vote of 10-1 on April 21. The bill is now in the Assembly Appropriations Committee. We recommend the STA Board Support this bill.**

AB 2728 (Perea) would prohibit the transfer of weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for the payment of debt-service on transportation bonds, mainly Proposition 1B. The prohibition in this bill would sunset on January 1, 2019. **This bill passed the Assembly Transportation Committee by a vote of 15-0 on April 21. The bill is now in the Assembly Appropriations Committee. We recommend the STA Board Support this bill.**

SB 556 (Corbett) was amended at one point last year to require *all public agencies*, including public transit systems, to “label” employees and vehicles which are independent contractors or operated by independent contractors with a "NOT A GOVERNMENT EMPLOYEE" or "THE OPERATOR OF THIS VEHICLE IS NOT A GOVERNMENT EMPLOYEE" disclosure.

The STA Board Opposed that version of the bill, due to its adverse impact on transit systems. In the face of substantial opposition around the state, the author narrowed the bill’s scope late in the session; it now applies only to public health or safety service providers. **The Author’s office indicates there is currently no intention to move this bill in 2014.**

SB 1077 (DeSaulnier) would direct the California State Transportation Agency (CalSTA) to develop a pilot program designed to assess specified issues related to implementing a mileage-based fee (MBF) in California to replace the state’s existing fuel excise tax by January 1, 2016. The bill would require the CalSTA to assess certain issues related to implementing an MBF, including different methods for calculating mileage and collecting road use information, processes for managing, storing, transmitting, and destroying data to protect the integrity of the data and ensure drivers’ privacy, and costs associated with the implementation and operation of the MBF system. **This bill passed the Senate Transportation and Housing Committee by a vote of 9-0 on April 29. The bill is now in the Senate Appropriations Committee. We recommend the STA Board Support this bill.**

SB 1122 (Pavley) would propose a Cap and Trade funding program for the planning and development of sustainable communities strategies, enabling the Strategic Growth Council to manage and award Cap and Trade funding directly to regional agencies on a per capita basis for specified eligible projects. Additionally, this bill would require the Council, in consultation with the Air Resources Board and the metropolitan planning organizations, to establish standards for modeling systems and measurement methods to evaluate the effectiveness of projects and verifying benefits after completion. **This bill passed the Senate Transportation and Housing Committee by a vote of 9-1 on April 29. The bill is now in the Senate Appropriations Committee.**

SB 1156 (Steinberg) Under the Cap and Trade program, the manufacturers of transportation fuels are required to begin purchasing GHG emissions allowances on January 1, 2015. The revenues from the sale of these emissions would be available for the state for programs that reduce GHG emissions. This bill would remove transportation fuels from the Cap and Trade program, and instead impose a carbon tax on suppliers of fossil fuels to be deposited in the Carbon Tax Revenue Special Fund to be rebated to taxpayers. This bill may become a vehicle for the Senator’s Cap and Trade proposal, as described above. **This bill currently sits in the Senate Governance and Finance Committee, where it has not yet been heard.**

SB 1418 (DeSaulnier) would prohibit the transfer of weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for the payment of debt-service on transportation bonds, mainly Proposition 1B. This bill would also allocate the money that now remains in the SHA as follows: 56 percent to the State (of which a minimum of 21.5 percent must be used for the SHOPP) and 44 percent to cities and counties. The amount of weight fee revenue transferred each year equates to almost \$1 billion. **This bill passed the Senate Transportation and Housing Committee by a vote of 11-0 on April 29. The bill is now in the Senate Appropriations Committee. We recommend the STA Board Support this bill.**

SCA 4 (Liu) and SCA 8 (Corbett) would lower the two-thirds voter threshold to raise taxes to fund transportation projects to fifty-five percent. **The STA Board Supports both of these bills.** One of the bills was subsequently amended to add “strings” to the expenditure of local funds raised with the lowered threshold; the Board should discuss over the coming months its priorities relative to these state impositions. **Both measures are currently in the Senate Appropriations Committee.**



M E M O R A N D U M

April 30, 2014

To: Solano Transportation Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: April Report

In April we accompanied members of the Solano Transportation Authority Board, STA staff, Mona Babauta, Executive Director of SolTrans, and Sandy Person, President of the Solano EDC to meetings in Washington, D.C. with members of Congress, transportation committee staff and Federal Transit Administration Administrator Therese McMillan. We reported on the meetings in an earlier memo. We also monitored developments in Congress and at the Department of Transportation.

Surface Transportation Reauthorization

On April 29, Transportation Secretary Anthony Foxx presented Congress with draft legislation to reauthorize transportation programs for four years at a cost of \$302 billion, an increase of \$87 billion over the next four years. *The Grow America Act* would provide \$72 billion for the transit programs, a 70 percent increase over MAP-21 funding levels, and \$199 billion for the highway program, an 18 percent increase over MAP-21 levels. The bill provides more detail on the programs announced as part of the President's Budget, including \$10 billion for a multi-modal freight program, \$2 billion for the Rapid Growth Area Transit Program to help fast growing communities invest in bus rapid transit and other multimodal solutions, \$5 billion for TIGER grants, and \$4 billion for the TIFIA loan program.

The bill would eliminate the prohibition on tolling existing free Interstate highways, subject to the approval of the Secretary, for purposes of reconstruction, and allow any state or public agency to impose variable tolls on existing highways, bridges, or tunnels for purposes of congestion management, subject to the approval of the Secretary. The bill proposes to streamline project delivery by creating an Infrastructure Permitting Improvement Center to expedite project approvals; expanding the application of multimodal categorical exclusions; allowing federal grant recipients to use federal funding to help speed environmental reviews; and consolidating reviews under the National Historic Preservation Act and other preservation statutes.

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The Administration is proposing to utilize \$150 billion in revenues generated from business tax reform to pay for the programs authorized. Secretary Foxx urged Congress to act quickly before the Highway Trust Fund is depleted sometime in August.

Congress is not likely to consider the Administration's bill in its entirety, but could adopt some of the proposals. The Senate Environment and Public Works Committee is in the process of drafting a 6-year bill, which it has said it will fund at current levels, adjusted for inflation. Chair Boxer has stated that the Senate Finance Committee must provide an additional \$16 billion annually above Trust Fund revenues to fund the program at the levels authorized under MAP-21. The Senate Finance Committee has scheduled a hearing on May 6 to discuss funding options to support the highway trust fund. The Finance Committee has stated that it will consider the short-term and long-term solvency of the Trust Fund and also focus on financing solutions including public-private partnerships and tax-preferred bonds to generate additional revenues for infrastructure projects.

Both the Obama Administration and House Ways and Means Committee Chairman David Camp (R-MI) have proposed funding the transportation program through revenues generated from a change in the tax code related to repatriation of foreign profit. While a major overhaul of the tax code is not likely to happen this year, the House Ways and Means Committee and Senate Finance Committee could possibly consider this reform outside of comprehensive tax reform and use the revenue for transportation funding. A more likely result, however, is for Congress to pass a short term extension of the law and postpone consideration of the bill until sometime after Election Day.

Commuter Tax Benefits

On April 3, the Senate Finance Committee approved legislation to extend tax credits that expired on January 1, including a provision to create parity for transit commuters. *The Expiring Provisions Improvement Reform and Efficiency (EXPIRE) Act* would increase the monthly exclusion for employer-provided transit and vanpool benefits from \$130 to \$250, so that it would be the same as the exclusion for employer-provided parking benefits. The provision would also provide retroactive reimbursement by allowing employers to reimburse expenses incurred prior to enactment of the *Expire Act* by employees for vanpool and transit benefits on a tax-free basis if the commuter's expenses exceeded \$130 per month and were not more than \$250. The Committee also adopted an amendment proposed by Sen. Charles Schumer (D-NY) to allow commuters to use the \$20 monthly pre-tax bicycle commuting benefit to pay membership fees for bike-sharing systems.

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Legislation Introduced

On April 8, Sen. Edward Markey (D-MA) introduced *The Bolstering Our Nation's Deficient Structures (BONDS) Act*, S. 2203. The bill would reauthorize and make permanent the Build America Bonds (BABs) program, which was authorized under the American Recovery and Reinvestment Act and expired in December 2010. The program allowed state and local governments to borrow money at a reduced interest rate to support infrastructure projects such as building bridges, roads, schools and other local critical infrastructure projects. The legislation would set the subsidy rate at 31 percent for bonds issued in 2014, and that rate would reduce gradually to 28 percent by 2017. The bill was referred to the Senate Finance Committee.

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California State Senate

SENATOR
DARRELL STEINBERG
PRESIDENT PRO TEMPORE



FOR IMMEDIATE RELEASE

April 14, 2014

Contact: [Rhys Williams](mailto:Rhys.Williams@legis.ca.gov) (916) 651-4006

Senate leader proposes permanent sources of funding for sustainable affordable housing and mass transit

Formidable coalition backs the long-term investment plan for clean infrastructure that promises smart growth, jobs, to meet California's landmark climate goals

(Sacramento, CA) – Two months after a speech that provoked a firestorm debate on the best way to move California's climate strategy forward, California Senate Leader Darrell Steinberg today presented a long-term investment strategy for projected Cap-and-Trade revenues, to further California's pursuit of its landmark greenhouse gas reduction goals.

The investment strategy, unveiled at a Capitol press conference, dedicates a permanent source of funding for affordable housing in sustainable communities, mass transit, and offers a guaranteed catalyst for job-creation as California's economy continues its recovery.

"Cap-and-Trade needs a long-term strategy that maximizes the efficiency of its revenues as we seek to curb greenhouse gasses. I am thrilled to stand with a broad coalition of good environmental stewards, advocates for social justice, experts in transit-oriented development, and the working men and women of California," Senator Steinberg (D – Sacramento) said. "This strategy is designed to achieve the objectives of AB32 through significant reductions in greenhouse gas and the direction of public and private investment to California's low-income and disadvantaged communities, which are disproportionately burdened by air pollution and the effects of climate change. "

"I thank Senator Steinberg for bringing forward his concept of what a long term expenditure plan for AB 32 should be to reduce greenhouse gas emissions and make critical investments in areas such as transit and energy efficiency," said Senator Fran Pavley (D-Agoura Hills). "I look forward to working with Senator Steinberg, our colleagues and other stakeholders as this bill moves forward."

Overview

Both sustainable affordable housing and mass transit, key to achieving the goals of California's Global Warming Solutions Act (AB32 of 2006), are already facing a catastrophic funding crisis. The strategy ensures that California's suite of climate policies, taken as a whole, provides a net benefit to disadvantaged and low-income communities as California reduces greenhouse gas emissions, goals that were heavily-endorsed by voters with their rejection of Proposition 23 in 2010.

In addition to permanent funding sources for affordable housing and mass transit, the strategy (available [here](#)) also provides a permanent source of funding for highway and road rehabilitation to improve traffic flows and repair, to retrofit streets for cycle-lanes, and for the Governor's High Speed Rail project, which is projected to reduce heavy

emissions generated by air and road travel. Senator Steinberg's proposed strategy identifies funding for green infrastructure projects and clean-vehicle programs, seed funds to assist clean projects, and rebates for consumers.

In an address before the Sacramento Press Club on February 19, Senator Steinberg proposed swapping Cap-and-Trade's forthcoming expansion into the non-stationary fuels market for a direct Carbon Tax on those same fuels, while returning most of the revenues to low- and middle- income families through a tax credit, and a permanent source of funding for transit. In that speech, Senator Steinberg remarked *"If all you report is that 'Steinberg proposes Carbon Tax', you're missing half the speech and you're missing half the point... My larger concern is the economic impact on low and moderate income people and how we achieve these essential climate goals."*

Affordable Housing

With bond funding exhausted and redevelopment funds eliminated by a California court, California has virtually no state investment in affordable homes while rents were higher in 2012 than they were at the height of the housing boom. The proposed strategy creates a permanent source of funding for affordable housing.

In a joint-statement from Ray Pearl of the California Housing Consortium, and Shamus Roller of Housing California, the affordable housing advocates said *"California's affordable housing community applauds Senate President pro Tem Steinberg for prioritizing much-needed commitment to state investment in developing affordable homes that create jobs while helping our state meet its goals to reduce greenhouse gas emissions through AB 32. This proposal would bring much-needed investment to build homes close to transit centers, and is welcome news particularly for the state's urban areas. We call on California's elected leaders to make this proposal the starting point for a comprehensive statewide funding strategy to increase the supply of affordable homes in communities across the state, create jobs, reduce homelessness, and improve health and educational outcomes."*

Smart Growth

The strategy proposes investments in affordable housing be centered in sustainable communities, illustrated by MacArthur Station, a mixed-use transit-oriented development in Oakland, California designed to redevelop and revitalize a transit-oriented community that enhances bicycle and pedestrian use, with increased access to BART and connecting public transit lines.

"Senator Steinberg's proposed investments will lead to cleaner, healthier communities. These are also investments in equity so that Californians at all economic levels will benefit" said Tom Adams, an environmental activist and retired environmental lawyer, adding *"Under Senator Steinberg's proposals, California will set another milestone for global leadership on clean energy and climate. Over at the circus of the climate deniers the carnival barkers say climate policy will result in hardship. Senator Steinberg, on the other hand, is showing that sound climate policy means rebuilding our cities, creating jobs, improving transportation and increasing social equity."*

Mass Transit

Also true to Senator Steinberg's February proposal is a commitment to provide a permanent source of funding for mass transit and develop 21st Century infrastructure for California to reduce traffic and their polluting emissions. The state's road users are collectively on course to travel 1.1 billion miles daily by 2020, an increase of over 100 million miles travelled daily over the next six years.

Joshua Shaw, Executive Director of the California Transit Association said, *"Senator Steinberg's plan builds upon the foundation laid by Governor Brown, by confirming that public transit is not simply a discretionary service; it is essential – and becoming increasingly more vital to the health and well-being of our state."*

Tens of Thousands of New Jobs

A standard assessment used by Federal and State government projects that for every \$1 billion invested in transportation projects, 17,000 jobs are created. Conversely, a study by the Economic Development Research Corporation projects that congestion threatens 480,000 jobs representing \$32 billion per year in income by 2040.

"The California Alliance for Jobs supports the concepts contained in Senator Steinberg's Cap and Trade Long Term Investment Plan" said Jim Earp, Executive Director of California Alliance for Jobs, and *"By making investments in*

transportation projects that reduce greenhouse gas emissions, California will continue its leadership role in addressing climate change while also creating thousands of skilled construction jobs building new transit lines, infill projects, and improving streets and roads that service transit corridors and alternative modes of transportation. We believe that while this is a significant step forward, there is still considerable work ahead to flesh out a proposal with many moving parts into a viable bill. We welcome the opportunity to continue to work with Senator Steinberg over the coming weeks and applaud his leadership on this critical issue."

Formidable Coalition

Attending the press conference in support of the strategy:

- Robbie Hunter, President, State Building and Construction Trades Council of California
- Jim Earp, Executive Director, California Alliance for Jobs
- Ann Notthoff, California Director, Natural Resources Defense Council
- Tom Adams, environmental activist and retired environmental lawyer
- Shamus Roller, Executive Director, Housing California
- Marina Wiant, Policy Director, California Housing Consortium
- Joshua Shaw, Executive Director of the California Transit Association
- Steve Heminger, Executive Director of the Metropolitan Transportation Commission
- Bill Higgins, Executive Director, California Association of Councils of Governments
- Chris McKenzie, Executive Director, League of California Cities
- Mike McKeever, Executive Director of Sacramento Area Council of Governments (SACOG)
- Joel Keller, Board President, Bay Area Rapid Transit (BART)
- Jeanie Ward-Waller, California Policy Advocate, Safe Routes to School National Partnership

What They're Saying

"CSAC appreciates Senator President Pro Tempore Darrell Steinberg's leadership on the investment of Cap and Trade funding and recognition of the importance of investing in sustainable communities to achieve cost effective greenhouse gas (GHG) emissions reductions. Local governments stand ready to work with Senator Steinberg to seize the opportunity at the local level to make meaningful GHG reductions and help the State reach our AB 32 goals."

- Matt Cate, Executive Director, California State Association of Counties (CSAC)

"Cap and Trade was implemented by the Air Resources Board as a means to help achieve the goals outlined in AB 32 [the Global Warming Solutions Act of 2006], and expanded transit is critical to meeting those goals. We're thankful that Senator Steinberg's proposal acknowledges the role of transit systems in reducing greenhouse gas emissions levels in California."

- Donna DeMartino, Chair of the California Transit Association and General Manager/CEO of the San Joaquin Regional Transit District;

"A dedicated funding program for smart growth development near transit would be a game changer for BART and what it can accomplish to improve the quality of life in the Bay Area. Having funds to revitalize areas around our stations, such as our planned Transit Oriented Development project adjacent to the MacArthur BART Station in Oakland, will help encourage a transit first lifestyle affordable to all residents."

- Joel Keller, Board President, Bay Area Rapid Transit

"We applaud the Senator with his efforts that focus on a secure transit funding source for capital and operating expenses, assisting regional transportation agencies in our efforts in meeting AB 32 and SB 375 goals. The flexibility allowed with this proposal, allowing transit operators to use the funding for both operations and capital expenditures will provide vital and necessary transportation services to Orange County's transit-reliant population."

- Darrell Johnson, Chief Executive Officer, Orange County Transportation Authority

"In 2008, Senate Pro Tem Steinberg established himself as a leader in the planning and development of sustainable communities when he authored SB 375. That legislation required metropolitan planning organizations (MPOs) to integrate land use and transportation planning by developing a "sustainable communities strategies" in the regional

transportation plan that meet greenhouse gas reduction targets set by the state (from cars and light trucks). However, SB 375 also found the need for a sustainable source of funding to “accommodate the patterns of growth consistent with the state’s climate, air quality, and energy conservation goals. Today, the Pro Tem builds on his landmark SB 375 by proposing to invest in regional sustainable communities strategies and other transportation related investments. The California Association of Councils of Governments (CALCOG) supports the investment of cap and trade revenues in transportation, land use, and infrastructure for sustainable communities. Like the regional emission targets, an effective state investment plan requires a strong, well-defined role for the regional agencies responsible for achieving the state’s greenhouse gas emission reduction targets. CALCOG appreciates that this plan contemplates a role for regional governments in making the investment in sustainable communities. We also appreciate the Governor’s role in identifying this issue in his cap and trade investment plan. We now look forward to working with the Pro Tem and the Governor in the coming weeks to develop an efficient, accountable investment program that is consistent with SB 375 by prioritizing projects that achieve maximum greenhouse gas reductions.”

- Bill Higgins, Executive Director of the California Association of Councils of Governments (CALCOG). CALCOG is a member association of councils of governments and regional transportation planning agencies in California, which includes the state’s 18 metropolitan planning organizations responsible for SB 375.

###

A Long-Term Investment Strategy for Cap-and-Trade Revenue

INTRODUCTION

California has long been an international leader on clean energy and climate efforts through energy efficiency requirements, renewable energy standards, natural resource conservation, and greenhouse gas emission standards for passenger vehicles.

In 2006, California established the nation's benchmark for greenhouse gas emission reductions with the passage of AB32, the California Global Warming Solutions Act (Pavley). AB32 required the State Air Resources Board to develop a scoping plan, including direct regulations, performance-based standards, and market-based mechanisms to achieve this level of greenhouse gas emission reductions.

The State Air Resources Board has implemented a Cap-and-Trade program under the general authority granted under AB32 to implement market-based mechanisms. But full pollution reductions cannot be achieved without a long-term strategy for investing the program's revenues effectively and affordably.

SB 535 (De Leon 2011) built upon the CA climate program by recognizing the disproportionate impacts of greenhouse gases on disadvantaged and low-income communities in California including, for example, higher rates of respiratory illness, hospitalizations, and premature death from inordinately substandard air quality. It requires that 25 percent of cap and trade revenues be allocated to disadvantaged communities to reduce pollution.

Through SB 375 of 2008 (Steinberg), the legislature recognized that without improved land use and transportation policy, California will not be able to achieve the goals of AB 32 because the transportation sector remained the single largest contributor of greenhouse gases of any sector in the State of California.

This long-term investment strategy of Cap-and-Trade revenue is deliberately designed to achieve the objectives of AB32: a significant reduction in greenhouse gas emissions while mitigating a disproportionate impact of policies' strategy on California's low-income and disadvantaged communities.

Fundamentally, this long-term investment strategy embodies the objectives of Cap-and-Trade by ensuring that all expenditures are used to achieve maximum reductions in greenhouse gases. This long-term investment strategy is designed to curb human-induced global warming by reducing pollution from traffic and vehicle trips through retrofitting our communities with more affordable and efficient transit, housing, and land uses. In doing so, this long term investment strategy will improve public health

and help Californians save money with convenient and affordable alternatives to spending more of their family budgets on ever-increasing fuel costs at the pump.

The objectives of this strategy will not be met overnight. It will take time and a long term commitment to witness the environmental dividends of these investments. That is why it is imperative to act now.

###

FRAMEWORK

All investments must:

- Lead to reductions in greenhouse gas emissions, consistent with AB32 (Pavley) of 2006;
- Be subject to a competitive ranking process to ensure those projects providing maximum feasible reductions in greenhouse gases are funded;
- Meet all existing constitutional and statutory requirements for use and allocation of Cap-and-Trade funds, including, but not limited to:
 - California Constitution Article XIII,
 - SB375 (Steinberg) – The Sustainable Communities and Climate Protection Act of 2008, relating to transit-oriented development,
 - SB535 (De Leon) – The California Communities Healthy Air Revitalization Trust of 2011, relating to ensuring disadvantaged communities receive at least 25% of funds,
 - SB1018 (Budget Committee) of 2012, relating to agencies carefully reporting, documenting and justifying expenditures of funds to protect against lawsuits.

INVESTMENT STRATEGY

- I. **A Permanent Source of Funding for Affordable Housing and Sustainable Communities (40%)**
 - a. **Purpose:** Support regional sustainable communities strategies including investments in affordable housing, transit-oriented development, land use planning, , active transportation, high density mixed use development, transportation efficiency and demand management projects.
 - b. **Parameters:** At least half of these funds (equivalent to at least 20% of total allocations) shall be used for affordable housing, centered in transit-oriented development and consistent with GHG reduction strategies.
 - c. **Allocation method:** Distributed through SGC to regions. Projects selected based on competitive GHG performance.

II. A Permanent Source of Funding for Transit (30%)

- a. **Purpose:** Transit construction and operations.
- b. **Parameters:**
 - i. At least 5% of the transit amount would have to be used for transit connectivity projects.
 - ii. At least 5% of the transit amount would have to be used for direct transit assistance to consumers (could be in the form of passes, additional access, etc.).
- c. **Allocation method:** Distributed based on GHG performance criteria

III. A Permanent Source of Funding for High Speed Rail (20%)

- a. **Purpose:** Ongoing source for construction of HSR.
- b. **Allocation method:** Continuously appropriated. Could be securitized.

IV. A Permanent Source of Funding for State Highway and Road Rehabilitation and for Complete Streets (10%)

- a. **Purpose:** Traffic management, repair, deferred maintenance, bikeways, and retrofits of roads and highways.
- b. **Allocation method:** distributed based on competitive GHG performance criteria.

V. Natural resource, water, and waste (\$200 million annually)

- a. **Purpose:** Water efficiency infrastructure projects, forestry and landscape issues, wetland development, waste diversion and recycling, energy efficiency, clean vehicles, and "black carbon" reduction.
- b. **Allocation method:** Subject to annual appropriation in the Budget Act.

VI. Climate dividend for transportation fuel consumers (\$200 million annually)

- a. **Purpose:** To use portion of cap-and-trade funds to show consumers that California's climate policies are generating new dollars for them where such use would not create new legal vulnerabilities for the use of those funds.
- b. **Allocation method:** Several options, for example, a rebate check on monthly fuel bills; once per year rebate with motor vehicle registrations. These options may require a higher legislative vote threshold depending upon how they are drafted.

VII. "Charge Ahead" Electric Vehicle Deployment Program (\$200 million annually)

Purpose: Funding a comprehensive vision for cleaning up the state's cars, trucks, buses, and freight movement to meet federally mandated clean air requirements and California's long-term GHG goals.

- a. **Allocation Method.** Appropriated annually in the Budget Act.

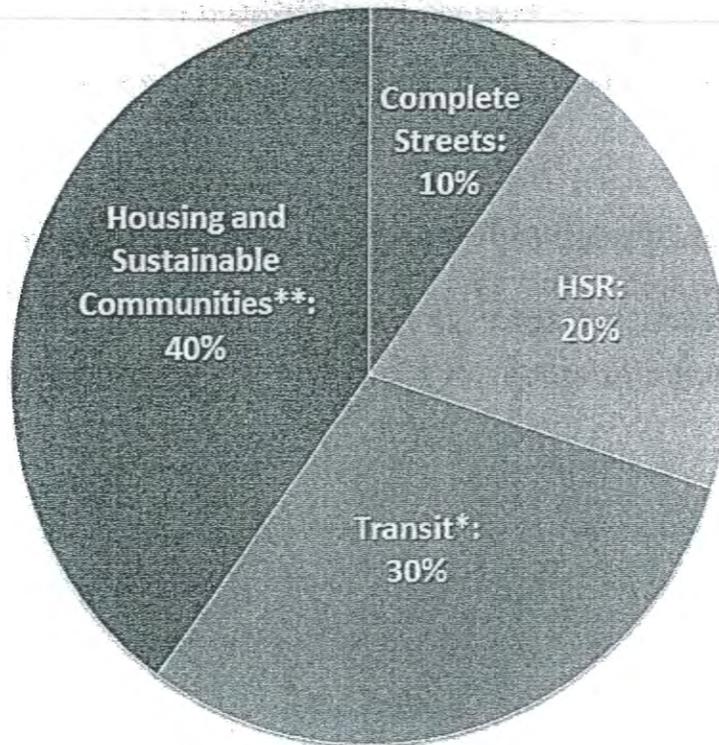
VIII. Green Bank Funding (not less than \$10 million annually)

- a. **Purpose:** a state fund to assist the financing of clean energy and other environmentally sustainable projects.
- b. **Allocation method:** appropriated annually in the Budget Act.

VISUAL SUMMARY

- \$200 million for natural resource, water, and waste.
- \$200 million for climate dividend for consumers.
- \$200 million for electric vehicle deployment
- \$10 million for green bank funding

Remaining balance distributed as follows:



**Of Transit amount, at least 5% shall be used for transit connectivity projects and at least 5% shall be used for direct transit assistance to consumers.*

***Of the Housing and Sustainable Communities amount, at least half shall be used for affordable housing.*

FISCAL ILLUSTRATION

Distribution of Cap-and-Trade, assuming revenue of \$5 billion annually:

Category	Amount (millions)
I. Affordable Housing and Sustainable Communities	\$1,756
II. Transit	\$1,317
III. High Speed Rail	\$878
IV. Complete Streets	\$439
V. Natural Resource, Water, Waste	\$200
VI. Climate Dividend	\$200
VII. Electric Vehicle Deployment	\$200
VIII. Green Bank Funding	\$10
TOTAL	\$5,000

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Cap and Trade Funding: A Unique Opportunity to Implement AB 32 and SB 375

How Cap and Trade Funding Can Support a Better Bay Area

Ensure a Vibrant and Healthy Region for Our Children and Grandchildren

Cleaner air, fewer greenhouse gas emissions, more housing options, improved infrastructure, better access to jobs, and access to open space and recreation – these are the building blocks of a better future.

Make Bay Area Businesses More Competitive

A well-constructed, sustainable regional plan can help us attract private sector investment and compete for federal and state funding.

Provide a Range of Housing and Transportation Choices

A greater variety of multifamily and single-family housing will be available in places with better transit access, and improved walking conditions and local services.

Invest Smartly to Make the Most of Existing Infrastructure

Using a performance-based approach to transportation investments and coordinating the location of future housing and jobs with major transportation investments, we can get more bang for our buck in public expenditures.

Preserve Open Spaces, Natural Resources, Agriculture and Farmland

By developing in existing downtowns, main streets and neighborhoods, we don't need to develop in open spaces or in places that over-utilize our water supply, energy resources and road capacity.

Both Governor Brown and the Senate President Pro Tempore Darrell Steinberg have proposed directing significant amounts of Cap and Trade funds to projects that reduce greenhouse gas emissions from the transportation sector. MTC supports using Cap and Trade funds to help implement Plan Bay Area, the San Francisco Bay Area's long range plan that implements SB 375. In 2014, we urge the Legislature to enact legislation that provides long-term Cap and Trade funding to implement Sustainable Communities Strategies across the state.

MTC Policy Recommendations for Cap and Trade Funding

- Create a permanent long-term funding and policy structure that specifies the share of revenue for specific funding categories in fiscal year 2014-15 and into the future.
- Establish a program of funding distributed directly to metropolitan planning organizations (MPOs) to support implementation of Sustainable Communities Strategies.
- Establish a dedicated, predictable, multi-year funding source for transit operations and capital improvements developed through the framework of the State Transit Assistance (STA) program.
- Create a permanent and substantial funding source to implement California's High Speed Rail plan.
- Establish a substantial funding commitment to affordable housing in order to support statewide requirements to implement SB 375.

Plan Bay Area's Funding Framework for Cap and Trade Funds

To ensure the Bay Area has a clear plan for how we will invest such funds, MTC recently adopted a Cap and Trade Funding Framework for \$3.1 billion in Cap and Trade funds that the plan forecast could come to the region over the next 26 years. The framework assigns the funds to five broad program categories as shown below.

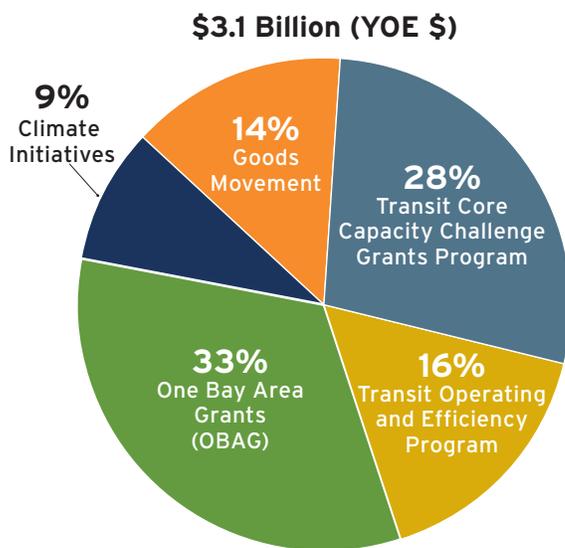
A comprehensive and competitive project selection process will be developed to support this effort. This will enable the Bay Area to hit the ground running once the Legislature appropriates the Cap and Trade funds to MPOs.

Plan Bay Area exceeds

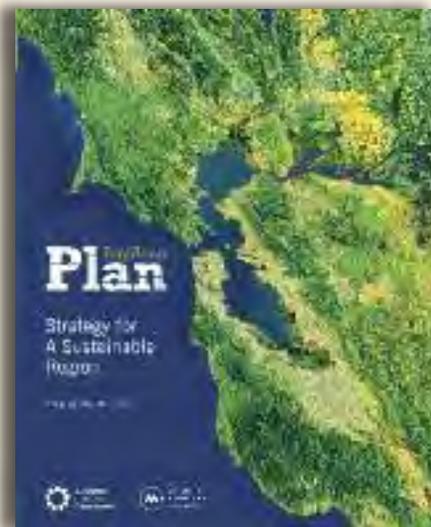


the 15 percent per capita CO₂ emission reduction target set by the California Air Resources Board. By 2040, the typical Bay Area resident is expected to reduce his or her transportation CO₂ emissions by 18 percent compared to 2005.

MTC's Cap and Trade Funding Framework



YOE: Year of Expenditure



Adopted in July 2013, Plan Bay Area includes the region's Sustainable Communities Strategy.



DATE: May 5, 2014
TO: STA Board
FROM: Robert Guerrero, Project Manager
RE: Approval of Public Private Partnership (P3) Feasibility Study of Solano County Transit Centers

Background:

The STA selected KPMG to assist in developing a Public Private Partnership (P3) Feasibility Study. Since August 2012, a total of ten (10) transit sites were evaluated as part of the P3 Feasibility study. The intent of the feasibility study was to explore traditional P3s, but also look at more global opportunities associated with transit facilities to identify opportunities to attract private investment to partner with local project sponsors and transit operators.

P3's can help accomplish the following objectives:

- Make possible major infrastructure investments that might not otherwise receive financing.
- Accelerate projects into construction compared with traditional delivery methods.
- Transfer Prudent Risk to the Private Sector
- Capture Private Sector Innovation
- Promote Life Cycle Efficiencies/Performance
- Create Competitive Tension to Drive Value
- Leverage existing funding
- Spur economic growth

Discussion:

STA staff and KPMG have completed the draft P3 Feasibility Study and is recommending the document for Board approval at this time (see Attachment A). The draft P3 Feasibility Study Report includes three elements:

1. P3 Suitability and Screening Assessment
2. Market Sounding Report
3. Implementation Strategy

All three elements have been brought to the Transit Consortium and STA Technical Advisory Committee separately over the last year for input before being finalized.

Key findings from the P3 Suitability and Screening Assessment:

1. Traditional P3 delivery models are not fully supported at the STA transit centers
2. Benefits from different delivery options and private sector participation are available
3. Additional revenues and cost savings are feasible in the near term
4. Private sector delivery options could improve transit center revenues or reduce costs by \$500,000 or more annually

In terms of Direct Market Feedback, the P3 Feasibility Study noted that the market expressed the greatest interest in O&M and sponsorship/naming rights. Parking fees and solar photovoltaic (PV) systems are also feasible at certain transit centers. Advertising was also an option at locations with direct exposure to high average daily traffic. Lastly, Transit Oriented Development wasn't considered as a near term opportunity, however, incentives from public agencies may accelerate TOD opportunities.

The Implementation Strategy highlights opportunities and next steps to consider for the following P3 components:

- Solar PV
- O&M
- Naming rights
- Advertising
- Parking

If approved, STA staff will continue to work with local agencies to implement P3. Soltrans and the City of Benicia has expressed interest in implementing P3 components as part of the Curtola Park and Ride Transit Center and Benicia Intermodal Project, respectively.

This item was reviewed and unanimously approved by the STA Technical Advisory Committee (TAC) at their April 30, 2014 meeting.

Fiscal Impact:

No impact to the STA Budget at this time. The P3 Feasibility Study was funded by the STA's State Transit Assistance Fund (STAF).

Recommendation:

Approve the STA Public Private Partnership (P3) Feasibility Report of Solano County Transit Centers.

Attachment:

- A. Public Private Partnership (P3) Feasibility Study (This attachment has been provided to the STA Board members only under separate enclosure. A copy may be obtained by contacting the STA at (707) 424-6075.)



DATE: April 28, 2014
TO: STA Board
FROM: Sofia Recalde, Associate Planner
RE: Active Transportation Program (ATP) Priority Projects – Support by STA

Background:

In September 2013, the Governor signed legislation creating the Active Transportation Program (ATP). The ATP will consolidate multiple state and federal funding programs into one program, and aims to promote the following objectives:

- Increase the proportion of biking and walking trips
- Increase safety and mobility for non-motorized users
- Advance the efforts of regional agencies to achieve greenhouse gas reduction goals
- Enhance public health, including the reduction of childhood obesity through the use of projects eligible for Safe Routes to Schools Program funding
- Ensure disadvantaged communities fully share in program benefits (25% of program)
- Provide a broad spectrum of projects to benefit many types of active transportation users

Approximately \$120M will be available annually for Fiscal Year (FY) 2013-14, 2014-15, and 2015-16 (total \$360M), and distributed via 3 funding programs:

- Statewide competition: 50% (\$180M)
- Small urban/rural areas: 10% (\$36M)
- Metropolitan Planning Organizations (MPOs): 40% (\$144M, of which \$30M will be available to MTC)

The Call for Projects for the statewide and small urban/rural programs was announced on March 21, 2014, and applications will be due to Caltrans on May 21, 2014. The Metropolitan Transportation Commission (MTC) will release a MPO/Regional Call for Projects on May 22, 2014, and MPO/ regional applications will be due to MTC on July 24, 2014.

Discussion:

STA has received several requests to review ATP applications prior to submittal to Caltrans and MTC. Caltrans District 4 is hosting an ATP applicant training on Tuesday, April 29th, and STA would like to give applicants a week after that workshop to make any changes before submitting the applications to STA for review. If applicants submit ATP applications to STA by Tuesday, May 6th, STA staff will review and return them with comments by Tuesday, May 13th. The deadline for the statewide submittal to Caltrans is Thursday, May 22nd.

In addition, STA staff has received a request for letters of support for an ATP application. In an effort to support the strongest applicants, STA staff is recommending that STA support applications that are both competitive candidates and are Tier I Bicycle and/or Pedestrian Priority Projects, or Safe Routes to School projects identified in the recently adopted Active Transportation Element of the CTP.

The following projects meet these criteria:

- Solano County Suisun Valley Farm to Market
- Solano County Vacaville-Dixon Bike Route
- STA Safe Routes to School
- Vallejo Downtown Enhancements Project

At their April 30 meeting, the TAC forwarded a recommendation to the STA Board to authorize the Executive Director to sign letters of support for the Solano County Suisun Valley Farm to Market, Solano County Vacaville-Dixon Bike Route, STA Safe Routes to School, and Vallejo Downtown Pedestrian Enhancements Projects.

After the TAC meeting, it was noted that Suisun City's Driftwood Drive project was inadvertently excluded from the above list. Driftwood Drive is a Tier I Bicycle Priority Project and meets the criteria for a letter of support. Therefore, STA staff is recommending including this project for a Letter of Support.

Fiscal Impact:

No direct impact at this time. If Solano County projects receive ATP funding, additional OBAG/CMAQ funding may become available for other eligible projects.

Recommendation:

Authorize the Executive Director to sign letters of support for Active Transportation Program grant funding for the following projects:

1. Solano County Suisun Valley Farm to Market
2. Solano County Vacaville-Dixon Bike Route
3. STA Safe Routes to School
4. Suisun City Driftwood Drive
5. Vallejo Downtown Pedestrian Enhancements



DATE: May 5, 2014
TO: STA Board
FROM: Elizabeth Richards, Mobility Management Project Manager
RE: Mobility Management: Consolidated Transportation Services Agency (CTSA)
Designation and Summary of Comments from SolanoExpress Intercity Transit Consortium Members

Background:

Since July 2012, STA has been working with consultants to develop a Mobility Management Plan for Solano County. The development of a Mobility Management Plan was identified in the 2011 Solano Transportation Study for Seniors and People with Disabilities as a strategy to assist seniors, people with disabilities, low income and transit dependent individuals with their transportation needs. The Solano Mobility Management Plan identified existing services and programs, explored potential partnerships, and analyzed how to address mobility needs in Solano County in a cost effective manner.

In April 2014, the STA Board approved the Solano Mobility Management Plan. The Plan identified four key strategies to assist seniors, people with disabilities, low income and transit dependent individuals with their transportation needs. These four strategies are:

- One Stop Transportation Call Center
- Travel Training
- Countywide In-Person ADA Eligibility and Certification Process
- Older Driver Safety Information.

In addition, various organizational options were discussed on where Mobility Management programs could be housed. The concept of a Consolidated Transportation Service Agency (CTSA) was presented with a discussion of a CTSA's overall purpose, potential functions, and potential organizational structure. A CTSA could be in the form of a non-profit, transit operator, cities/counties and other public agencies. The Plan did not recommend an agency, or agencies, to pursue CTSA designation in Solano, but rather recommended further analysis.

Discussion:

History of and what is a Consolidated Transportation Service Agencies (CTSA)

In 1979, the State of California passed AB120, sometimes known as the Social Services Transportation Improvement Act, which allowed county or regional transportation planning agencies to designate one or more organizations within their areas as Consolidated Transportation Services Agencies (CTSAs). CTSAs are intended to promote the coordination of social service transportation for the benefit of human service clients including the elderly, people with disabilities and people with low income. An effective CTSA functions as a proactive facilitator of transportation coordination among multiple agencies creating solutions to travel needs. This could be done by directly providing services or through cooperative agreements to coordinate and/or share funding, procurement, training, services, capital assets, facilities and other functions.

In the Bay Area, the Metropolitan Transportation Commission (MTC) is the agency responsible for designating county CTSA's. In the 1990s, MTC became more focused on American with Disabilities Act (ADA) required paratransit service and they deferred designating CTSA's within the region to focus on the implementation of paratransit service. In recent years, MTC has become increasingly interested in mobility management and the establishment of CTSA's to coordinate services. In their recently updated Coordinated Public Transit-Human Service Transportation Plan ("Coordinated Plan"), MTC elaborates on why Mobility Management and CTSA's are coming to the forefront. The Coordinated Plans points out that the need to improve coordination between human service and public transportation providers has been well documented over the past ten years at the federal and state level. MTC describes mobility management as a strategic, cost-effective approach to connecting people needing transportation to available transportation resources within a community. Its focus is the person, the individual with specific needs, rather than a particular transportation mode.

To strengthen mobility management in the Bay Area, the Coordinated Plan identifies three major points:

- Identifying and designating Consolidated Transportation Service Agencies (CTSA's) to facilitate subregional mobility management and transportation coordination efforts.
- Providing information and manage demand across a family of transportation services.
- Promoting coordinated advocacy with human service agencies to identify resources to sustain ongoing coordination activities.

MTC also incorporated seven regional priority strategies from the 2011 Transit Sustainability Project ADA Paratransit Study. The strategies include Travel Training and promotion to seniors, enhanced ADA paratransit certification process such as in-person eligibility and subregional mobility managers such as CTSA's. See Attachment A for the complete list.

The Federal Transit Administration (FTA) has recognized Mobility Management by issuing guidance stating what eligible Mobility Management activities may include (Attachment B). In California, Caltrans developed a Draft Strategic Implementation Plan of their Mobility Action Plan that recommended a stronger role for CTSA's as local or regional coordinating bodies as well as preference in certain statewide funding processes for CTSA's.

In May 2013, MTC approved Resolution 4097 (Attachment C) extending CTSA designation of the only CTSA in the Bay Area (the non-profit Outreach in Santa Clara county) for another four years. Resolution 4097 also outlined MTC's process for designating CTSA's. The six steps and how agencies are evaluated are shown on Attachment D. One of the steps is "MTC staff evaluates candidates for consistency with mobility management activities as outlined in the Coordinated Public Transit-Human Services Transportation Plan.

The Solano Mobility Management Plan outlined several options for designating a CTSA for Solano. These include:

1. Establishing a new non-profit or separate joint powers agency for this specific purpose.
2. Designating an existing agency such as a countywide transit operator or the county Congestion Management Agency to serve as the CTSA.

The recent mobility management efforts of the STA are consistent with MTC's Coordinated Public Transit Human Service Transportation Plan.

This includes the following:

1. Countywide in-person eligibility ADA assessment process was funded and began implementation July 2013.

2. The STA Board approved a RFP for a Travel Training program and selected a consultant. STA will also be working with local non-profits to expand and complement their existing Travel Training programs so that they complement Travel Training countywide and duplication of services is avoided.
3. In October 2013, the STA Board also approved the implementation of a Mobility Management Call Center as an expansion of the STA's Solano Napa Commuter Information (SNCI) program. The Call Center will also be responsible for maintaining the Mobility Management website. An RFP to create a Mobility Management website was approved by the STA Board and a consultant has been selected.

Other priority projects that would benefit seniors, people with disabilities and/or low-income are outlined in the STA's Solano Senior and People with Disabilities Transportation Study and the numerous Community Based Transportation Plans.

MTC staff has been monitoring Solano's development of the Mobility Management Plan and has been supportive with the progress made and the direction it is taking. The STA was invited to present Solano County process and progress on mobility management at a region-wide mobility management summit sponsored by MTC last fiscal year.

Designation is typically granted for a finite period at which point it needs to be evaluated. In essence, this creates a pilot period for CTSA designation and the end of which an evaluation could occur to determine if CTSA designation should be continued.

Consortium CTSA discussion

At the November 2013 Consortium meeting, local transit operators initially discussed the concept of a CTSA in Solano. The Consortium expressed that if a CTSA is formed, or designated, that it must bring value to the county and to the operators. With the right mix of services, a CTSA could provide more personalized services to individuals who have mobility challenges that are difficult for transit operators to serve, thus improving mobility for clients while freeing up transit resources to be reallocated more cost-effectively. Transit operators emphasized that the funding of a CTSA should protect existing transit funding. There was an interest in a CTSA structure that was inclusive of transit operators in terms of decision-making. The Consortium requested that examples of CTSAs be brought back to Consortium for discussion.

The draft Mobility Management Plan included a discussion and examples of various organizational structures for a CTSA. CTSAs can be designated upon stand-alone (non-profit or public) organizations, new or existing organizations, or multiple organizations. Staff has supplemented the information in the Plan and the combined information is shown on Attachment E. This was presented at the February 2014 Consortium meeting.

At the March 2014 Consortium meeting, CTSA designation in Solano County was discussed again. Consortium meeting comments are presented on Attachments F and G. There was general consensus that the concepts of a CTSA could be beneficial for Solano County, but more time was requested to review and evaluate details of a potential CTSA. The Consortium requested STA present a draft proposal outlining a CTSA's potential goals, operations, and representation for review and a more in-depth discussion prior to the April Consortium meeting. This meeting was held the morning of the April Consortium meeting.

The draft CTSA proposal developed by STA staff (Attachment H) was presented and discussed. Feedback included a proposal that all or at least 3 transit operators be represented on the CTSA Advisory Committee rather than the proposal's 2 transit operators representing the Consortium.

In addition, there was a suggestion that the non-profit Faith in Action organization be added to the CTSA Advisory Committee.

At their meetings on April 29 and 30, 2014, the SolanoExpress Intercity Transit Consortium and the STA TAC unanimously approved forwarding the attached summary of comments from the Consortium regarding STA seeking designation as a CTSA by MTC for Mobility Management as shown on Attachments F and G to the STA Board.

Fiscal Impact:

Designation as a CTSA is likely to open up future funding opportunities as mobility management is becoming a higher priority at the regional, state, and national level.

Recommendation:

Informational.

Attachments:

- A. MTC Transit Sustainability Project ADA Paratransit Study Recommendations
- B. FTA View of Mobility Management
- C. MTC Resolution 4097
- D. MTC Process for Designating CTSAs
- E. Types of CTSAs Summary
- F. Summary of Initial Comments
- G. Summary of March Consortium comments
- H. Preliminary draft CTSA proposal

**MTC Transit Sustainability Project
ADA Paratransit Study Recommendations
(incorporated into Coordinated Plan)**

1. Consider fixed-route travel training and promotion to seniors
2. Consider charging premium fares for trips that exceed ADA requirements.
3. Consider enhanced ADA paratransit certification process which may include in-person interviews and evaluation of applicant's functional mobility to confirm rider eligibility.
4. Implement conditional eligibility for paratransit users who are able to use fixed-route service for some trips.
5. Create one or more sub-regional mobility managers (e.g.CTSAs) to better coordinate resources and service to customers.
6. Improve fixed-route transit to provide features that accommodate more trips that are currently taken on paratransit.
7. Implement Plan Bay Area programs that improve access and mobility options for ADA-eligible transit riders.

**FTA View
of
Mobility Management**

According to guidance issue by FTA, eligible mobility management activities may include:

- The promotion, enhancement, and facilitation of access to transportation services including the integration and coordination of services for individuals with disabilities, older adults, and low income individuals.
- Support for short term management activities to plan and implement coordinated services;
- The support of State and local coordination policy bodies and councils;
- The operation of transportation brokerages to coordinate providers, funding agencies and customers;
- The development and operation of one-stop transportation call centers to coordinate transportation information on all travel modes and to manage transportation program eligibility requirements and arrangements for customers among supporting programs;
- Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems;
- Testing and implementing technology that could account for individual client activity on a vehicle supported with multiple fund sources.

Metropolitan Transportation Commission Programming and Allocations Committee

May 8, 2013

Item Number 2d

Resolution No. 4097

Subject: Renewal of Consolidated Transportation Service Agency (CTSA)
Designation for Outreach & Escort, Inc. in Santa Clara County

Background: In 1979, the California Legislature enacted AB 120, the Social Service Transportation Improvement Act. The Social Service Transportation Improvement Act of 1979 (AB 120) mandated improvements to social services transportation, and led to the creation and designation of Consolidated Transportation Service Agencies (CTSAs).

Currently, CTSAs are a mechanism for promoting the concept of mobility management. By law, CTSAs in the San Francisco Bay Area are designated by MTC to identify and consolidate all funding sources and maximize the services of public and private transportation providers within their geographic area. Benefits of CTSA designations for non-profits in particular include the ability to purchase using state contracts, and reduced DMV fees.

In January 2013, MTC received a request from Outreach and Escort, Inc. (Outreach) for CTSA re-designation. Outreach is a private, non-profit organization that has a long history of providing human service transportation services and coordination in Santa Clara County. Outreach was designated as a CTSA for Santa Clara County in 2011. The current designation expires on June 30, 2013.

Consistent with the Coordinated Public Transit—Human Services Transportation Plan Update for the San Francisco Bay Area (MTC Resolution No. 4085), MTC notified the County Board of Supervisors, Santa Clara PCC, and Santa Clara Valley Transportation Agency (VTA) of Outreach's request. VTA responded with a letter of support; no other responses were received as of this mailing. Outreach has provided materials to support their request, including a description of their services and coordination activities.

Over the past two years Outreach has successfully demonstrated countywide consolidation and coordination activities that involve multiple stakeholders aimed at improving mobility and transportation outcomes for Santa Clara's transportation-disadvantaged populations.

Staff recommends extending CTSA status to Outreach until June 30, 2017 with the understanding that Outreach will be precluded from receiving either Transportation Development Act or State Transit Assistance funding except as awarded via competitive process through MTC's Lifeline Transportation Program. A four-year long designation will provide Outreach with planning and procurement advantages and is in line with the Coordinated Plan's expected update cycle.

Issues: None.

Recommendation: Refer MTC Resolution No. 4097 to the Commission for approval.

Attachments: VTA Support Letter
MTC Resolution No. 4097

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February 22, 2013

Mr. Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street, 3rd Floor
Oakland, CA 94607-4700

RECEIVED
FEB 27 2013
MTC

RE: Support for Designation of Outreach and Escort, Inc. as a Consolidated Transportation Service Agency

Dear Mr. Heminger:

The Santa Clara Valley Transportation Authority (VTA) has received a request from Outreach and Escort, Inc. (OUTREACH) to support its' re-designation as a Consolidated Transportation Service Agency (CTSA).

OUTREACH held CTSA designation between 1982 and 1995 and then in 2011 OUTREACH again received designation for a two-year period that expires June 2013. Given their extensive efforts in providing transportation programs for seniors and persons with disabilities, we support a re-designation on an ongoing basis similar to that provided to other non-profit agencies in the state.

OUTREACH has been VTA's paratransit services broker since 1993. During this time, they have provided high quality, cost effective paratransit with exemplary customer service, broad community support and a commitment to pursuing non-VTA funds to support the program. The CTSA designation enables OUTREACH as a non-profit to reduce DMV fees and procure using the State contract, which in turn helps sustain a cost effective paratransit program.

VTA's ongoing support is conditioned on MTC's stipulation that OUTREACH will be precluded from receiving either Transportation Development Act or State Transit Assistance funding except as awarded via competitive process through MTC's Lifeline Transportation Program. This is an important issue as these funds are used by VTA to support our ADA mandated paratransit services. Further, if new grant fund programs are developed in the future, we request that MTC review and determine their applicability for CTSA use.

Please call Jim Unites, Deputy Director, Service and Operations Planning, at (408) 321-7032 if you require any additional information.

Sincerely,

A handwritten signature in black ink that reads "Michael T. Burns".

Michael T. Burns
General Manager

- c: VTA Board of Directors
VTA Committee for Transit Accessibility
Katie Heatley, President/CEO, OUTREACH
Michael Hursh, Chief Operating Officer
John Ristow, Chief CMA Officer
Marcella Rensi, Programming & Grants Manager
Jim Unites, Deputy Director, Service and Operations Planning

Date: May 22, 2013
W.I.: 1311
Referred By: PAC

ABSTRACT

Resolution No. 4097

This resolution adopts Consolidated Transportation Service Agency (CTSA) Designations for the San Francisco Bay Area.

The following attachments are provided with this resolution:

Attachment A — Consolidated Transportation Service Agency (CTSA) Designation Process for the San Francisco Bay Area

Attachment B — Designations of Consolidated Transportation Service Agencies (CTSAs) within the San Francisco Bay Area

Further discussion of this action is included in the Programming and Allocations Summary sheet dated May 8, 2013.

Date: May 22, 2013
W.I.: 1311
Referred By: PAC

Re: Consolidated Transportation Service Agency (CTSA) Designation for the San Francisco Bay Area

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4097

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code 66500 *et seq.*; and

WHEREAS, the California Legislature enacted the Social Service Transportation Improvement Act (Chapter 1120, Statutes of 1979) (hereafter referred to as AB 120) with the intent to improve transportation service required by social service recipients; and

WHEREAS, AB 120 requires that each transportation planning agency shall prepare, adopt and submit to the Secretary of the Business, Transportation and Housing Agency an Action Plan for coordination of social service transportation services in their respective geographic area (Government Code Section 15975); and

WHEREAS, the Action Plan must include the designation of one or more Consolidated Transportation Service Agency(ies) within the geographic area of jurisdiction of the transportation planning agency (Government Code Section 15975(a)); and

WHEREAS, the Metropolitan Transportation Commission adopted the MTC Regional Action Plan for the coordination of Social Service Transportation (MTC Resolution 1076, Revised); and

WHEREAS, the Coordinated Public Transit—Human Services Transportation Plan Update (MTC Resolution No. 4085) includes the steps for designating Consolidated Transportation Service Agencies within the San Francisco Bay Area; now, therefore, be it

RESOLVED, that MTC designates the agency(ies) listed on Exhibit B, which is incorporated herein as though set forth at length, as Consolidated Transportation Service Agency(ies); and be it further

RESOLVED, that the Executive Director may forward this resolution to the California Department of Transportation (Caltrans), and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on May 22, 2013.

Date: May 22, 2013
W.I.: 1311
Referred By: PAC

Attachment A
Resolution No. 4097
Page 1 of 1

Consolidated Transportation Service Agency (CTSA) Designation Process for the San Francisco Bay Area

MTC's process and conditions for designating CTSA's are set forth in the Coordinated Public Transit—Human Services Transportation Plan Update for the San Francisco Bay Area, MTC Resolution 4085. The process is as follows:

1. Applicant makes request.
2. MTC notifies the County Board of Supervisors, the PCCs, and transit operators of its intent to designate a CTSA in the County.
3. MTC staff evaluates candidates for consistency with mobility management activities as outlined in the Coordinated Public Transit-Human Services Transportation Plan.
4. MTC's Programming and Allocations Committee reviews and recommends CTSA designation.
5. Commission adopts CTSA designation.
6. MTC notifies CTSA, transit operators, State of California and PCC of CTSA designation.

Under this process, MTC's evaluation of CTSA candidates take into account various factors, including but not limited to:

- Past CTSA designations and performance; relevance of activities to current coordination objectives.
- Scale of geography covered by designation request.
- Extent to which the applicant was identified as the result of a county or subregionally based process involving multiple stakeholders aimed at improving mobility and transportation coordination for transportation-disadvantaged populations.
- The applicant's existing and potential capacity for carrying out mobility management functions described in this chapter as well as other requirements of CTSA's as defined by statute.
- Institutional relationships and support, both financial and in-kind, including evidence of coordination efforts with other public and private transportation and human services providers.

Date: May 22, 2013
W.I.: 1311
Referred By: PAC

Attachment B
Resolution No. 4097
Page 1 of 1

**Designations of Consolidated Transportation Service Agencies (CTSAs)
within the San Francisco Bay Area**

Date of Designation	Period of Designation	Name of Agency	Geographic Area
5/22/2013	7/1/2013 – 6/30/2017	Outreach & Escort, Inc. ¹	Santa Clara County

¹ This designation was approved for a four-year period ending June 20, 2017. This designation limits claimant eligibility under California Public Utilities Code Section 99275 and California Code of Regulations (CCR) 6681 and 6731.1 to allow Outreach & Escort, Inc. to only claim STA funds programmed as part of MTC's Lifeline program. Access to Transportation Development Act (TDA) funds and other STA funds is not permitted. Other benefits available to CTSAs are granted through this designation.

**MTC's Process for Designating CTSA
(Reso 1076 revised and Reso. 4097)**

1. Applicant makes request.
2. MTC notifies the County Board of Supervisors, the PCCs, and transit operators of its intent to designate a CTSA in the County.
3. MTC staff evaluates candidates for constancy with mobility management activities as outline in the Coordinated Public Transit-Human Services Transportation Plan.
4. MTC's Programming and Allocations Committee reviews and recommends CTSA designation.
5. Commission adopts CTSA designation.
6. MTC notifies CTSA, transit operators, State of California and PCC of CTSA designation.

MTC's evaluation of CTSA candidates takes into account various factors, including but not limited to:

- Past CTSA designations and performance
- Scale of geography covered by designation request
- Extent to which the applicant was identified as the result of a county or subregionally based process involving multiple stakeholders
- Applicant's existing and potential capacity for carrying out mobility management functions
- Institutional relationships and support, both financial and in-kind, including evidence of coordination efforts with other public and private transportation and human services providers.

Consolidated Transportation Services Agencies (CTSA)

Examples

A CTSA provides the structure to operate mobility management programs. Currently there is only one designated CTSA in the Bay Area and that is Outreach in Santa Clara County. As discussed in the draft Mobility Management Plan, there are several service delivery structure options for a CTSA. Examples of each of the different structures are presented below with a brief summary of their services and funding sources.

- Public Agency
 - City/County government
 - Transit agency
 - JPA
- Nonprofit
 - Single purpose
 - Multi-purpose

Public Agency CTSAs

City/County models –

Glenn County – Operates fixed-route, paratransit, and volunteer medical transport services.

City/County of Honolulu – Designated in 2009, services include community fixed route shuttle for low-income population housed in a cluster of homeless shelters, ADA paratransit scheduling analysis, application for JARC and New Freedom funds.

Transit Agency –

Monterey-Salinas Transit (MST) – Besides operating fixed-route and ADA paratransit, MST offers taxi vouchers for short trips, senior shuttles, travel training, MST Navigators (volunteers for travel training, senior shuttles and

administration and outreach tasks). In partnership with 211 for Monterey County provides transportation information call center.

El Dorado County Transit Authority – Operates fixed-route, dial-a-ride, commuter buses, and non-emergency medical transportation to Sacramento medical centers.

Mendocino Transit Authority – Operates fixed-route, dial-a-ride and farmworkers van program in rural county.

JPA –

Western Placer County CTSA: Placer County Transportation Planning Agency (PCTPA) – Services include a Transit Ambassador Program and central call center contracted to the City of Roseville. Through partnership with non-profit Seniors First offer a Non-Emergency Medical Transportation “Health Express” and MyRides Program volunteer transportation service. Another program is the Retired Dial-A-Ride Vehicle Program to assist non-profits who transport seniors and people with disabilities. Funding from New Freedom, TDA, Seniors First (medical providers) and in-kind.

Riverside County Transportation Commission (RCTC) - Through its Specialized Transportation Program, RCTC funds multiple public and non-profit specialized services to improve mobility for seniors and people with disabilities. Non-profits range from Senior Centers, Medical Center, Inland AIDs project, Boys & Girls Clubs, CASA, and others. RCTC operates TRIP (Transportation Reimbursement and Information Project) volunteer driver program, Travel Training, TAP bus pass distribution program, and Mobility Guide. Funding sources include City general funds, CDBG, HSS, United Way, HUD, local sales tax Measure A funds, and others.

Orange County Transportation Agency (OCTA) – In 1991 when Orange County Transportation Agency and transit district merged, OCTA took on the CTSA function as well. Operates fixed-route, ADA paratransit, travel training, and in partnership with non-profits and 29 cities fund local community transportation services for seniors.

Non-profit CTSA's

Single Purpose:

Outreach (Santa Clara County) – Operates paratransit brokerage facilitating 1 million trips annually using over 250 vehicles; senior transportation (including paratransit, taxi subsidies and public transit passes; programs for eligible CalWORKS recipients (guaranteed ride, Jump Start, Give Kids a Lift!); Call Center 365 days/yr; vehicle donation program. Utilizes 34 different funding sources including JARC, STAF, New Freedom, 5310, HUD, HHS, Tobacco Revenue Settlement, City General Fund, County Measure A, local foundations and corporations, car donations.

Paratransit Inc. (Sacramento) – Since 1981 Paratransit Inc. has been the CTSA the Sacramento area. Services include Travel Training, Vehicle Maintenance, and Partnership Program. Through its Partnership Program Paratransit Inc. works with over a dozen agencies in Sacramento County to empower these social service agencies to provide transportation services to their clients.

VTrans (Valley Transportation Services) (San Bernadino County) – Established in 2010 and designated as a CTSA by San Bernadino Association of Governments (SANDAG). VTrans will operate some programs while others will be provided through partner agencies. VTrans will provide Mobility Training. VTrans funds transportation for people with disabilities provided by Pomona Valley Workshop (PVW); Volunteer Mileage Reimbursement Program by non-profit Community Senior Services; transportation for severely disabled older adults by Loma Linda Day Health Care Systems; NEMT for AIDS and HIV positive individuals by Central City Lutheran Mission and others. Funding is primarily from local sales tax Measure I and other sources include New Freedom and JARC.

Access Services (Los Angeles) – Established in 1994, Board comprised of city/county elected officials, transit operators, Commission on Disabilities and others provides oversight to this agency that was established primarily to manage ADA paratransit in Los Angeles County. Service delivered via vans, mini-buses, taxis and jitneys.

Multi-purpose:

Ride-One (San Luis Obispo) – United Cerebral Policy (UCP) was designated a CTSA in 1987 and provided services to people with developmental disabilities. In the 1990's, it expanded its services, partnering with more social service

agencies and adopting the name Ride-On. It soon began providing additional services as a Transportation Management Association (TMA). Services include door-to-door Senior Shuttle, Veteran's Express Shuttle, Mobility Coordinator, transportation for people with developmental disabilities, hospital and medical transportation, private rides for individuals, social service agency support (vehicle procurement, driver training, preventative maintenance program, communications, drug testing programs and CHP inspections), employee and employer rideshare programs, Kid Shuttle, and others. Funding comes from multiple sources including New Freedom, MediCal and TDA, fundraising and donations.

ATTACHMENT F

At the February Consortium meeting, additional time for review and comment by the Consortium was given. At this time, the information is being re-presented along with new comments received and summarized below.

- If a CTSA is formed or designated, that it must bring value to the county and to the operators.
- It is important that funding of a CTSA not impact operator TDA and diminish an operator's ability to provide fixed route, ADA paratransit and General public dial-a-ride service.
- With the uncertainty of future federal funding for mobility management programs, there should be a more comprehensive discussion of funding.
- Supports one lead CTSA agency in Solano and STA could serve that purpose, however governance for the CTSA should be more clearly defined.
- Why is there an immediate concern to set up a CTSA with no clear benefit as the STA already facilitates various agencies to coordinate services.
- If social services are brought to the table, should be cautious about transportation funds being used to subsidize social services. Funding from new partners should help pay for services.
- Agree that discussions between social services and transportation providers should be encouraged so that specific areas and opportunities can be identified to work together and share best practices; STA is in a good position to facilitate these discussions.
- One of the reasons STA has been able to facilitate implementation of innovative programs and commendable transit services is that it has been perceived as relatively neutral as it was not a transit operator itself. The more operational responsibilities STA takes on, the more difficult it will be for it to be the "impartial facilitator".
- If there comes a time when there are specific reasons a CTSA should be established in Solano County, it seems there would be an advantage to having it be a non-profit entity that could compete in different areas for resources and contributions.
- A non-profit CTSA with a primary focus on social services transportation issues could be an excellent partner for STA and the local jurisdictions to work with to identify synergies and opportunities.
- If a transportation sales tax is ever passed in Solano County the CTSA could be one of the recipients if that is one of the features that polling indicates the population will vote for.
- Language in the Mobility Management Plan that suggested without a CTSA mobility management programs will not be implemented despite there being existing programs in some jurisdictions.

In response to the last comment, the Plan was modified to acknowledge existing programs such as Travel Training being offered by Vacaville City Coach and non-profit organizations.

The other comments raise valid points worth further analysis and discussion particularly as they do not represent a consensus. Recommendations 8.2 and 8.3 in the Mobility Management Plan addressing structural models provide the opportunity for this.

Recommendation 8.2: STA to conduct a further analysis and evaluate mobility management structural models for implementation in Solano County. The evaluation will involve STA staff, county transit agencies, and human services organizations.

Recommendation 8.3: STA to function as mobility management center until an evaluation to determine a structural model is completed.

March 2014 Consortium CTSA Discussion Summary

Operator Attendees:

SolTrans – M. Babauta

FAST – W. Lewis

City Coach – B. McLean

Dixon Redit-Ride – J. Koster

Rio Vista Delta Breeze – J. Harris

County of Solano – M. Tuggle

Others in attendance and participating in discussion:

FIA – R. Fuentes

- Solano County should stay ahead of CTSA formation curve in the Bay Area including Contra Costa which is getting close to forming a CTSA. Be ready by setting up the pipeline for likely new resources for the county. (DKH)
- Concern with the non-profit model is that there will be more players competing for the same small funding pot. Unclear what the benefits to seniors and people with disabilities will be by the designation of a CTSA. (RF)
- CTSA would have value if it takes the most burdensome trips off transit (JH)
- There need to be clear roles of a CTSA versus transit operators thru Consortium structure, role, board representation. See how it would work in Solano. (BMCL)
- SolTrans supports CTSA concept. It would be good to go to one resource to free up paratransit. (MB)

Direction:

- Monitoring of a CTSA would be important to make sure it is doing what it is set up to do.
- Transit operators want to be involved with decision-making process.
- Set up a special meeting before the next Consortium meeting to develop outline of CTSA key elements such as
 - Goals
 - Operations
 - Representation
 - Prior to meeting, the group would like options to react to
 - Include SSPWDTAC in the discussion

Consolidated Transportation Service Agency (CTSA) Designation Proposal for Discussion

Designation:

Solano Transportation Authority (STA) makes request to Metropolitan Transportation Commission (MTC) for CTSA designation on behalf of STA.

Governance:

The governance will be the STA Board consisting of the mayor of each of seven Solano County's Cities and a Solano County Board of Supervisor.

Funding:

CTSA function funding by STA to be provided by STAF and STAF paratransit, Lifeline, New Freedom grants, JARC grants, future MAP-21 Section 5310, and future regional funds.

CTSA Advisory Committee (10 Members):

- (1) Seniors and People with Disabilities Transportation Advisory Committee
- (1) Paratransit Coordinating Council
- (1) Lifeline Advisory Committee
- (3) SolanoExpress Intercity Transit Consortium (Transit operators only)
- (1) Solano County Department of Health and Social Services
- (1) Area Agency on Aging
- (3) Board Members

Reason for CTSA Designation:

To enhance and expand Solano County's ability to identify and obtain future federal, state, and Mobility Management at the regional level by identifying and designating Consolidated Transportation Service Agencies (CTSAs)

- To facilitate mobility management and transportation coordination efforts in Solano County
- Provide information and manage demand across a family of transportation regional services
- Coordinate advocacy with human service agencies to identify resources to sustain coordinated transportation service delivery.

Purpose:

To pursue Mobility Management funding and identify and facilitate implementation of various Mobility Management Programs and Services to support Mobility for Solano County Seniors, People with Disabilities and Low Income.

Current Mobility Management Programs and Services:

- To continue administering the Countywide In-Person ADA Eligibility Program Contract
- In coordination with the transit operators assist in the development of Ambassador Programs and partner with social services agencies to provide more intensive one-to-one travel training for people with disabilities, intercity transit trips, and all other as requested.
- Establish a Mobility management Call Center by expanding the SNCI call center to include services for the seniors, people with disabilities, and low income with a complementary website including Senior Safe Driving Information.
- Update Solano Seniors and People with Disabilities Mobility Guide as needed.



DATE: May 5, 2014
TO: STA Board
FROM: Daryl Halls, STA Executive Director
Nancy Whelan, Nancy Whelan Consulting
RE: Discussion of Solano County Request for STA to Manage Intercity
Paratransit Services

Background:

On July 12, 2013, Solano County, the local transit agencies, and STA entered into a Memorandum of Understanding (MOU) developed by Solano County to fund a new Countywide taxi-based intercity paratransit service. The proposed new service is intended to provide trips from city to city, to both ambulatory and non-ambulatory ADA-eligible riders and has been deemed an ADA Plus service. Solano County is currently the lead agency, coordinating on behalf of the transit operators, in preparing to solicit proposals from contractors to provide Countywide taxi-based intercity paratransit service. In July 2013, Solano County took over from the City of Vacaville the management of the current Intercity Taxi Script Service for Ambulatory ADA Eligible Riders.

The potential for this service to grow in the future prompted Solano County to consider whether Solano County and its Department of Resource Management - Engineering Division is the best agency for managing delivery of this expanded service. With the authorization of the County Board of Supervisors, on December 16, 2013, Solano County Department of Resource Management requested that STA explore the feasibility of oversight and long term operation of the Countywide intercity paratransit service. In response to this request, in mid-January 2014, the STA Board authorized Nelson\Nygaard to develop and evaluate intercity paratransit service delivery models and Nancy Whelan Consulting (NWC) to prepare a financial analysis of the options. This information is designed to help inform STA staff and the Board as part of responding to the County's request to STA to consider managing the Countywide Intercity Paratransit Service.

Discussion:

The purpose of STA's assessment is to fully understand how riders currently use the program, explore if there are efficiencies that can be built into the program, and/or explore if there are alternative service delivery models that may provide the service more efficiently and cost-effectively, while also providing wheelchair-accessibility.

To date the consultants have completed the following tasks:

- meeting with key stakeholders,
- reviewing and evaluating current travel practices (data analysis),
- developing conceptual service delivery models and identifying the pros and cons of each, and
- preparing financial scenarios.

The data analysis was presented to the Consortium at its meeting on March 25, 2014. The results of the assessment including the analysis of current travel practices on the intercity taxi scrip program, the review of service delivery models, and the financial analysis will be provided in a memo under separate cover in preparation for the meeting with the Consortium on April 29, 2014.

Three alternative service delivery concepts were examined:

1. Modified version of the Intercity Taxi Scrip program
2. A paratransit brokerage model
3. Service using a dedicated fleet of vehicles.

The advantages and disadvantages of each option are presented in the memo.

Financial scenarios for the three options as well as financial analysis for continuation of the existing Intercity Taxi Scrip program and an analysis of the planned paratransit brokerage model assumed in the MOU developed by the County were prepared. The analysis focuses on the financial feasibility and sustainability of the intercity paratransit program. Not surprisingly, the findings indicate that the projected financial sustainability of the program is highly sensitive to changes in key variables such as number of trips and cost per trip. The scenario inputs and results are summarized in the memo.

Recommendation:

Informational.

Attachments:

- A. Request Letter to STA from Solano County Department of Resource Management dated December 16, 2013
- B. Analysis of Service Delivery Options for Solano Intercity Paratransit Service and Summary of Financial Scenarios



SOLANO COUNTY
Department of Resource Management

Public Works Engineering
 675 Texas Street, Suite 5500
 Fairfield, CA 94533
 www.solanocounty.com

Telephone No.: (707) 784-6765
 Fax No.: (707) 784-2894

Bill Emlen, Director
 Clifford K. Covey, Assistant Director

December 16, 2013

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

Subject: Consideration of Intercity Paratransit Service Delivery by the Solano Transportation Authority

Dear Mr. Halls,

On December 10, the Solano County Board of Supervisors directed the Department of Resource Management (DRM) to make a request of the Solano Transportation Authority to explore the feasibility of oversight of countywide intercity paratransit. As you are aware, Solano County is preparing a request to solicit proposals (RFP) for an intercity paratransit service contract. This will begin the next deliverable phase of the Memorandum of Understanding, executed in July by the partner agencies. The potential for this taxi-based service to grow in the future has facilitated some discussion as to whether Solano County is the best agency for long-term delivery. In light of the Solano Transportation Authority's (STA) recent efforts to coordinate mobility management, ADA eligibility, and enhance its call center, we believe that there should be further discussion regarding the final intercity paratransit delivery agency.

We are requesting that the STA consider this potential change prior to any release of an RFP. For your information, attached is the latest draft of the RFP, some paratransit cost comparisons, and the existing Intercity Paratransit MOU. If you have any questions pertaining to our request, please give me a call at 707-784-6062.

Sincerely,

A handwritten signature in black ink that reads "Bill Emlen".

Bill Emlen
 Director

Building & Safety
 David Cliche,
 Chief Building
 Official

Planning Services
 Mike Yankovich
 Program Manager

Environmental
 Health
 Terry Schmidbauer
 Program Manager

Administrative
 Services
 Suganthi Krishnan
 Sr. Staff Analyst

Public Works-
 Engineering
 Matt Tuggle
 Engineering Manager

Public Works-
 Operations
 Wayne Spencer
 Operations Manager



MEMORANDUM

To: Daryl Halls, Elizabeth Niedziela
 From: David Koffman, Richard Weiner, Nancy Whelan
 Date: April 22, 2013
 Subject: Examination of Service Delivery Options for Solano Intercity Paratransit Service

INTRODUCTION

The Solano Intercity Taxi Program provides a valuable service to ADA paratransit eligible residents of Solano County who are able to travel in non-wheelchair accessible vehicles. Over the course of the program's history, ridership has grown significantly and so have annual costs, from approximately \$117,000 to \$530,000 in the past four years. While the popularity of the program is a positive sign from the community's perspective, there are concerns that this level of growth is not sustainable over the long term. In addition, wheelchair users who cannot transfer are currently left out of the program due to the lack of accessible vehicles.

The Solano Transportation Authority (STA) hired Nelson\Nygaard Consulting Associates and Nancy Whelan Consulting to conduct a study that documents how riders currently use the program, explores whether there are efficiencies that can be built into the program, and examines if there are alternative service delivery models that may provide the service more efficiently and cost-effectively, while also providing wheelchair-accessibility.

One of the key purposes of the study, as laid out in this memorandum, is determining the feasibility of STA adopting administrative responsibility for the program, and how to ensure program sustainability into the future if STA were to take it over.

This memorandum includes four sections as follows:

1) Data Analysis of Current Usage of the Intercity Program

This section describes the methodology that was used to verify information that had already been gathered by the County in the development of a preliminary Request for Proposals in 2013. The analysis was intended to gain a picture of current travel practices, including:

- when trips are taken
- common origins and destinations
- travel patterns of heavy users
- average trip costs for individuals from different cities

This analysis also examined the administrative costs incurred in the program, and the validity of cost allocations used in generating administrative costs.

2) Three Service Delivery Options for Intercity Service

In this section, the following three models are described and evaluated:

- A modified version of the existing Intercity Taxi Scrip Program
- A brokerage model
- Service using a dedicated fleet of vehicles, similar to the earlier Solano Paratransit program

Each of these is reviewed, focusing on how wheelchair-accessible service would be provided and opportunities for cost containment. The advantages and disadvantages of each option are presented.

3) Financial Analysis

In this section paratransit costs and revenues are projected to determine the financial feasibility of the proposed intercity paratransit service. Spreadsheets for nine scenarios are included in the appendix to this memo. The key findings from the evaluation of the scenarios are documented in this section.

4) Implementation Issues

This section addresses implementation issues as they pertain to each of the three service delivery options. Program administration is discussed, followed by a phasing in of the accessible vehicle element of the service, and finally contracting issues that will need to be considered in the selection of the final model.

ANALYSIS OF EXISTING INTERCITY TAXI SCRIP PROGRAM

This section provides a statistical snapshot of the Intercity Taxi Scrip Program based on data provided by Solano County and the participating cities, including:

- Monthly summary data for July 2011 through June 2013
- Analysis of invoices, showing individual trips, for July through November 2013

Using this data, a review has been prepared showing how many trips are taken:

- In each hour of the day
- Within various ranges of trip fares
- By each user
- To common destinations

Limitations of the Analysis

Invoices were available in a form convenient for analysis from taxi companies serving all of the cities except Vacaville and Dixon. As a result, trip data was available for trips originating in all cities except Vacaville and Dixon. Since the program only allows trips between cities, it was possible to infer information about trips originating in Vacaville and Dixon by assuming that all trips from other cities going to destinations in Vacaville or Dixon had corresponding trips in the other direction. This procedure allowed for a full accounting of trip destinations and fares. It was not possible, however, to infer time of day for the missing trips.

For five of the seven taxi companies for which invoices could be analyzed, the most recent complete invoices were for the period September through November 2013. For the other two taxi companies, the most recent complete invoices were for the period July through August 2013 in one case and for July through September 2013 in the other case.

Summary Data

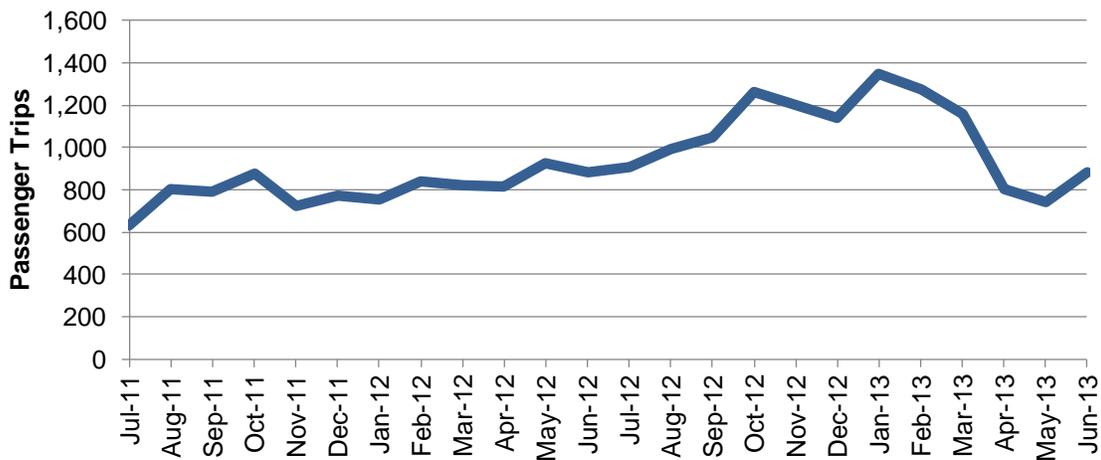
Full-year statistics for 2012-13 were:

Trips provided	12,780
Cost (paid to taxi companies)	\$529,865
Average trip length	14.9 miles
Average cost per trip	\$41.46

The number of trips and the cost of service increased markedly compared to 2011-12 when 9,643 trips were provided at a cost of \$364,045, or \$37.75 per trip. By comparison, the Solano Paratransit program, in its final year, cost \$612,793 to provide 7,557 trips, at an average cost per trip of \$81.09.

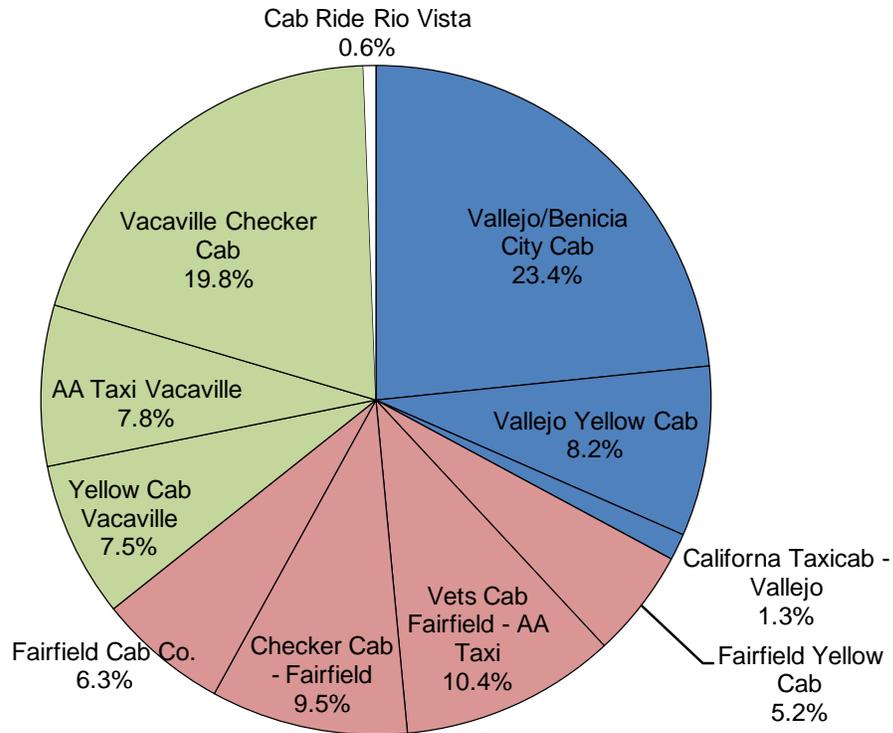
Monthly ridership data, shown in Figure 1, show that usage trended slightly upwards in 2011-12, accelerating in 2012-13, before falling rapidly beginning in April 2013. The drop off at the end of the fiscal year is said to stem from a shortage of scrip as rising trip making ran up against budget constraints.

Figure 1 Intercity Taxi Trips per Month



Of the 11 participating taxi companies, two, Vacaville Checker Cab and Vallejo-Benicia City Cab, provide almost half of the trips (see Figure 2). Color coding in Figure 2 indicates the cities in which the companies are based. The shares are about equally divided among companies based in Vallejo and Benicia, Fairfield and Suisun, and Vacaville and Dixon.

Figure 2 Shares of Taxi Companies
(Percentage of Trips in 2012-13)

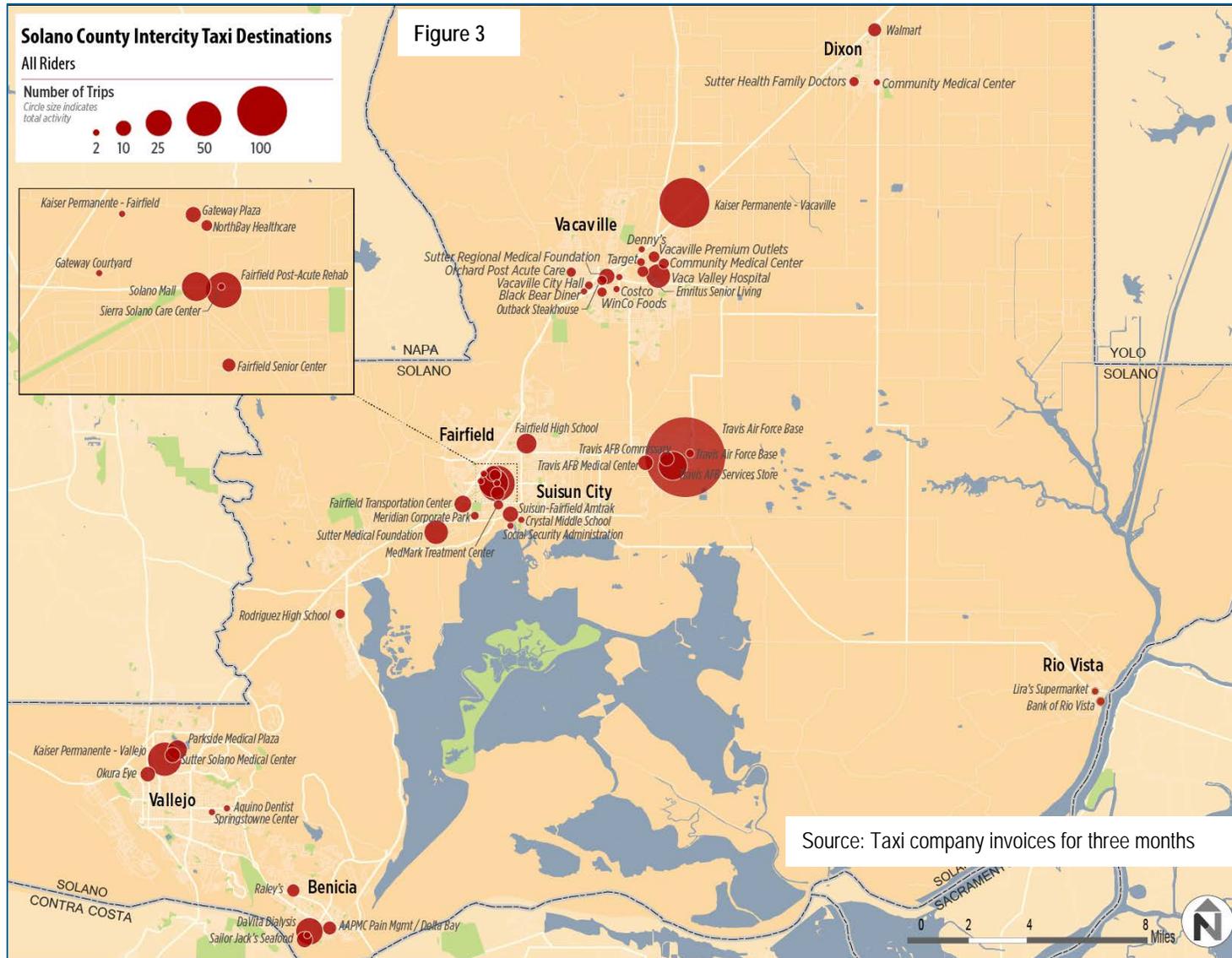


Common Destinations

The most common non-home destinations of taxi scrip users are locations within Travis Air Force Base, especially one location said to house a call center, and Kaiser Permanente in Vacaville. These locations and others are shown in Figure 3. (A “non-home destination” is one that a rider travels to from their home; return trips to home are not shown.) Other popular destinations include the Solano Mall, Sutter Medical Center, and various medical offices in Fairfield; the Vaca Valley Hospital; Kaiser Permanente in Vallejo; and DaVita Dialysis in Benicia. The size of the circles represent the number of trips to each location in three months of taxi company invoices. Maps showing the destinations of riders according to their area of origin are provided at the end of this section. There is one map for riders originating in Vallejo and Benicia, one for riders originating in Fairfield and Suisun, and one for riders originating in Vacaville and Dixon.

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Solano Intercity Paratransit Service Options
Solano Transportation Authority

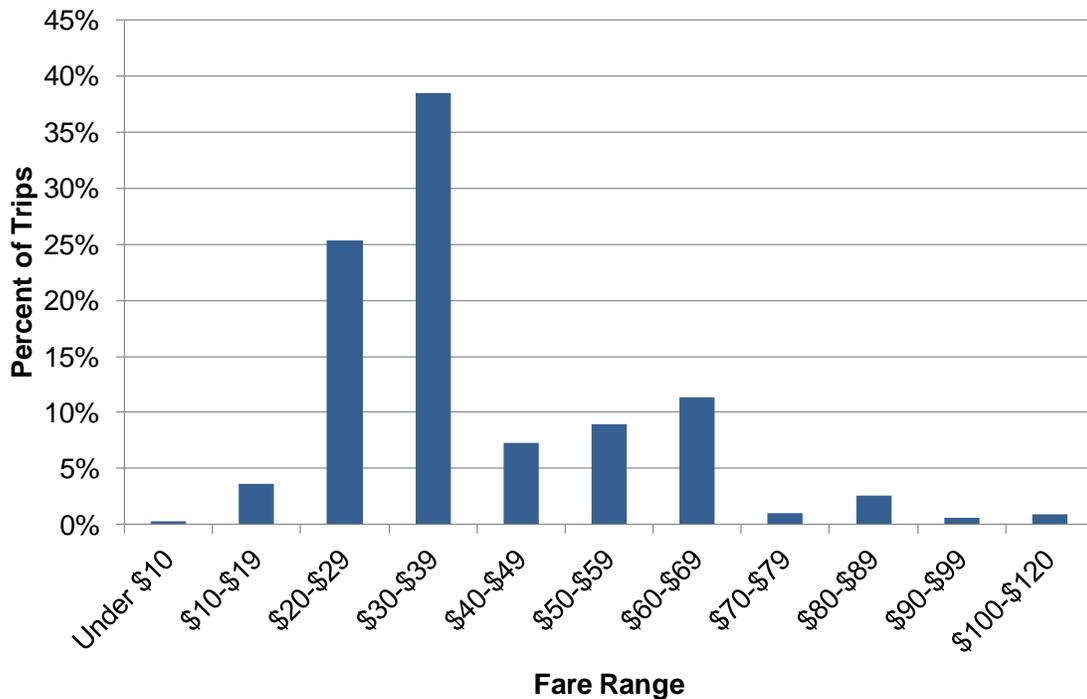


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Trip Fares

Most trips have a fare between \$20 and \$39, but there are substantial numbers of trips with fares over \$60. Figure 4 provides detail. Typical trips in the \$20 range (around eight miles) include trips between Vacaville and Travis Air Force Base and between Benicia and Vallejo. Typical trips in the \$30 range (around 12 miles) include some longer trips between Benicia and Vallejo and trips between Vacaville and central Fairfield. Typical trips in the \$60 range (over 20 miles) are those between Vallejo and Fairfield, including Travis Air Force Base.

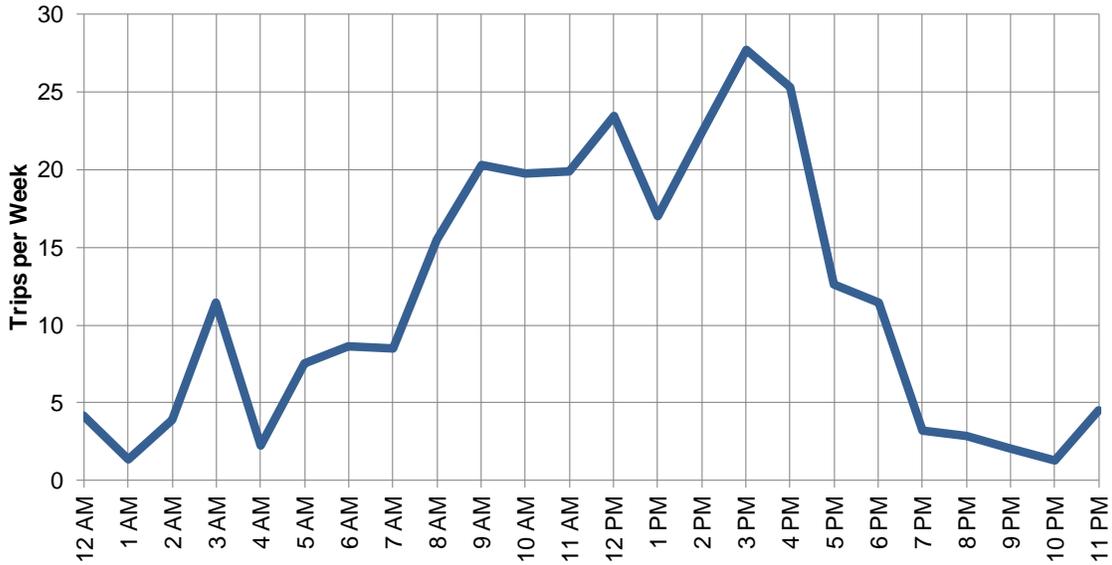
Figure 4 Percent of Trips in Fare Ranges



Time of Day of Travel

Most taxi scrip trips take place between 8 AM and 4 PM. An early peak at 3 AM and a peak at 3 PM appear to be largely due to trips to and from the call center in Travis Air Force Base. Figure 5 shows estimated weekly trips per hour of day, assuming that total travel is about 1,200 trips per month, as it was in the middle of 2012-13. The taxi invoices analyzed included about 875 trips per month. If this is accurate and complete (possibly reflecting continued scrip limits), then the trip levels in Figure 5 should be adjusted downward by about one-fourth.

Figure 5 Time of Day of Taxi Scrip Trips

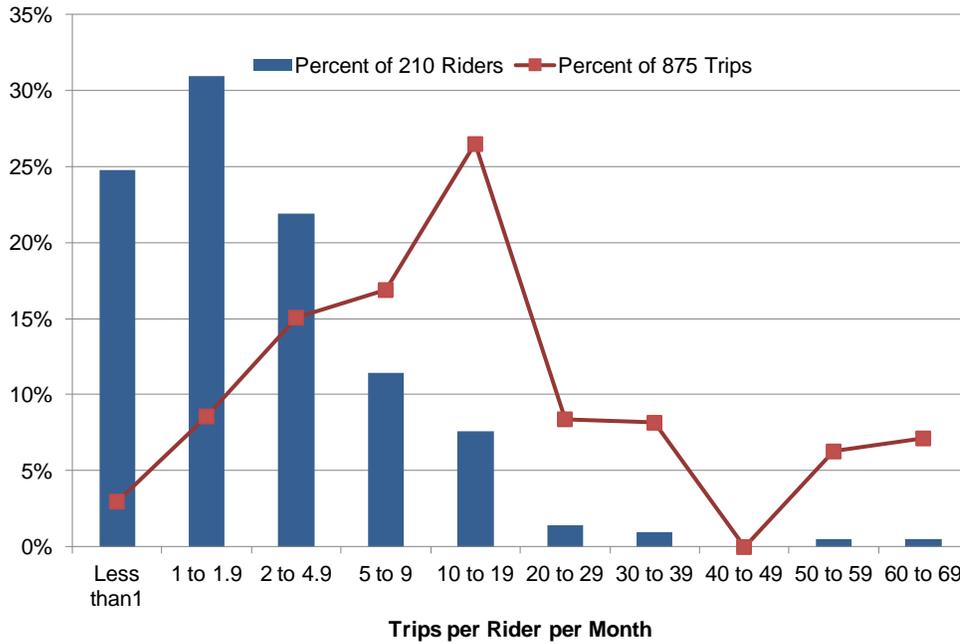


Estimated from taxi company invoices, assuming approximately 1,200 trips per month.

Frequency of Travel by Riders

During the months for which invoices were analyzed, a total of 210 distinct individuals used taxi scrip. The average rider made between four and six trips per month, depending on overall trip volumes. Using the actual 875 trips per month represented in the invoices that were analyzed, 56% of riders used the program for less than two trips per month, on average, as shown in Figure 6, accounting for 12% of all trips provided. Since these are one-way trips, this means that a typical scrip purchaser takes one round trip every month or two. About 13% of all trips were taken by two riders who made more than 50 trips per month. Another 16% of trips were taken by five riders who made between 20 and 39 trips per month.

Figure 6 Trips per Rider per Month

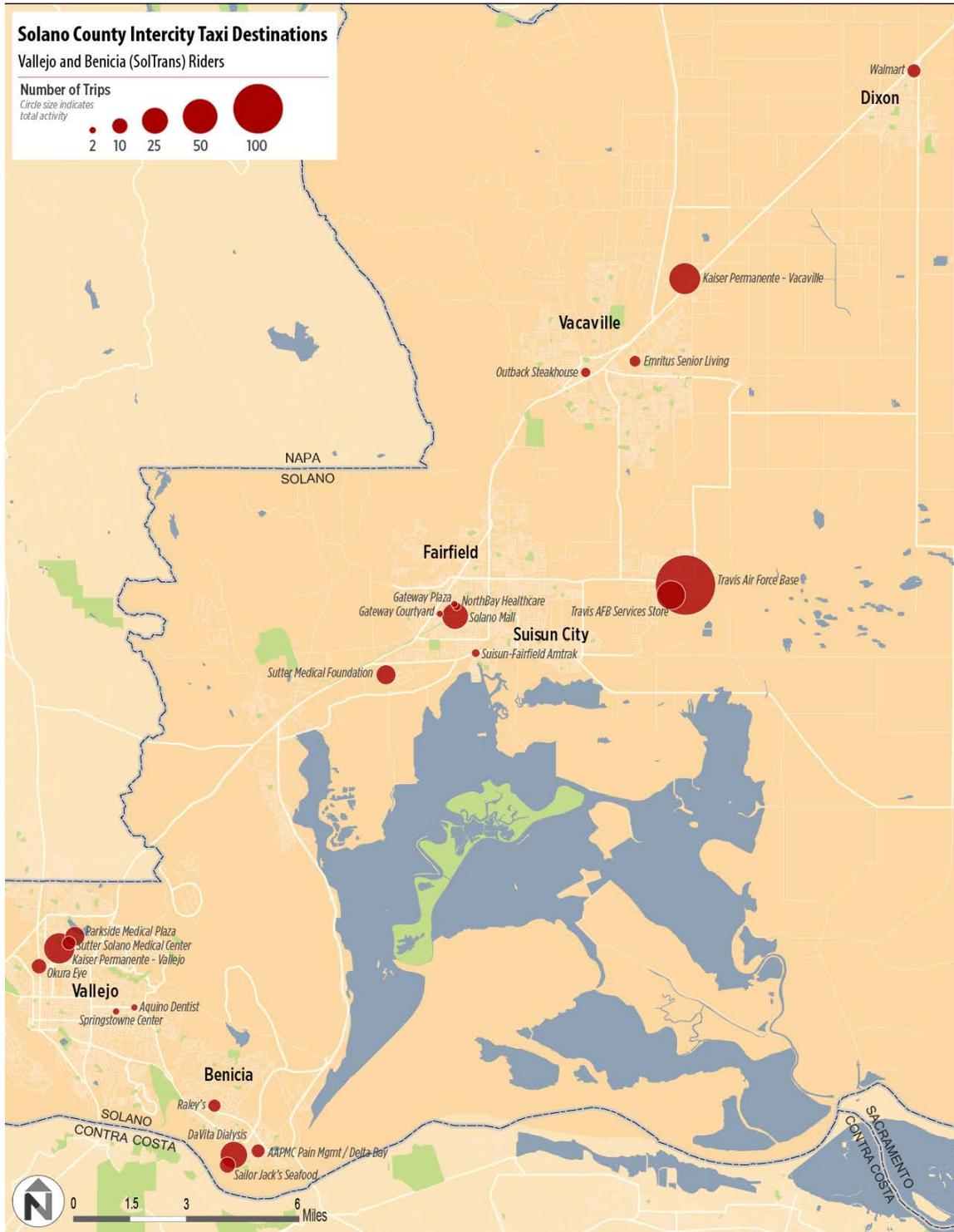


Destination of Riders from Each Area

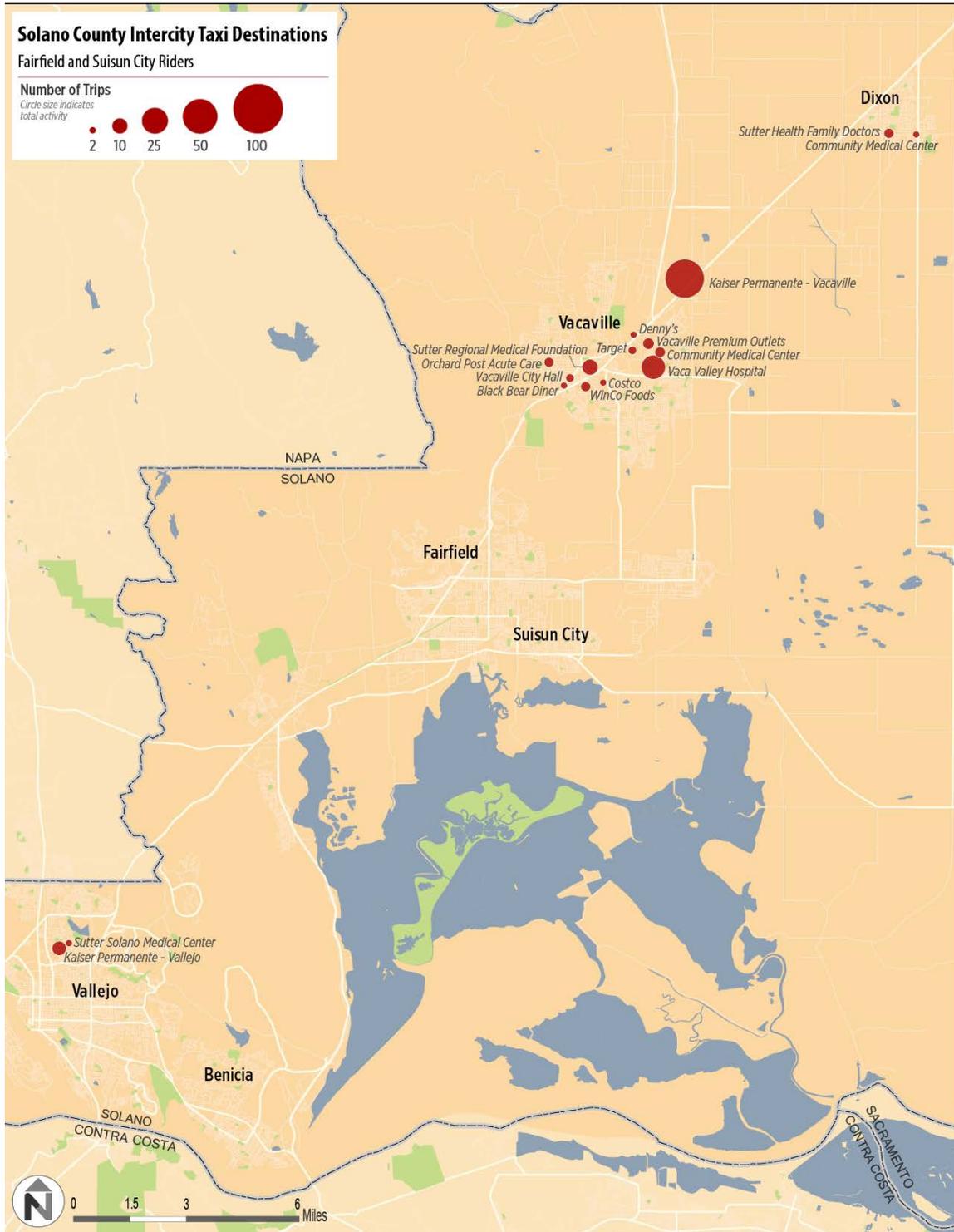
The maps on the following pages show the common non-home destinations of riders who are registered with SolTrans (Vallejo and Benicia), Fairfield and Suisun Transit, and Vacaville Transit. Dot sizes represent the number of trips over a three month period. The invoices analyzed included only one trip by a rider registered with the City of Dixon.

Solano Intercity Paratransit Service Options

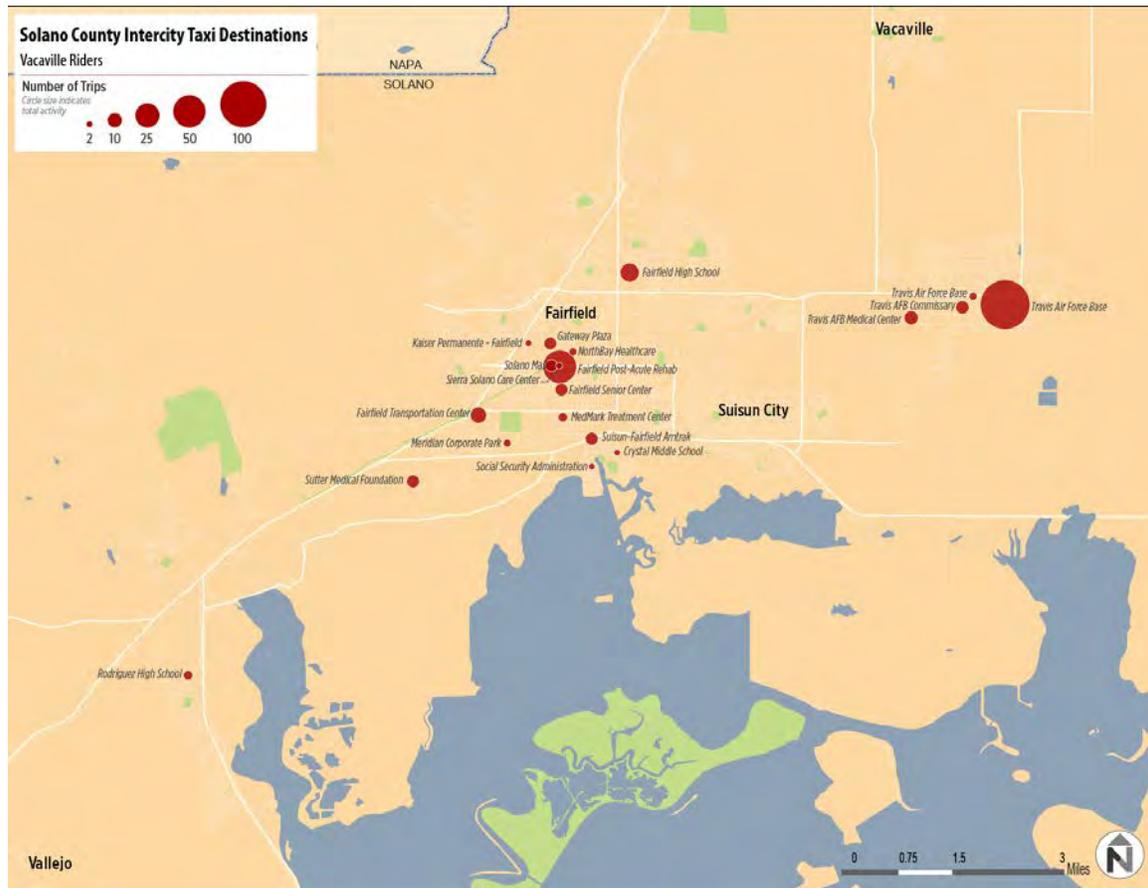
Solano Transportation Authority



Solano Intercity Paratransit Service Options
Solano Transportation Authority



Solano Intercity Paratransit Service Options Solano Transportation Authority



THREE SERVICE DELIVERY OPTIONS FOR INTERCITY PARATRANSIT SERVICE

Three options for intercity paratransit service in Solano County are analyzed in this section. The three options are:

1. A modified version of the existing Intercity Taxi Scrip Program
2. A brokerage model
3. Service using a dedicated fleet of vehicles, similar to the earlier Solano Paratransit program.

Each of these is reviewed, focusing on how wheelchair-accessible service would be provided and identifying opportunities for cost containment. The advantages and disadvantages of each option are presented.

Option 1: Modified Taxi Scrip Program

The current service delivery method would be continued, but with some modifications to provide accessible service and contain costs.

Accessible Service. Options for accessible service include: 1) separate arrangements with one or more medical transport companies, or 2) requiring or assisting certain taxi companies to

obtain accessible vehicles. Medical transport companies typically have as their main business providing “non-emergency medical transportation” that is reimbursed by Medi-Cal, but also carry some private-pay trips. The availability of such services in Solano County needs to be determined. The Medi-Cal rate for wheelchair transports is set at \$17.65 to start, plus \$1.30 per mile, plus \$6.13 for service between 7 P.M. and 7 A.M. Rates for other contracts are likely higher.

To estimate the cost of wheelchair-accessible service, data was obtained for a small sample of taxi and wheelchair-accessible programs in Alameda County. The data suggest that accessible service costs from 50% more to twice as much as ambulatory taxi service. Based on an average trip cost of \$41.46 in fiscal year 2012-13, wheelchair-accessible trips might be expected to cost between \$62 and \$83 in the same year. For the financial analysis these costs are increased by inflation.

Regardless of cost, the result would be “separate but equal” service for wheelchair users. Since none of these providers would use taxi fares, a different method of payment than taxi scrip would need to be established.

It would also be possible to work with taxi companies to have them include accessible vehicles in their fleets. In order to ensure availability that is equivalent to the availability for non-wheelchair users, one company in each jurisdiction would need to have at least two wheelchair accessible vehicles. These vehicles are more expensive to operate than a standard taxicab, but the Americans with Disabilities Act prohibits taxis charging a higher fare for wheelchair accessible service. However, STA and/or the participating cities could pay a higher rate for trips sponsored under the Intercity Taxi Scrip Program. This rate would have to be set high enough to cover drivers’ or companies’ added cost to operate these vehicles at other times as well. The companies would also probably require assistance purchasing the accessible vehicles. These arrangements would add to the already complicated process of verifying and processing taxi company invoices.

Cost Containment. Options for cost containment are limited, but there are some. The purchase price of scrip can be increased from the current \$15 for a \$100 book, for example to \$25 or more if necessary. It would also be relatively simple to limit the amount of scrip that any given participant can purchase. “Multi-tiered” fare structures, as have been discussed, would be more difficult than with other service models. It may be possible to charge a higher amount for scrip purchases over a set monthly limit. This assumes that participants would either buy their scrip from a central location for each jurisdiction, or that there would be a way to track purchases centrally for each jurisdiction. However, it would be extremely difficult to enforce a difference in fare for advance vs. same-day reservations or for peak-period vs. off-peak trips.

Administrative Simplification. The difficulties of processing taxi company invoices, including processing scrip, could be partially addressed by replacing scrip with flat-fare tickets. Each ticket would be valid to take one taxi ride for a fare up to a stated value. Riders would pay a flat amount for each ticket, and when taking a ride would also pay any amount over the per-ticket limit. For example, suppose the per-ticket limit is \$25, tickets are sold for \$5 each, and the rider makes a ride with meter fare of \$35. The taxi driver would accept the ticket as full payment for the meter up to \$25 and would charge the passenger \$10 for the meter amount over \$25. The ticket would have space on it to record the pickup and dropoff locations, the total meter fare, and the taxi number. At the end of the trip, the driver would fill out the ticket and the passenger would sign it. The taxi company would be required to enter all of the information on the tickets into a spreadsheet which it would submit for payment. The program administrator would then pay a flat amount of \$25 for each ticket turned in by the taxi company. For very long trips, riders could pay with two tickets, and be responsible for any meter amount over \$50.

The administrator would occasionally be paying more than the actual difference between the meter fare and the rider payment. This would only happen for trips with a meter fare under the per-ticket limit (\$25 in the example), which would be relatively short trips. Further, customers would tend to conserve their tickets for use on trips where they can realize the full potential value of the ticket. In exchange for a small potential “overpayment,” the administrative burden of the program would be greatly reduced. Also, any small amount of overpayment would provide an incentive to drivers to participate in the program and to provide good service.

Figure 7 summarizes the advantages and disadvantages of modified taxi scrip.

Figure 7 Advantages and Disadvantages of Modified Taxi Scrip

Advantages	Disadvantages
A less significant overhaul of the current program than other options would allow for an easier transition	Does not address issue of current lack of accountability and reliable billing of current taxi companies
Cost can be contained by raising prices, limiting scrip purchases, or possibly charging more for purchases over a monthly limit	Difficult to control fraud issues
Current reasonable quality of service will be maintained	Fewer options for cost containment than with other models
Possible simplification using flat-fare tickets	Issues with developing and administering accessible service: <ul style="list-style-type: none"> • Administrative and funding issues connected with buying vehicles and leasing or otherwise making them available to taxi companies • Challenge of how to allocate purchased accessible vehicle in a fair way, and how to administer its optimal use • Uncertain acceptance of accessible vehicles by taxi drivers • Alternatively, “separate but equal” accessible service with medical transport providers, with a different payment mechanism than taxi scrip
	Limited ability to modify the fare structure: <ul style="list-style-type: none"> • Very hard to establish higher charges for same-day or off-peak travel • Higher charges for ticket or scrip purchases over set limits are possible, but have administrative issues

Option 2: Brokerage Model

In a brokerage model, a contract service manager (the broker) would handle all the contracting and administrative arrangements with taxi companies and/or other providers, and would also receive all ride requests from customers. The broker would not operate any vehicles itself, but would employ staff to receive trip requests from riders, schedule these trips with providers,

monitor service to ensure quality and prevent abuse, and process payments. A full list of broker roles includes:

- Subcontract with a variety of vehicle operators for service. Each operator would carry certain trips for which it is most appropriate, *as determined by the Broker for each trip*. Examples of vehicle operators:
 - Taxi companies (ambulatory only, possibly some wheelchair trips)
 - Medical transport companies (wheelchair trips)
 - Non-profit agencies
 - Individual vehicle owner-operators
- Monitor and verify contract adherence
- If certain vehicles are provided by STA or other public agency sponsors, assign these to appropriate providers and verify appropriate use and maintenance, providing any reports needed for grant compliance
- Establish minimum standards for vehicles used by the subcontract operators and verify that vehicles meet those standards and are adequately maintained
- Establish minimum standards for drivers, including training, skills, drug testing, and background checks, and verify that drivers meet those standards
- Receive telephone requests for service from riders
- Verify rider eligibility using data provided by local jurisdictions
- Determine the appropriate fare for each trip
- Schedule and assign requested trips to subcontracted vehicle operators, attempting to group trips with similar start and end points
- Provide and use any necessary software and equipment to track service delivery (for example via GPS) and make adjustments as needed to maintain efficient and quality service
- Develop and apply procedures to measure service delivery, including on-time performance, travel time, productivity
- Follow up to verify service delivery, determine adherence to standards, and identify and resolve any issues
- Receive, investigate, and resolve rider complaints
- Receive provider invoices, verify accuracy and fare revenue, and process payment
- Bill the public agency administrator, including supporting detail identifying financial responsibility of each participating local jurisdiction
- Provide regular reports of operations, service quality, and finances
- Work with local jurisdictions to incorporate local programs as desired and feasible

The broker would relieve the local jurisdictions of much of the work they currently have working with taxi companies. However, a designated agency would need to administer the overall program. This function could be performed by STA, one of the cities, the County, or someone under contract to one of these agencies. Program administration functions would include:

- Identify and administer funding (TDA, grants, payments from participating jurisdictions, etc.)
- Contract with the broker (issue RFP, conduct selection process, issue contract)

- Establish service policies: hours of service, advance reservations requirements, service area, eligibility, fare structure, passenger assistance requirements, etc.
- Establish service standards: on-time performance, travel time
- Monitor and verify broker contract adherence and performance
- Receive broker invoices, verify accuracy, process payment, provide fund accounting to participating jurisdictions
- Review complaints, investigate issues not adequately resolved by the broker
- Conduct public process as needed to review and adjust service methods and policies
- Optionally, obtain grant-funded vehicles for use by the broker and subcontracted providers
- Provide periodic reports to oversight agencies/committees

Accessible Service. The brokerage model allows multiple methods of incorporating wheelchair accessible service. For example, if the broker contracts with a medical transport company or an individual entrepreneur contractor, the same vehicles on which trips by wheelchair users are placed could also be used to carry trips by ambulatory riders with similar start and end points. Arrangements for wheelchair-accessible taxi service would also be possible, but there would be no need to guarantee availability of an accessible taxi for each trip as long as other options, such as medical transport companies, are also available.

Cost Containment. An attractive feature of the brokerage model is the possibility of a variety of flexible cost containment measures. With reservations going through a central service manager, it is possible to use advance reservations, to group trips for efficiency, to implement limits on certain types of trips or to prioritize certain trips, and to have a flexible fare structure that need not be based on taxi fares. It would be relatively simple to apply surcharges or premium fares for trips at night or during peak periods, for same-day reservations, or for trips over a defined monthly allowance per person.

For purposes of the financial analysis, it will be assumed that there will be 20% cost reduction, compared to a scrip-based program, due to grouping by the broker in this option. Evidence specifically from brokered programs is lacking. One example of brokered service that we do have data from is LAVTA Wheels, which has productivity of about 1.7 passenger-trips per vehicle hour. However, this service provides relatively short trips compared to any intercity service in Solano County. A more relevant example is probably the prior Solano Paratransit program, which was able to achieve productivity of about 1.3 to 1.4 passengers per vehicle hour. We do not know precisely how much grouping this reflects, but this level of productivity is clearly significantly greater than could have been achieved if each intercity trip had been provided an exclusive ride, as is currently the case on the Intercity Taxi Scrip Program. This suggests that a broker could easily achieve grouping on the order of 20% of trips.

Administrative Simplification. There would be no need to process taxi scrip or even to verify the meter charge for each trip provided by taxicabs. The broker would pre-approve the payment amount for each trip, based on mileage as determined at the time of booking. Other payment formulas might apply to other providers, but in each case, the broker would have full control over the trips and payments that are approved.

Fare Structure Options. To illustrate the flexibility allowed by the brokerage model, several potential fare structures are outlined here.

- Per-mile rates, for example based on percentage of taxi meter rates
 - Familiar to riders
 - Encourages short trips
 - Broker can determine the fare for each trip at the time of booking
 - Would apply to the user payment, not to the provider payment, which would vary depending on the provider and vehicle type used for each trip
- Zonal fares based on city/community pairs
 - Easier to determine the correct fare for each trip in advance
 - The fare structure and policy can be based on analysis of all trip types and all service delivery methods
 - Ensures that going and returning portions of a round trip will have the same fare
 - Jurisdictions can adjust fares for their residents as needed for local objectives

As one example of a possible zonal fare structure, Figure 8 shows possible zones for each pair of origin and destination areas. A fare structure that would be similar to the “multi-tiered” structure that has been discussed would charge \$4 per zone as a basic fare, \$8 per zone for night and weekend trips, and \$12 per zone for same-day trips. Alternatively, there could be a flat surcharge of \$8 per trip for night and weekend trips and \$12 per trip for same-day trips. The surcharges could be combined for a same-day, night-time trip.

Figure 8 Possible Zone Structure for Use with a Brokerage

Destination: Origin	Vallejo and Benicia	Fairfield and Suisun	Travis AFB	Vacaville	Dixon	Rio Vista
Vallejo and Benicia		2	3	3	4	4
Fairfield and Suisun	2			1	2	2
Vacaville	3	1	1		1	2
Dixon	4	2	2	1		2
Rio Vista	4	2	2	2	2	

Fare Payment. A brokerage would also allow for new methods of fare payment that are simpler and much more convenient than scrip. The broker would determine the fare for each trip in advance, at the time of reservation. This information would be provided to both the rider and the vehicle driver, so the rider could pay the fare in cash at the time of the ride. It would also be possible to create a cashless system that avoids use of scrip or tickets. The broker would keep an account for each rider. Riders would send payment to the broker, who would add the payment to the rider’s account. Each time a trip is reserved, the appropriate fare would be deducted from the account balance. If the rider later cancelled the trip, the fare amount would be added back to the account. No payment would occur on the vehicle at all. Since riders are used to buying scrip in advance, the concept of paying in advance for trips is already well established. This method allows for maximum flexibility in fare structures. It avoids all issues of handling and reconciling cash or

tickets. It allows for third parties to pay for (or sponsor) a rider’s travel. It works for riders with mental or physical disabilities that prevent them from dealing with cash or tickets.

Advantages and disadvantages of the brokerage model are summarized below in Figure 9.

Figure 9 Advantages and Disadvantages of the Brokerage Model

Advantages	Disadvantages
Simplifies addition of wheelchair-accessible service	Uses a relatively new concept that is untested in Solano County
Allows multiple flexible options for cost containment, such as trip grouping, trip priorities or limits, multi-tiered fares or surcharges	If a new contractor is brought in, the brokerage will probably be administered from a remote location, with loss of local familiarity and possible reduced responsiveness
A broker can monitor and enforce service quality standards, and investigate and resolve complaints	Uncertain availability of appropriate vehicle providers in addition to taxis
Arms length relationship of public agencies with actual providers	Adds costs for a contractor compared to the current taxi-based model
Public agencies are relieved of detailed program administration duties	
Flexibility of multiple contractors who could be used at short notice to provide a variety of trip types	
Consistent level of insurance	
Tests a model that may be applicable for local taxi scrip and eventually for ADA paratransit too	
Allows multiple options for fare payment, including cashless	

Option 3: Dedicated Fleet

This model would be similar to the earlier Solano Paratransit program that was administered by the City of Fairfield and operated by Fairfield’s ADA paratransit contract provider. One of the current contract providers for ADA paratransit might operate the service using accessible vans or minibuses as an add-on to their existing contract, depending on the options and terms of the existing contract, and compliance with procurement rules. The potential contract providers include those operating service for SolTrans, Fairfield and Suisun Transit, and Vacaville’s City Coach system.

This concept assumes that one of these providers has the capability of supplementing its existing service, using existing facilities. Vehicles, drivers, and office staff might be added, but for the new service to be cost-effective, administration, reservations, scheduling, and dispatch would need to be shared with the ADA paratransit program, so no staff would be dedicated full-time to the new program.

Accessible Service. This dedicated fleet model would provide wheelchair-accessibility by using a fleet of wheelchair-accessible vehicles dedicated to this service. For the most part, all trips,

including trips by ambulatory riders, would be carried by these vehicles. However, for efficiency, some ambulatory trips could be subcontracted to taxicabs, much as in the brokerage model.

Cost Containment. The previous Solano Paratransit program was discontinued because of its expense. In a new program, measures would be introduced to address cost containment. The earlier Solano Paratransit service attempted to comply with ADA criteria for fares, no trip purpose rules, etc. In a new program, fares could vary by trip purpose or time of day, and certain trips could be prioritized. Trip limits could also be established. However, the basic cost per vehicle hour would be similar to cost per vehicle hour that currently applies to ADA paratransit. Cost savings would depend on the ability to efficiently schedule as many trips as possible in each vehicle-hour.

For the financial analysis, the prior Solano Paratransit program is the most relevant example. Therefore we have applied the cost per trip in FY 2009 with increases to represent inflation since then. Some cost savings would be possible, but these would mainly come from demand management practices rather than steps that would reduce the cost per trip.

Fares and Fare Payment. All the same flexible options for fare structure and fare payment methods would exist as in the brokerage model.

Advantages and disadvantages of the dedicated fleet model are summarized in Figure 10.

Figure 10 Advantages and Disadvantages of the Dedicated Fleet Model

Advantages	Disadvantages
Simplifies addition of wheelchair-accessible service	High cost per vehicle hour
Allows multiple flexible options for cost containment, such as trip grouping, trip priorities or limits, multi-tiered fares	Unclear if any existing ADA paratransit operators have the capacity to take on additional responsibilities
Uses a simple, well-understood model of service delivery	Because of low trip volumes and long distance trips, opportunities for efficient trip scheduling may be limited
Administratively simple, but requires a commitment to service monitoring by a city or transit agency	

Financial Analysis

The Solano County transit operators have participated in providing intercity paratransit and taxi scrip service for several years. Each operator has made a financial contribution to the taxi scrip program based on the amount of scrip it sells. The Memorandum of Understanding (MOU) executed by the operators in July 2013 identifies initial contribution rates for FY 2013-14 and FY 2014-15 for the taxi scrip program through June 2014 and the planned successor program, which was planned for implementation in July 2014. The initial financial plan prepared by Solano County and the transit operators formed the basis for the financial analysis prepared for this review. This review is intended to assess the financial sustainability of the intercity paratransit program. As such it includes an analysis of current conditions, potential future conditions using different assumptions for each of the three service delivery options evaluated, and a range of financial outcomes under funding constraints.

Solano Intercity Paratransit Service Options
Solano Transportation Authority

Nancy Whelan Consulting developed a spreadsheet model to analyze the costs and funding for nine paratransit service scenarios. These scenarios include a continuation of the current intercity taxi scrip program, a longer-range view of the paratransit program proposed by Solano County staff, and two variations for each of the three paratransit service delivery options described earlier in this report. The spreadsheet models compared the paratransit service costs and revenues under various financial scenarios for the options evaluated. The financial analysis identifies a range of likely costs and revenues for a ten-year period. Figures 11 and 12 summarize the key variables and common assumptions. Figure 13 summarizes key assumptions and findings for each scenario.

Figure 11 Financial Analysis Variables

Cost Analysis Variables	Revenue Analysis Variables
Riders <ul style="list-style-type: none"> • Ambulatory • Non-Ambulatory • Annual Growth rate Cost per Rider <ul style="list-style-type: none"> • Ambulatory • Non-Ambulatory • Annual Growth Rate 	<ul style="list-style-type: none"> • Farebox Recovery • Transit Operator Contributions of TDA • Other Grants • Annual Growth in Revenues

Figure 12 Common Financial Assumptions

Cost Assumptions	Revenue Assumptions
<ul style="list-style-type: none"> • Annual Ambulatory Ridership Growth = 2% • Annual Cost Escalation* = 3% • Contingency Rate = 20% 	<ul style="list-style-type: none"> • Transit Operator TDA Contribution in FY14 and FY15 from MOU • Annual Transit Operator TDA Growth* = 3% • Annual County TDA Growth* = 3% • County TDA Constrained to Net Amount Available* • FTA New Freedom Grants = \$300,000

* Except County Plan Scenario

Solano Intercity Paratransit Service Options
Solano Transportation Authority

Figure 13 Key Assumptions and Findings for Each Scenario

Scenario	Purpose	FY 15 Cost/Trip ¹ (Amb / Non-Amb)	Farebox Recovery	Annual Trips (FY22)	Financial Outcomes	
					Shortfall Begins	Annual Shortfall Amount in FY22
County Plan	10-Year projection of Solano County's operating plan	\$60 / \$60 (no annual growth)	35%	20,577	Spend Contingency: FY16 Without Cont.: FY17	\$387,000 \$117,000
Current Taxi Scrip A	Continuation of current taxi scrip program	\$44 / NA	15%	15,217	Spend Contingency: FY16 Without Cont.: none	\$138,000 \$0
Current Taxi Scrip B	Continuation of current taxi scrip program, increase farebox recovery	\$44 / NA	25%	15,217	Spend Contingency: FY18 Without Cont.: none	\$56,000 \$0
Modified Taxi Scrip A	Expand taxi scrip program to include non-ambulatory trips	\$44 / \$66	35%	21,224	Spend Contingency: FY16 Without Cont.: FY17	\$452,000 \$165,000
Modified Taxi Scrip B	Expand taxi scrip program to include non-ambulatory trips	\$44 / \$88	25%	21,224	Spend Contingency: FY16 Without Cont.: FY16	\$592,000 \$272,000
Paratransit Broker A	Paratransit Broker model, with 20% trip consolidation	\$35 / \$53	35%	21,224	Spend Contingency: FY16 Without Cont.: none	\$229,000 \$0
Paratransit Broker B	Paratransit Broker model, with 20% trip consolidation	\$35 / \$70	25%	21,224	Spend Contingency: FY16 Without Cont.: FY17	\$459,000 \$198,000
Dedicated Fleet A	Provide ambulatory and non-ambulatory trips with dedicated fleet	\$97 / \$97	35%	21,224	Spend Contingency: FY15 Without Cont.: FY15	\$1,483,000 \$953,000
Dedicated Fleet B	Provide ambulatory and non-ambulatory trips with dedicated fleet	\$97 / \$97	25%	21,224	Spend Contingency: FY15 Without Cont.: FY15	\$1,735,000 \$1,206,000

1. See explanation of assumptions in the discussion of the options.

The “best” and “worst” case scenarios for each service delivery option (except the County Plan) were developed to bracket the potential financial outcomes. In the best case scenario (scenarios labeled “A”), lower per trip cost estimates and higher farebox recovery rates were used. In the worst case scenario (scenarios labeled “B”), higher per trip cost estimates and lower farebox recovery rates were used. The County Plan included a 20% cost contingency. This assumption was continued throughout the analysis with financial outcomes shown assuming: 1) the contingency is spent annually, and 2) the contingency is not spent.

County Plan Scenario. In 2013, in collaboration with the transit operators, Solano County prepared a five-year financial plan for the development of a preliminary Request for Proposals for a new ADA Plus paratransit program. This financial plan was based on a paratransit brokerage

model with a tiered fare structure. Using this 2013 financial plan as a starting point, Nancy Whelan Consulting extended the duration of the plan to ten years, but maintained the cost, ridership, and revenue projections of Solano County's original plan. Under this scenario, shortfalls are projected to begin in FY16 or FY17 (depending on whether the contingencies are spent) and grow each year thereafter. Costs are based on a blended rate of \$60 per trip for both ambulatory and non-ambulatory trips. The per trip cost does not increase over time. The number of trips is projected to increase by 2 percent each year. Farebox revenues are projected to cover 35 percent of the trip cost, based on a tiered fare structure. Other operating funds are based on the MOU, and do not escalate over time. In addition, this scenario includes \$300,000 in Federal Transit Administration New Freedom grants for FY14 and FY15.

The financial analysis of the County Plan Scenario indicates that shortfalls would begin in FY16 or FY17, depending on whether the contingency funds are spent. The shortfalls grow each year, reaching 7 to 24 percent of the operating costs at the end of the ten year period.

Current Taxi Scrip Model. In addition to an analysis of providing intercity paratransit service to non-ambulatory persons, STA requested a review of the viability of the current taxi scrip program. Nancy Whelan Consulting evaluated the long-term finances for the current intercity taxi scrip program for two scenarios. Under both scenarios, costs grow by 3 percent per year, ridership growth is constrained to 2 percent per year (as projected for FY 13-14 by the County), and TDA revenues (transit operator shares) grow by 3 percent per year from the MOU levels. The TDA contribution from Solano County is constrained by the County's existing commitments to other programs, including the intercity bus program, STA planning contribution, and Faith in Action. In addition, these financial models include \$300,000 in Federal Transit Administration New Freedom grants for FY14 and FY15.

Under Current Taxi Scrip Scenario A, farebox recovery is maintained at the current 15 percent. Based on input from the transit operators, the Current Taxi Scrip Scenario B includes an increase in the farebox recovery rate to 25 percent in FY15. This financial model does not include fare elasticity.¹

Under both scenarios, shortfalls begin within two to four years if the 20 percent cost contingency is spent. However, with careful cost management and modest ridership increases, the current ambulatory taxi scrip program could be sustained with current revenues (assuming these sources escalate over time). As suggested earlier in this memo, ridership growth on the taxi scrip program has been significant over the past few years. Constraints would need to be imposed to contain growth to the assumed 2 percent annual ridership growth rate.

Modified Taxi Scrip Model. Nancy Whelan Consulting prepared two financial scenarios for the modified taxi scrip program described in this report as service delivery "Option 1." Under both modified taxi scrip scenarios, costs grow by 3 percent per year, ambulatory ridership is constrained to 2 percent per year, non-ambulatory ridership ramps up to 40 percent of the ambulatory trips 18 months after the start of the new service, and TDA revenues (transit operator shares) grow by 3 percent per year from the MOU levels. The TDA contribution from Solano County is limited to the total TDA available to the County, less its existing commitments to other programs, including the intercity bus program, STA planning contribution, and Faith in Action. In addition, these financial models include \$300,000 in Federal Transit Administration New

¹ Fare elasticity is a term to describe changes in ridership (or demand) based on changes in price. In general, fare increases tend to result in a reduction in ridership.

Freedom grants for FY14 and FY15. The Modified Taxi Scrip Scenario A projects a farebox recovery rate of 35 percent, and a non-ambulatory per trip cost of 150 percent of the ambulatory trip cost. In Modified Taxi Scrip Scenario B, the farebox recovery rate is 25 percent, and the non-ambulatory per trip cost is 200 percent of the ambulatory trip cost. The rate of the cost increase from ambulatory to non-ambulatory trips is based on Nelson\Nygaard's evaluation of cost data from Alameda County.

The Modified Taxi Scrip financial scenarios predict shortfalls starting in FY16 or FY17, depending on whether the contingency is spent. The shortfalls grow each year, reaching 10 to 31 percent of the operating costs at the end of the ten year period.

Nancy Whelan Consulting analyzed two means of eliminating the shortfall: reducing the program cost by constraining the number of trips, and increasing the financial contributions from local jurisdictions. Under the more optimistic scenario, to eliminate the projected shortfall, ridership would have to be maintained at FY18 levels, or local jurisdictions would need to increase their contributions by approximately 50 percent. Under the higher cost, lower farebox revenue scenario, ridership would need to be cut by six percent in FY17 and maintained at that new level, or the local contributions would need to more than double starting in FY17 in order to eliminate the annual shortfalls.

Paratransit Brokerage Model. This model is described as service delivery "Option 2." The cost and revenue assumptions for scenarios A and B are the same as those under the Modified Taxi Scrip scenarios, with the exception of the cost per trip. The paratransit broker models include a cost savings for ambulatory trips of 20 percent from the current taxi scrip program, based on grouping trips. This assumption comes from the trip grouping achieved by the former Solano County Intercity Paratransit Service. As with the Modified Taxi Scrip scenarios, the non-ambulatory trip costs are 150 percent of the ambulatory trip costs in Scenario A, and 200 percent in Scenario B. Farebox recovery rates are 35 percent and 25 percent in Scenarios A and B, respectively.

Under the Paratransit Brokerage Scenario A, shortfalls begin in FY16 if the contingency is spent, but do not occur in the ten year period if the contingency is not spent. Under Scenario B, shortfalls begin in FY16 or FY17, depending on whether the contingency is spent. At the end of the ten year period, the shortfalls range from 0 to 29 percent of the operating cost. Because the operating costs are presumed to be lower in the broker models, the financial analysis also shows that the farebox revenues under the broker scenarios are less than the farebox revenues under the modified taxi scrip scenarios.

Dedicated Fleet Model. The cost and revenue assumptions for both Dedicated Fleet (service delivery "Option 3") financial scenarios are the same as those under the Modified Taxi Scrip and Paratransit Brokerage models, with the exception of the cost per trip. Under the Dedicated Fleet model, the cost for each ambulatory and non-ambulatory trip is assumed to be the same as the previous Solano County intercity paratransit program, escalated by 3 percent per year from \$81 in FY09 to approximately \$97 in FY15. Farebox recovery rates are 35 percent and 25 percent in Scenarios A and B, respectively.

Under the Dedicated Fleet model, shortfalls begin in FY15, and grow every year thereafter. By the end of the ten year analysis period, the shortfalls range from 31 to 54 percent of the annual operating cost.

Conclusions. These scenarios provide a framework for evaluating changes to the costs and revenues for the paratransit program. The outcomes show that under certain conditions the

service can be operated through FY 2022 without a shortfall. In the other extreme, the service could potentially experience an annual shortfall in FY 2022 of as much as \$1.7 million. In practice, shortfalls would likely be solved through a combination of both constraining the number of trips and identifying additional revenues.

The financial models demonstrate that the financial sustainability of a paratransit program is sensitive to moderate changes in per trip costs, the number of trips, the farebox recovery rate, and the ability to secure additional revenue. As noted previously in this report, the cost elements of the financial equation are difficult to predict, and will likely not be known until a service provider is procured. Various mechanisms to control the number of trips are likely to be needed to sustain a financially viable program. Further refinement of the cost estimates should be done by estimating the impacts of assumed farebox recovery rates on ridership (accounting for fare elasticities). In general, a higher farebox recovery rate, implying higher fares per trip, would likely constrain demand, although that is not explicitly modeled in the scenarios.

On the revenue side, steps could be taken prior to the implementation of an expanded ADA Plus paratransit program that can improve the sustainability of the program. The transit operators have indicated their willingness to increase the intercity taxi scrip program farebox recovery rate from its current 15 percent to at least 25 percent. This step could be taken with the existing program. However, a 35 percent farebox recovery for the higher per trip cost estimated for the dedicated vehicle fleet (service delivery “Option 3”) would result in an average fare of approximately \$34. This may not be achievable and should be further analyzed. These additional analyses should be performed in concert with the final selection of a service delivery option and the development of a Request for Proposals for the service.

IMPLEMENTATION ISSUES

Program Administration. A lead agency needs to be identified to administer whatever service is decided on. In the past the City of Vacaville administered the taxi scrip program, and before that the City of Fairfield administered Solano Paratransit. Most recently, the County has administered the taxi scrip program, but has determined that it no longer wants to continue in this role. It has been proposed by the County that Solano Transportation Authority (STA) consider administering the intercity paratransit service. Such a role has been determined to be consistent with STA’s mission, but without staff currently qualified to manage this service, STA would need to hire a program administration contractor or project manager.

Phasing of Accessible Service. With a taxi-based model, it is legally permitted to have ambulatory-only service as long as riders are making arrangements directly with taxi companies of their choice and the public agency role is limited to providing a subsidy. Wheelchair-accessible options could be phased in over time by making arrangements for taxi companies to operate accessible vehicles or by identifying one or more separate operators of wheelchair-accessible service.

The legal situation for the other models is different. Either a brokerage model or a dedicated fleet model would be considered a publically operated demand-responsive system and would have to include wheelchair-accessible service from the start. Further the wheelchair-accessible component would need to be equivalent to the ambulatory component (with respect to response time, availability, fares, area, hours, and any restrictions on trip making) from the start.

Contracting. All of the options involve some contracting issues. For the taxi scrip options, it would be necessary to make agreements with taxi companies for operation of accessible vehicles

or else to contract separately with providers of wheelchair accessible service. For the dedicated fleet option, agreements would be needed both with a local agency and with the local agency's existing paratransit service provider.

For the brokerage option, it would be necessary to issue a Request for Proposals and conduct a competitive procurement for brokerage services. Drafting a RFP with an appropriate scope of work, including realistic terms of compensation, and conducting a selection process will take a significant amount of effort. There is no guarantee that a contractor with the necessary experience and capabilities would provide an advantageous proposal. One company, American Logistic Corporation (ALC) based in Anaheim, that has been frequently mentioned by the transit operators as a provider of brokerage services for paratransit has recently abandoned this line of work.

In the Bay Area, the pioneer in using brokerage for paratransit has been the Livermore Amador Valley Transit Authority (LAVTA) which entered in a contract with ALC for ADA paratransit in July 2011. In 2013 ALC exercised an option in its contract to terminate service effective April 2014. ALC exercised a similar option to terminate another ADA paratransit contract with the North County Transit District in Oceanside (northern San Diego County). However, LAVTA did receive proposals from multiple qualified providers to continue operating ADA paratransit using the brokerage model in response to an RFP that it issued in July 2013. A contract has been awarded to MTM, Inc. in St. Louis, Missouri, to operate service beginning in April 2014. Proposals to operate service using the brokerage model were also received from four other companies, including two established national providers of paratransit service with multiple contracts in the Bay Area.

Based on LAVTA's experience and conversations with potential providers, it is likely that qualified vendors would be interested in operating intercity service in Solano County using the brokerage model, although the relatively small size of the program may present a disincentive for prospective bidders.

One possibility that would significantly increase the level of interest from potential contractors would be eventual inclusion of additional services, especially possible operation of local ADA paratransit. At least one local operator, SolTrans, has expressed interest in including an option for operation of its local ADA paratransit in a contract for brokerage of intercity service.

Funding. Under nearly all scenarios, some amount of new revenue would be required to operate ADA-plus intercity paratransit services in Solano County. The amount and timing of the new revenues will depend on the per trip cost of the services and the number of trips. Unfortunately, the cost per trip will not be known until a service provider has been procured. This cost will determine whether or not ridership will need to be constrained to maintain the program's financial viability. As these costs are determined, STA, the County and transit operators will need to come to an agreement on the funding shares and limits that each will dedicate to the program. Additional grant funding opportunities should be considered for the intercity paratransit program.

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Solano County Intercity Paratransit Services

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10-Year Financial Plan

County Operating Plan

15-Apr-14

	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22
Inputs										
Ambulatory Cost per Trip	\$ 41.46	\$ 41.46	\$ 60.00	\$ 60.00	\$ 60.00	\$ 60.00	\$ 60.00	\$ 60.00	\$ 60.00	\$ 60.00
No. of Ambulatory Trips	12,780	12,987	12,987	13,249	13,517	13,790	14,069	14,353	14,643	14,939
Non-Amb. Cost per Trip			\$ 60.00	\$ 60.00	\$ 60.00	\$ 60.00	\$ 60.00	\$ 60.00	\$ 60.00	\$ 60.00
No. of Non-Amb. Trips			2,631	5,001	5,102	5,205	5,310	5,417	5,526	5,638
Trip Growth Rate		2%	20%	2%	2%	2%	2%	2%	2%	2%
Cost Escalation Rate					0%	0%	0%	0%	0%	0%
Farebox Recovery Rate	15%	15%	15% / 35%	35%	35%	35%	35%	35%	35%	35%
Contingency Rate			20%	20%	20%	20%	20%	20%	20%	20%
Expenses										
Contractor Operating Cost			\$ 468,557	\$ 1,095,000	\$ 1,117,119	\$ 1,139,685	\$ 1,162,706	\$ 1,186,193	\$ 1,210,154	\$ 1,234,599
Contractor Incentives			\$ 6,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000
Admin. Oversight & Printing	\$ 63,668	\$ 64,700	\$ 100,000	\$ 102,020	\$ 104,081	\$ 106,183	\$ 108,328	\$ 110,516	\$ 112,749	\$ 115,026
Taxi Scrip Service	\$ 529,865	\$ 538,453	\$ 269,227							
Contingency			\$ 113,711	\$ 239,404	\$ 244,240	\$ 249,174	\$ 254,207	\$ 259,342	\$ 264,581	\$ 269,925
Total Expenses	\$ 593,533	\$ 603,153	\$ 957,495	\$ 1,448,424	\$ 1,477,440	\$ 1,507,042	\$ 1,537,241	\$ 1,568,051	\$ 1,599,484	\$ 1,631,551
Revenue										
Farebox Revenue	\$ 73,515	\$ 75,000	\$ 201,495	\$ 383,250	\$ 390,992	\$ 398,890	\$ 406,947	\$ 415,168	\$ 423,554	\$ 432,110
New Freedom Grants		\$ 150,000	\$ 150,000							
TDA: Benicia	\$ 35,996									
TDA: Dixon	\$ 3,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
TDA: FAST	\$ 62,392	\$ 62,392	\$ 62,392	\$ 62,392	\$ 62,392	\$ 62,392	\$ 62,392	\$ 62,392	\$ 62,392	\$ 62,392
TDA: Rio Vista	\$ 1,500	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
TDA: Soltrans		\$ 155,981	\$ 155,981	\$ 155,981	\$ 155,981	\$ 155,981	\$ 155,981	\$ 155,981	\$ 155,981	\$ 155,981
TDA: Vacaville	\$ 71,991	\$ 71,991	\$ 71,991	\$ 71,991	\$ 71,991	\$ 71,991	\$ 71,991	\$ 71,991	\$ 71,991	\$ 71,991
TDA: Vallejo	\$ 119,985									
TDA: Solano County	\$ 77,999	\$ 53,104	\$ 440,568	\$ 512,568	\$ 512,568	\$ 512,568	\$ 512,568	\$ 512,568	\$ 512,568	\$ 512,568
State Transit Assistance										
Vacaville In-Kind Admin.	\$ 63,668									
Solano Co. In-Kind Admin.		\$ 64,700								
Reconciling Item	\$ 83,487									
Prior Year Balance		\$ -	\$ 40,015	\$ 174,946	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Revenue	\$ 593,533	\$ 643,168	\$ 1,132,442	\$ 1,371,128	\$ 1,203,924	\$ 1,211,822	\$ 1,219,879	\$ 1,228,100	\$ 1,236,486	\$ 1,245,042
Balance If Spend Contingency	\$ -	\$ 40,015	\$ 174,946	\$ (77,296)	\$ (273,516)	\$ (295,220)	\$ (317,362)	\$ (339,952)	\$ (362,998)	\$ (386,509)
Balance If Contingency Not Spent	\$ -	\$ 40,015	\$ 288,658	\$ 162,108	\$ (29,276)	\$ (46,046)	\$ (63,155)	\$ (80,610)	\$ (98,417)	\$ (116,584)

Assumptions:

New contract starts Jan. 1, 2015 (1/2 of FY15)

Maintain taxi scrip through Dec. 31, 2014 (1/2 of FY15)

Based on Solano County's Intercity Paratransit Services for Solano County 5-Year Operating Plan, with revised new contract start date to Jan. 1, 2015

Solano County Intercity Paratransit Services

DRAFT

10-Year Financial Plan

Current Taxi Scrip Scenario A: Current Taxi Scrip Program, 15% Farebox Recovery

15-Apr-14

	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22
Inputs										
Ambulatory Cost per Trip	\$ 41.46	\$ 42.70	\$ 43.99	\$ 45.30	\$ 46.66	\$ 48.06	\$ 49.51	\$ 50.99	\$ 52.52	\$ 54.10
No. of Ambulatory Trips	12,780	12,987	13,247	13,512	13,782	14,058	14,339	14,626	14,918	15,217
Non-Amb. Cost per Trip										
No. of Non-Amb. Trips										
Trip Growth Rate		2%	2%	2%	2%	2%	2%	2%	2%	2%
Cost Escalation Rate		3%	3%	3%	3%	3%	3%	3%	3%	3%
Farebox Recovery Rate	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Contingency Rate			20%	20%	20%	20%	20%	20%	20%	20%
Expenses										
Contractor Operating Cost										
Contractor Incentives										
Admin. Oversight & Printing	\$ 63,668	\$ 65,578	\$ 67,545	\$ 69,572	\$ 71,659	\$ 73,809	\$ 76,023	\$ 78,304	\$ 80,653	\$ 83,072
Taxi Scrip Service	\$ 529,865	\$ 554,607	\$ 582,670	\$ 612,153	\$ 643,128	\$ 675,670	\$ 709,859	\$ 745,778	\$ 783,515	\$ 823,160
Contingency			\$ 130,043	\$ 136,345	\$ 142,957	\$ 149,896	\$ 157,176	\$ 164,816	\$ 172,833	\$ 181,247
Total Expenses	\$ 593,533	\$ 620,185	\$ 780,259	\$ 818,070	\$ 857,744	\$ 899,375	\$ 943,059	\$ 988,898	\$ 1,037,001	\$ 1,087,479
Revenue										
Farebox Revenue	\$ 73,515	\$ 83,191	\$ 87,401	\$ 91,823	\$ 96,469	\$ 101,351	\$ 106,479	\$ 111,867	\$ 117,527	\$ 123,474
New Freedom Grants		\$ 200,000	\$ 100,000							
TDA: Benicia	\$ 35,996									
TDA: Dixon	\$ 3,000	\$ 5,000	\$ 5,000	\$ 5,150	\$ 5,305	\$ 5,464	\$ 5,628	\$ 5,796	\$ 5,970	\$ 6,149
TDA: FAST	\$ 62,392	\$ 40,000	\$ 40,000	\$ 41,200	\$ 42,436	\$ 43,709	\$ 45,020	\$ 46,371	\$ 47,762	\$ 49,195
TDA: Rio Vista	\$ 1,500	\$ 5,000	\$ 5,000	\$ 5,150	\$ 5,305	\$ 5,464	\$ 5,628	\$ 5,796	\$ 5,970	\$ 6,149
TDA: Soltrans		\$ 85,000	\$ 85,000	\$ 87,550	\$ 90,177	\$ 92,882	\$ 95,668	\$ 98,538	\$ 101,494	\$ 104,539
TDA: Vacaville	\$ 71,991	\$ 70,000	\$ 70,000	\$ 72,100	\$ 74,263	\$ 76,491	\$ 78,786	\$ 81,149	\$ 83,584	\$ 86,091
TDA: Vallejo	\$ 119,985									
TDA: Solano County	\$ 77,999	\$ 47,105	\$ 387,858	\$ 473,696	\$ 489,107	\$ 504,980	\$ 521,330	\$ 538,169	\$ 555,514	\$ 573,380
State Transit Assistance										
Vacaville In-Kind Admin.	\$ 63,668									
Solano Co. In-Kind Admin.		\$ 65,578								
Reconciling Item	\$ 83,487	\$ 19,311								
Prior Year Balance		\$ -	\$ 0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Revenue	\$ 593,533	\$ 620,185	\$ 780,259	\$ 776,669	\$ 803,061	\$ 830,340	\$ 858,538	\$ 887,687	\$ 917,822	\$ 948,978
Balance If Spend Contingency	\$ -	\$ 0	\$ -	\$ (41,401)	\$ (54,684)	\$ (69,035)	\$ (84,521)	\$ (101,211)	\$ (119,178)	\$ (138,501)
Balance If Contingency Not Spent	\$ -	\$ 0	\$ 130,043	\$ 94,944	\$ 88,274	\$ 80,861	\$ 72,655	\$ 63,605	\$ 53,655	\$ 42,745

Assumptions:

Continuation of current Intercity Taxi Scrip Program with 3% annual cost escalation and 2% annual trip growth

Assume escalation of TDA revenues by 3% per year after FY15, Solano County TDA constrained by other planned uses

Solano County Intercity Paratransit Services

DRAFT

10-Year Financial Plan

Current Taxi Scrip Scenario B: Current Taxi Scrip Program, 25% Farebox Recovery

15-Apr-14

	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22
Inputs										
Ambulatory Cost per Trip	\$ 41.46	\$ 42.70	\$ 43.99	\$ 45.30	\$ 46.66	\$ 48.06	\$ 49.51	\$ 50.99	\$ 52.52	\$ 54.10
No. of Ambulatory Trips	12,780	12,987	13,247	13,512	13,782	14,058	14,339	14,626	14,918	15,217
Non-Amb. Cost per Trip										
No. of Non-Amb. Trips										
Trip Growth Rate		2%	2%	2%	2%	2%	2%	2%	2%	2%
Cost Escalation Rate		3%	3%	3%	3%	3%	3%	3%	3%	3%
Farebox Recovery Rate	15%	15%	25%	25%	25%	25%	25%	25%	25%	25%
Contingency Rate			20%	20%	20%	20%	20%	20%	20%	20%
Expenses										
Contractor Operating Cost										
Contractor Incentives										
Admin. Oversight & Printing	\$ 63,668	\$ 65,578	\$ 67,545	\$ 69,572	\$ 71,659	\$ 73,809	\$ 76,023	\$ 78,304	\$ 80,653	\$ 83,072
Taxi Scrip Service	\$ 529,865	\$ 554,607	\$ 582,670	\$ 612,153	\$ 643,128	\$ 675,670	\$ 709,859	\$ 745,778	\$ 783,515	\$ 823,160
Contingency			\$ 130,043	\$ 136,345	\$ 142,957	\$ 149,896	\$ 157,176	\$ 164,816	\$ 172,833	\$ 181,247
Total Expenses	\$ 593,533	\$ 620,185	\$ 780,259	\$ 818,070	\$ 857,744	\$ 899,375	\$ 943,059	\$ 988,898	\$ 1,037,001	\$ 1,087,479
Revenue										
Farebox Revenue	\$ 73,515	\$ 83,191	\$ 145,668	\$ 153,038	\$ 160,782	\$ 168,918	\$ 177,465	\$ 186,445	\$ 195,879	\$ 205,790
New Freedom Grants		\$ 200,000	\$ 100,000							
TDA: Benicia	\$ 35,996									
TDA: Dixon	\$ 3,000	\$ 5,000	\$ 5,000	\$ 5,150	\$ 5,305	\$ 5,464	\$ 5,628	\$ 5,796	\$ 5,970	\$ 6,149
TDA: FAST	\$ 62,392	\$ 40,000	\$ 40,000	\$ 41,200	\$ 42,436	\$ 43,709	\$ 45,020	\$ 46,371	\$ 47,762	\$ 49,195
TDA: Rio Vista	\$ 1,500	\$ 5,000	\$ 5,000	\$ 5,150	\$ 5,305	\$ 5,464	\$ 5,628	\$ 5,796	\$ 5,970	\$ 6,149
TDA: Soltrans		\$ 85,000	\$ 85,000	\$ 87,550	\$ 90,177	\$ 92,882	\$ 95,668	\$ 98,538	\$ 101,494	\$ 104,539
TDA: Vacaville	\$ 71,991	\$ 70,000	\$ 70,000	\$ 72,100	\$ 74,263	\$ 76,491	\$ 78,786	\$ 81,149	\$ 83,584	\$ 86,091
TDA: Vallejo	\$ 119,985									
TDA: Solano County	\$ 77,999	\$ 47,105	\$ 329,591	\$ 453,882	\$ 479,478	\$ 504,980	\$ 521,330	\$ 538,169	\$ 555,514	\$ 573,380
State Transit Assistance										
Vacaville In-Kind Admin.	\$ 63,668									
Solano Co. In-Kind Admin.		\$ 65,578								
Reconciling Item	\$ 83,487	\$ 19,311								
Prior Year Balance		\$ -	\$ 0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Revenue	\$ 593,533	\$ 620,185	\$ 780,259	\$ 818,070	\$ 857,744	\$ 897,907	\$ 929,524	\$ 962,265	\$ 996,174	\$ 1,031,294
Balance If Spend Contingency	\$ -	\$ 0	\$ -	\$ -	\$ -	\$ (1,468)	\$ (13,535)	\$ (26,633)	\$ (40,827)	\$ (56,185)
Balance If Contingency Not Spent	\$ -	\$ 0	\$ 130,043	\$ 136,345	\$ 142,957	\$ 148,428	\$ 143,641	\$ 138,183	\$ 132,007	\$ 125,061

Assumptions:

Continuation of current Intercity Taxi Scrip Program with 3% annual cost escalation and 2% annual trip growth

Assume escalation of TDA revenues by 3% per year after FY15, Solano County TDA constrained by other planned uses

Solano County Intercity Paratransit Services

DRAFT

10-Year Financial Plan

Modified Taxi Scrip Scenario A: 2% Annual Trip Growth, 35% Farebox Recovery, Lower Non-Ambulatory Trip Cost

21-Apr-14

	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22
Inputs										
Ambulatory Cost per Trip	\$ 41.46	\$ 42.70	\$ 43.99	\$ 45.30	\$ 46.66	\$ 48.06	\$ 49.51	\$ 50.99	\$ 52.52	\$ 54.10
No. of Ambulatory Trips	12,780	12,987	13,198	13,462	13,731	14,005	14,286	14,571	14,863	15,160
Non-Amb. Cost per Trip			\$ 65.98	\$ 67.96	\$ 70.00	\$ 72.10	\$ 74.26	\$ 76.49	\$ 78.78	\$ 81.14
No. of Non-Amb. Trips			990	3,365	5,492	5,602	5,714	5,829	5,945	6,064
Trip Growth Rate		2%	9%	2%	2%	2%	2%	2%	2%	2%
Cost Escalation Rate		3%	3%	3%	3%	3%	3%	3%	3%	3%
Farebox Recovery Rate	15%	15%	15% / 35%	35%	35%	35%	35%	35%	35%	35%
Contingency Rate			20%	20%	20%	20%	20%	20%	20%	20%
Expenses										
Contractor Operating Cost			\$ 322,905	\$ 838,582	\$ 1,025,180	\$ 1,077,054	\$ 1,131,553	\$ 1,188,810	\$ 1,248,964	\$ 1,312,161
Contractor Incentives			\$ 6,000	\$ 12,360	\$ 12,731	\$ 13,113	\$ 13,506	\$ 13,911	\$ 14,329	\$ 14,758
Admin. Oversight & Printing	\$ 63,668	\$ 65,578	\$ 100,000	\$ 103,000	\$ 106,090	\$ 109,273	\$ 112,551	\$ 115,927	\$ 119,405	\$ 122,987
Taxi Scrip Service	\$ 529,865	\$ 554,607	\$ 285,623							
Contingency			\$ 84,581	\$ 188,316	\$ 226,254	\$ 237,265	\$ 248,821	\$ 260,947	\$ 273,674	\$ 287,030
Total Expenses	\$ 593,533	\$ 620,185	\$ 799,109	\$ 1,142,258	\$ 1,370,255	\$ 1,436,705	\$ 1,506,431	\$ 1,579,596	\$ 1,656,371	\$ 1,736,937
Revenue										
Farebox Revenue	\$ 73,515	\$ 83,191	\$ 155,860	\$ 293,504	\$ 358,813	\$ 376,969	\$ 396,044	\$ 416,083	\$ 437,137	\$ 459,256
New Freedom Grants		\$ 200,000	\$ 100,000							
TDA: Benicia	\$ 35,996									
TDA: Dixon	\$ 3,000	\$ 5,000	\$ 5,000	\$ 5,150	\$ 5,305	\$ 5,464	\$ 5,628	\$ 5,796	\$ 5,970	\$ 6,149
TDA: FAST	\$ 62,392	\$ 40,000	\$ 40,000	\$ 41,200	\$ 42,436	\$ 43,709	\$ 45,020	\$ 46,371	\$ 47,762	\$ 49,195
TDA: Rio Vista	\$ 1,500	\$ 5,000	\$ 5,000	\$ 5,150	\$ 5,305	\$ 5,464	\$ 5,628	\$ 5,796	\$ 5,970	\$ 6,149
TDA: Soltrans		\$ 85,000	\$ 85,000	\$ 87,550	\$ 90,177	\$ 92,882	\$ 95,668	\$ 98,538	\$ 101,494	\$ 104,539
TDA: Vacaville	\$ 71,991	\$ 70,000	\$ 70,000	\$ 72,100	\$ 74,263	\$ 76,491	\$ 78,786	\$ 81,149	\$ 83,584	\$ 86,091
TDA: Vallejo	\$ 119,985									
TDA: Solano County	\$ 77,999	\$ 47,105	\$ 338,249	\$ 473,696	\$ 489,107	\$ 504,980	\$ 521,330	\$ 538,169	\$ 555,514	\$ 573,380
State Transit Assistance										
Vacaville In-Kind Admin.	\$ 63,668									
Solano Co. In-Kind Admin.		\$ 65,578								
Reconciling Item	\$ 83,487	\$ 19,311								
Prior Year Balance	\$ -	\$ -	\$ 0	\$ 0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Revenue	\$ 593,533	\$ 620,185	\$ 799,109	\$ 978,350	\$ 1,065,404	\$ 1,105,958	\$ 1,148,102	\$ 1,191,904	\$ 1,237,432	\$ 1,284,760
Balance If Spend Contingency	\$ -	\$ 0	\$ 0	\$ (163,908)	\$ (304,850)	\$ (330,747)	\$ (358,329)	\$ (387,692)	\$ (418,939)	\$ (452,176)
Balance If Contingency Not Spent	\$ -	\$ 0	\$ 84,581	\$ 24,408	\$ (78,596)	\$ (93,482)	\$ (109,508)	\$ (126,744)	\$ (145,265)	\$ (165,147)

Assumptions:

New contract starts Jan. 1, 2015 (1/2 of FY15)

Maintain taxi scrip through Dec. 31, 2014 (1/2 of FY15)

Assume escalation of TDA revenues by 3% per year after FY15, Solano County TDA constrained by other planned uses

Solano County Intercity Paratransit Services

DRAFT

10-Year Financial Plan

Modified Taxi Scrip Scenario B: 2% Annual Trip Growth, 25% Farebox Recovery, Higher Non-Ambulatory Trip Cost

21-Apr-14

	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22
Inputs										
Ambulatory Cost per Trip	\$ 41.46	\$ 42.70	\$ 43.99	\$ 45.30	\$ 46.66	\$ 48.06	\$ 49.51	\$ 50.99	\$ 52.52	\$ 54.10
No. of Ambulatory Trips	12,780	12,987	13,198	13,462	13,731	14,005	14,286	14,571	14,863	15,160
Non-Amb. Cost per Trip			\$ 87.97	\$ 90.61	\$ 93.33	\$ 96.13	\$ 99.01	\$ 101.98	\$ 105.04	\$ 108.19
No. of Non-Amb. Trips			990	3,365	5,492	5,602	5,714	5,829	5,945	6,064
Trip Growth Rate		2%	9%	2%	2%	2%	2%	2%	2%	2%
Cost Escalation Rate		3%	3%	3%	3%	3%	3%	3%	3%	3%
Farebox Recovery Rate	15%	15%	15% / 35%	35%	35%	35%	35%	35%	35%	35%
Contingency Rate			20%	20%	20%	20%	20%	20%	20%	20%
Expenses										
Contractor Operating Cost			\$ 333,790	\$ 914,817	\$ 1,153,328	\$ 1,211,686	\$ 1,272,997	\$ 1,337,411	\$ 1,405,084	\$ 1,476,181
Contractor Incentives			\$ 6,000	\$ 12,360	\$ 12,731	\$ 13,113	\$ 13,506	\$ 13,911	\$ 14,329	\$ 14,758
Admin. Oversight & Printing	\$ 63,668	\$ 65,578	\$ 100,000	\$ 103,000	\$ 106,090	\$ 109,273	\$ 112,551	\$ 115,927	\$ 119,405	\$ 122,987
Taxi Scrip Service	\$ 529,865	\$ 554,607	\$ 285,623							
Contingency			\$ 86,758	\$ 203,563	\$ 251,884	\$ 264,192	\$ 277,110	\$ 290,668	\$ 304,898	\$ 319,834
Total Expenses	\$ 593,533	\$ 620,185	\$ 812,170	\$ 1,233,740	\$ 1,524,032	\$ 1,598,263	\$ 1,676,164	\$ 1,757,917	\$ 1,843,716	\$ 1,933,761
Revenue										
Farebox Revenue	\$ 73,515	\$ 83,191	\$ 159,670	\$ 320,186	\$ 403,665	\$ 424,090	\$ 445,549	\$ 468,094	\$ 491,779	\$ 516,663
New Freedom Grants		\$ 200,000	\$ 100,000							
TDA: Benicia	\$ 35,996									
TDA: Dixon	\$ 3,000	\$ 5,000	\$ 5,000	\$ 5,150	\$ 5,305	\$ 5,464	\$ 5,628	\$ 5,796	\$ 5,970	\$ 6,149
TDA: FAST	\$ 62,392	\$ 40,000	\$ 40,000	\$ 41,200	\$ 42,436	\$ 43,709	\$ 45,020	\$ 46,371	\$ 47,762	\$ 49,195
TDA: Rio Vista	\$ 1,500	\$ 5,000	\$ 5,000	\$ 5,150	\$ 5,305	\$ 5,464	\$ 5,628	\$ 5,796	\$ 5,970	\$ 6,149
TDA: Soltrans		\$ 85,000	\$ 85,000	\$ 87,550	\$ 90,177	\$ 92,882	\$ 95,668	\$ 98,538	\$ 101,494	\$ 104,539
TDA: Vacaville	\$ 71,991	\$ 70,000	\$ 70,000	\$ 72,100	\$ 74,263	\$ 76,491	\$ 78,786	\$ 81,149	\$ 83,584	\$ 86,091
TDA: Vallejo	\$ 119,985									
TDA: Solano County	\$ 77,999	\$ 47,105	\$ 347,501	\$ 473,696	\$ 489,107	\$ 504,980	\$ 521,330	\$ 538,169	\$ 555,514	\$ 573,380
State Transit Assistance										
Vacaville In-Kind Admin.	\$ 63,668									
Solano Co. In-Kind Admin.		\$ 65,578								
Reconciling Item	\$ 83,487	\$ 19,311								
Prior Year Balance	\$ -	\$ -	\$ 0	\$ 0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Revenue	\$ 593,533	\$ 620,185	\$ 812,171	\$ 1,005,032	\$ 1,110,256	\$ 1,153,079	\$ 1,197,608	\$ 1,243,914	\$ 1,292,075	\$ 1,342,167
Balance If Spend Contingency	\$ -	\$ 0	\$ 0	\$ (228,708)	\$ (413,776)	\$ (445,184)	\$ (478,556)	\$ (514,003)	\$ (551,641)	\$ (591,593)
Balance If Contingency Not Spent	\$ -	\$ 0	\$ 86,758	\$ (25,144)	\$ (161,892)	\$ (180,992)	\$ (201,446)	\$ (223,335)	\$ (246,743)	\$ (271,760)

Assumptions:

New contract starts Jan. 1, 2015 (1/2 of FY15)

Maintain taxi scrip through Dec. 31, 2014 (1/2 of FY15)

Assume escalation of TDA revenues by 3% per year after FY15, Solano County TDA constrained by other planned uses

Solano County Intercity Paratransit Services

DRAFT

10-Year Financial Plan

Paratransit Broker Scenario A: 2% Annual Trip Growth, 35% Farebox Recovery, Lower Non-Ambulatory Trip Cost

21-Apr-14

	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22
Inputs										
Ambulatory Cost per Trip	\$ 41.46	\$ 42.70	\$ 35.19	\$ 36.25	\$ 37.33	\$ 38.45	\$ 39.61	\$ 40.79	\$ 42.02	\$ 43.28
No. of Ambulatory Trips	12,780	12,987	13,198	13,462	13,731	14,005	14,286	14,571	14,863	15,160
Non-Amb. Cost per Trip			\$ 52.79	\$ 54.37	\$ 56.00	\$ 57.68	\$ 59.41	\$ 61.19	\$ 63.03	\$ 64.92
No. of Non-Amb. Trips			990	3,365	5,492	5,602	5,714	5,829	5,945	6,064
Trip Growth Rate		2%	9%	2%	2%	2%	2%	2%	2%	2%
Cost Escalation Rate		3%	3%	3%	3%	3%	3%	3%	3%	3%
Farebox Recovery Rate	15%	15%	15% / 35%	35%	35%	35%	35%	35%	35%	35%
Contingency Rate			20%	20%	20%	20%	20%	20%	20%	20%
Expenses										
Contractor Operating Cost			\$ 258,337	\$ 670,897	\$ 820,183	\$ 861,684	\$ 905,285	\$ 951,093	\$ 999,218	\$ 1,049,778
Contractor Incentives			\$ 6,000	\$ 12,360	\$ 12,731	\$ 13,113	\$ 13,506	\$ 13,911	\$ 14,329	\$ 14,758
Admin. Oversight & Printing	\$ 63,668	\$ 65,578	\$ 100,000	\$ 103,000	\$ 106,090	\$ 109,273	\$ 112,551	\$ 115,927	\$ 119,405	\$ 122,987
Taxi Scrip Service	\$ 529,865	\$ 554,607	\$ 285,623							
Contingency			\$ 71,667	\$ 154,779	\$ 185,255	\$ 194,191	\$ 203,567	\$ 213,404	\$ 223,725	\$ 234,553
Total Expenses	\$ 593,533	\$ 620,185	\$ 721,626	\$ 941,037	\$ 1,124,258	\$ 1,178,261	\$ 1,234,909	\$ 1,294,335	\$ 1,356,676	\$ 1,422,077
Revenue										
Farebox Revenue	\$ 73,515	\$ 83,191	\$ 133,261	\$ 234,814	\$ 287,064	\$ 301,589	\$ 316,850	\$ 332,882	\$ 349,726	\$ 367,422
New Freedom Grants		\$ 200,000	\$ 100,000							
TDA: Benicia	\$ 35,996									
TDA: Dixon	\$ 3,000	\$ 5,000	\$ 5,000	\$ 5,150	\$ 5,305	\$ 5,464	\$ 5,628	\$ 5,796	\$ 5,970	\$ 6,149
TDA: FAST	\$ 62,392	\$ 40,000	\$ 40,000	\$ 41,200	\$ 42,436	\$ 43,709	\$ 45,020	\$ 46,371	\$ 47,762	\$ 49,195
TDA: Rio Vista	\$ 1,500	\$ 5,000	\$ 5,000	\$ 5,150	\$ 5,305	\$ 5,464	\$ 5,628	\$ 5,796	\$ 5,970	\$ 6,149
TDA: Soltrans		\$ 85,000	\$ 85,000	\$ 87,550	\$ 90,177	\$ 92,882	\$ 95,668	\$ 98,538	\$ 101,494	\$ 104,539
TDA: Vacaville	\$ 71,991	\$ 70,000	\$ 70,000	\$ 72,100	\$ 74,263	\$ 76,491	\$ 78,786	\$ 81,149	\$ 83,584	\$ 86,091
TDA: Vallejo	\$ 119,985									
TDA: Solano County	\$ 77,999	\$ 47,105	\$ 283,365	\$ 473,696	\$ 489,107	\$ 504,980	\$ 521,330	\$ 538,169	\$ 555,514	\$ 573,380
State Transit Assistance										
Vacaville In-Kind Admin.	\$ 63,668									
Solano Co. In-Kind Admin.		\$ 65,578								
Reconciling Item	\$ 83,487	\$ 19,311								
Prior Year Balance	\$ -	\$ -	\$ 0	\$ 0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Revenue	\$ 593,533	\$ 620,185	\$ 721,627	\$ 919,660	\$ 993,655	\$ 1,030,579	\$ 1,068,909	\$ 1,108,703	\$ 1,150,021	\$ 1,192,926
Balance If Spend Contingency	\$ -	\$ 0	\$ 0	\$ (21,376)	\$ (130,603)	\$ (147,682)	\$ (166,001)	\$ (185,632)	\$ (206,655)	\$ (229,151)
Balance If Contingency Not Spent	\$ -	\$ 0	\$ 71,668	\$ 133,403	\$ 54,652	\$ 46,509	\$ 37,566	\$ 27,772	\$ 17,070	\$ 5,402

Assumptions:

New contract starts Jan. 1, 2015 (1/2 of FY15)

Maintain taxi scrip through Dec. 31, 2014 (1/2 of FY15)

Assume escalation of TDA revenues by 3% per year after FY15, Solano County TDA constrained by other planned uses

Solano County Intercity Paratransit Services

DRAFT

10-Year Financial Plan

Paratransit Broker Scenario B: 2% Annual Trip Growth, 25% Farebox Recovery, Higher Non-Ambulatory Trip Cost

21-Apr-14

	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22
Inputs										
Ambulatory Cost per Trip	\$ 41.46	\$ 42.70	\$ 35.19	\$ 36.25	\$ 37.33	\$ 38.45	\$ 39.61	\$ 40.79	\$ 42.02	\$ 43.28
No. of Ambulatory Trips	12,780	12,987	13,198	13,462	13,731	14,005	14,286	14,571	14,863	15,160
Non-Amb. Cost per Trip			\$ 70.38	\$ 72.49	\$ 74.67	\$ 76.91	\$ 79.21	\$ 81.59	\$ 84.04	\$ 86.56
No. of Non-Amb. Trips			990	3,365	5,492	5,602	5,714	5,829	5,945	6,064
Trip Growth Rate		2%	9%	2%	2%	2%	2%	2%	2%	2%
Cost Escalation Rate		3%	3%	3%	3%	3%	3%	3%	3%	3%
Farebox Recovery Rate	15%	15%	15% / 25%	25%	25%	25%	25%	25%	25%	25%
Contingency Rate			20%	20%	20%	20%	20%	20%	20%	20%
Expenses										
Contractor Operating Cost			\$ 267,045	\$ 731,888	\$ 922,706	\$ 969,394	\$ 1,018,446	\$ 1,069,979	\$ 1,124,120	\$ 1,181,001
Contractor Incentives			\$ 6,000	\$ 12,360	\$ 12,731	\$ 13,113	\$ 13,506	\$ 13,911	\$ 14,329	\$ 14,758
Admin. Oversight & Printing	\$ 63,668	\$ 65,578	\$ 100,000	\$ 103,000	\$ 106,090	\$ 109,273	\$ 112,551	\$ 115,927	\$ 119,405	\$ 122,987
Taxi Scrip Service	\$ 529,865	\$ 554,607	\$ 285,623							
Contingency			\$ 73,409	\$ 166,978	\$ 205,759	\$ 215,733	\$ 226,199	\$ 237,181	\$ 248,705	\$ 260,798
Total Expenses	\$ 593,533	\$ 620,185	\$ 732,076	\$ 1,014,225	\$ 1,247,285	\$ 1,307,513	\$ 1,370,702	\$ 1,436,999	\$ 1,506,559	\$ 1,579,544
Revenue										
Farebox Revenue	\$ 73,515	\$ 83,191	\$ 109,605	\$ 182,972	\$ 230,676	\$ 242,349	\$ 254,611	\$ 267,495	\$ 281,030	\$ 295,250
New Freedom Grants		\$ 200,000	\$ 100,000							
TDA: Benicia	\$ 35,996									
TDA: Dixon	\$ 3,000	\$ 5,000	\$ 5,000	\$ 5,150	\$ 5,305	\$ 5,464	\$ 5,628	\$ 5,796	\$ 5,970	\$ 6,149
TDA: FAST	\$ 62,392	\$ 40,000	\$ 40,000	\$ 41,200	\$ 42,436	\$ 43,709	\$ 45,020	\$ 46,371	\$ 47,762	\$ 49,195
TDA: Rio Vista	\$ 1,500	\$ 5,000	\$ 5,000	\$ 5,150	\$ 5,305	\$ 5,464	\$ 5,628	\$ 5,796	\$ 5,970	\$ 6,149
TDA: Soltrans		\$ 85,000	\$ 85,000	\$ 87,550	\$ 90,177	\$ 92,882	\$ 95,668	\$ 98,538	\$ 101,494	\$ 104,539
TDA: Vacaville	\$ 71,991	\$ 70,000	\$ 70,000	\$ 72,100	\$ 74,263	\$ 76,491	\$ 78,786	\$ 81,149	\$ 83,584	\$ 86,091
TDA: Vallejo	\$ 119,985									
TDA: Solano County	\$ 77,999	\$ 47,105	\$ 317,471	\$ 473,696	\$ 489,107	\$ 504,980	\$ 521,330	\$ 538,169	\$ 555,514	\$ 573,380
State Transit Assistance										
Vacaville In-Kind Admin.	\$ 63,668									
Solano Co. In-Kind Admin.		\$ 65,578								
Reconciling Item	\$ 83,487	\$ 19,311								
Prior Year Balance	\$ -	\$ -	\$ 0	\$ 0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Revenue	\$ 593,533	\$ 620,185	\$ 732,076	\$ 867,818	\$ 937,268	\$ 971,338	\$ 1,006,670	\$ 1,043,315	\$ 1,081,325	\$ 1,120,754
Balance If Spend Contingency	\$ -	\$ 0	\$ 0	\$ (146,407)	\$ (310,018)	\$ (336,176)	\$ (364,032)	\$ (393,684)	\$ (425,234)	\$ (458,790)
Balance If Contingency Not Spent	\$ -	\$ 0	\$ 73,409	\$ 20,570	\$ (104,259)	\$ (120,442)	\$ (137,833)	\$ (156,502)	\$ (176,529)	\$ (197,992)

Assumptions:

New contract starts Jan. 1, 2015 (1/2 of FY15)

Maintain taxi scrip through Dec. 31, 2014 (1/2 of FY15)

Assume escalation of TDA revenues by 3% per year after FY15, Solano County TDA constrained by other planned uses

Solano County Intercity Paratransit Services

DRAFT

10-Year Financial Plan

Dedicated Fleet Scenario A: 2% Annual Trip Growth, 35% Farebox Recovery

21-Apr-14

	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22
Inputs										
Ambulatory Cost per Trip	\$ 41.46	\$ 42.70	\$ 96.72	\$ 99.62	\$ 102.61	\$ 105.69	\$ 108.86	\$ 112.12	\$ 115.49	\$ 118.95
No. of Ambulatory Trips	12,780	12,987	13,198	13,462	13,731	14,005	14,286	14,571	14,863	15,160
Non-Amb. Cost per Trip			\$ 96.72	\$ 99.62	\$ 102.61	\$ 105.69	\$ 108.86	\$ 112.12	\$ 115.49	\$ 118.95
No. of Non-Amb. Trips			990	3,365	5,492	5,602	5,714	5,829	5,945	6,064
Trip Growth Rate		2%	9%	2%	2%	2%	2%	2%	2%	2%
Cost Escalation Rate		3%	3%	3%	3%	3%	3%	3%	3%	3%
Farebox Recovery Rate	15%	15%	15% / 35%	35%	35%	35%	35%	35%	35%	35%
Contingency Rate			20%	20%	20%	20%	20%	20%	20%	20%
Expenses										
Contractor Operating Cost			\$ 686,106	\$ 1,676,333	\$ 1,972,494	\$ 2,072,302	\$ 2,177,161	\$ 2,287,325	\$ 2,403,064	\$ 2,524,659
Contractor Incentives			\$ 6,000	\$ 12,360	\$ 12,731	\$ 13,113	\$ 13,506	\$ 13,911	\$ 14,329	\$ 14,758
Admin. Oversight & Printing	\$ 63,668	\$ 65,578	\$ 100,000	\$ 103,000	\$ 106,090	\$ 109,273	\$ 112,551	\$ 115,927	\$ 119,405	\$ 122,987
Taxi Scrip Service	\$ 529,865	\$ 554,607	\$ 285,623							
Contingency			\$ 157,221	\$ 355,867	\$ 415,717	\$ 436,315	\$ 457,942	\$ 480,650	\$ 504,494	\$ 529,529
Total Expenses	\$ 593,533	\$ 620,185	\$ 1,234,950	\$ 2,147,559	\$ 2,507,032	\$ 2,631,003	\$ 2,761,160	\$ 2,897,814	\$ 3,041,291	\$ 3,191,934
Revenue										
Farebox Revenue	\$ 73,515	\$ 83,191	\$ 282,981	\$ 586,716	\$ 690,373	\$ 725,306	\$ 762,006	\$ 800,564	\$ 841,072	\$ 883,631
New Freedom Grants		\$ 200,000	\$ 100,000							
TDA: Benicia	\$ 35,996									
TDA: Dixon	\$ 3,000	\$ 5,000	\$ 5,000	\$ 5,150	\$ 5,305	\$ 5,464	\$ 5,628	\$ 5,796	\$ 5,970	\$ 6,149
TDA: FAST	\$ 62,392	\$ 40,000	\$ 40,000	\$ 41,200	\$ 42,436	\$ 43,709	\$ 45,020	\$ 46,371	\$ 47,762	\$ 49,195
TDA: Rio Vista	\$ 1,500	\$ 5,000	\$ 5,000	\$ 5,150	\$ 5,305	\$ 5,464	\$ 5,628	\$ 5,796	\$ 5,970	\$ 6,149
TDA: Soltrans		\$ 85,000	\$ 85,000	\$ 87,550	\$ 90,177	\$ 92,882	\$ 95,668	\$ 98,538	\$ 101,494	\$ 104,539
TDA: Vacaville	\$ 71,991	\$ 70,000	\$ 70,000	\$ 72,100	\$ 74,263	\$ 76,491	\$ 78,786	\$ 81,149	\$ 83,584	\$ 86,091
TDA: Vallejo	\$ 119,985									
TDA: Solano County	\$ 77,999	\$ 47,105	\$ 458,734	\$ 473,696	\$ 489,107	\$ 504,980	\$ 521,330	\$ 538,169	\$ 555,514	\$ 573,380
State Transit Assistance										
Vacaville In-Kind Admin.	\$ 63,668									
Solano Co. In-Kind Admin.		\$ 65,578								
Reconciling Item	\$ 83,487	\$ 19,311								
Prior Year Balance	\$ -	\$ -	\$ 0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Revenue	\$ 593,533	\$ 620,185	\$ 1,046,715	\$ 1,271,563	\$ 1,396,964	\$ 1,454,295	\$ 1,514,065	\$ 1,576,384	\$ 1,641,367	\$ 1,709,135
Balance If Spend Contingency	\$ -	\$ 0	\$ (188,235)	\$ (875,997)	\$ (1,110,067)	\$ (1,176,708)	\$ (1,247,095)	\$ (1,321,430)	\$ (1,399,924)	\$ (1,482,799)
Balance If Contingency Not Spent	\$ -	\$ 0	\$ (31,014)	\$ (520,130)	\$ (694,350)	\$ (740,393)	\$ (789,153)	\$ (840,779)	\$ (895,430)	\$ (953,270)

Assumptions:

New contract starts Jan. 1, 2015 (1/2 of FY15)

Maintain taxi scrip through Dec. 31, 2014 (1/2 of FY15)

Assume escalation of TDA revenues by 3% per year after FY15, Solano County TDA constrained by other planned uses

Solano County Intercity Paratransit Services

DRAFT

10-Year Financial Plan

Dedicated Fleet Scenario B: 2% Annual Trip Growth, 25% Farebox Recovery

21-Apr-14

	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22
Inputs										
Ambulatory Cost per Trip	\$ 41.46	\$ 42.70	\$ 96.72	\$ 99.62	\$ 102.61	\$ 105.69	\$ 108.86	\$ 112.12	\$ 115.49	\$ 118.95
No. of Ambulatory Trips	12,780	12,987	13,198	13,462	13,731	14,005	14,286	14,571	14,863	15,160
Non-Amb. Cost per Trip			\$ 96.72	\$ 99.62	\$ 102.61	\$ 105.69	\$ 108.86	\$ 112.12	\$ 115.49	\$ 118.95
No. of Non-Amb. Trips			990	3,365	5,492	5,602	5,714	5,829	5,945	6,064
Trip Growth Rate		2%	9%	2%	2%	2%	2%	2%	2%	2%
Cost Escalation Rate		3%	3%	3%	3%	3%	3%	3%	3%	3%
Farebox Recovery Rate	15%	15%	15% / 25%	25%	25%	25%	25%	25%	25%	25%
Contingency Rate			20%	20%	20%	20%	20%	20%	20%	20%
Expenses										
Contractor Operating Cost			\$ 686,106	\$ 1,676,333	\$ 1,972,494	\$ 2,072,302	\$ 2,177,161	\$ 2,287,325	\$ 2,403,064	\$ 2,524,659
Contractor Incentives			\$ 6,000	\$ 12,360	\$ 12,731	\$ 13,113	\$ 13,506	\$ 13,911	\$ 14,329	\$ 14,758
Admin. Oversight & Printing	\$ 63,668	\$ 65,578	\$ 100,000	\$ 103,000	\$ 106,090	\$ 109,273	\$ 112,551	\$ 115,927	\$ 119,405	\$ 122,987
Taxi Scrip Service	\$ 529,865	\$ 554,607	\$ 285,623							
Contingency			\$ 157,221	\$ 355,867	\$ 415,717	\$ 436,315	\$ 457,942	\$ 480,650	\$ 504,494	\$ 529,529
Total Expenses	\$ 593,533	\$ 620,185	\$ 1,234,950	\$ 2,147,559	\$ 2,507,032	\$ 2,631,003	\$ 2,761,160	\$ 2,897,814	\$ 3,041,291	\$ 3,191,934
Revenue										
Farebox Revenue	\$ 73,515	\$ 83,191.04	\$ 214,370	\$ 419,083	\$ 493,123	\$ 518,076	\$ 544,290	\$ 571,831	\$ 600,766	\$ 631,165
New Freedom Grants		\$ 200,000	\$ 100,000							
TDA: Benicia	\$ 35,996									
TDA: Dixon	\$ 3,000	\$ 5,000	\$ 5,000	\$ 5,150	\$ 5,305	\$ 5,464	\$ 5,628	\$ 5,796	\$ 5,970	\$ 6,149
TDA: FAST	\$ 62,392	\$ 40,000	\$ 40,000	\$ 41,200	\$ 42,436	\$ 43,709	\$ 45,020	\$ 46,371	\$ 47,762	\$ 49,195
TDA: Rio Vista	\$ 1,500	\$ 5,000	\$ 5,000	\$ 5,150	\$ 5,305	\$ 5,464	\$ 5,628	\$ 5,796	\$ 5,970	\$ 6,149
TDA: Soltrans		\$ 85,000	\$ 85,000	\$ 87,550	\$ 90,177	\$ 92,882	\$ 95,668	\$ 98,538	\$ 101,494	\$ 104,539
TDA: Vacaville	\$ 71,991	\$ 70,000	\$ 70,000	\$ 72,100	\$ 74,263	\$ 76,491	\$ 78,786	\$ 81,149	\$ 83,584	\$ 86,091
TDA: Vallejo	\$ 119,985									
TDA: Solano County	\$ 77,999	\$ 47,105	\$ 458,734	\$ 473,696	\$ 489,107	\$ 504,980	\$ 521,330	\$ 538,169	\$ 555,514	\$ 573,380
State Transit Assistance										
Vacaville In-Kind Admin.	\$ 63,668									
Solano Co. In-Kind Admin.		\$ 65,578								
Reconciling Item	\$ 83,487	\$ 19,311								
Prior Year Balance	\$ -	\$ -	\$ 0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Revenue	\$ 593,533	\$ 620,185	\$ 978,104	\$ 1,103,929	\$ 1,199,715	\$ 1,247,065	\$ 1,296,349	\$ 1,347,652	\$ 1,401,061	\$ 1,456,669
Balance If Spend Contingency	\$ -	\$ 0	\$ (256,846)	\$ (1,043,630)	\$ (1,307,317)	\$ (1,383,938)	\$ (1,464,811)	\$ (1,550,162)	\$ (1,640,230)	\$ (1,735,265)
Balance If Contingency Not Spent	\$ -	\$ 0	\$ (99,625)	\$ (687,764)	\$ (891,600)	\$ (947,623)	\$ (1,006,869)	\$ (1,069,512)	\$ (1,135,736)	\$ (1,205,736)

Assumptions:

New contract starts Jan. 1, 2015 (1/2 of FY15)

Maintain taxi scrip through Dec. 31, 2014 (1/2 of FY15)

Assume escalation of TDA revenues by 3% per year after FY15, Solano County TDA constrained by other planned uses

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Scenario	Purpose	FY 15 Cost/Trip ¹ (Amb / Non-Amb)	Farebox Recovery	Annual Trips (FY22)	Annual Operating Expense (FY 16) ²	Financial Outcomes	
						Shortfall Begins	Annual Shortfall Amount in FY22
County Plan	10-Year projection of Solano County's operating plan	\$60 / \$60 (no annual growth)	35%	20,577	\$ 1,448,424	Spend Contingency: FY16 Without Cont.: FY17	\$387,000 \$117,000
Current Taxi Scrip A	Continuation of current taxi scrip program	\$44 / NA	15%	15,217	\$ 818,070	Spend Contingency: FY16 Without Cont.: none	\$138,000 \$0
Current Taxi Scrip B	Continuation of current taxi scrip program, increase farebox recovery	\$44 / NA	25%	15,217	\$ 818,070	Spend Contingency: FY18 Without Cont.: none	\$56,000 \$0
Modified Taxi Scrip A	Expand taxi scrip program to include non-ambulatory trips	\$44 / \$66	35%	21,224	\$ 1,142,258	Spend Contingency: FY16 Without Cont.: FY17	\$452,000 \$165,000
Modified Taxi Scrip B	Expand taxi scrip program to include non-ambulatory trips	\$44 / \$88	25%	21,224	\$ 1,233,740	Spend Contingency: FY16 Without Cont.: FY16	\$592,000 \$272,000
Paratransit Broker A	Paratransit Broker model, with 20% trip consolidation	\$35 / \$53	35%	21,224	\$ 941,037	Spend Contingency: FY16 Without Cont.: none	\$229,000 \$0
Paratransit Broker B	Paratransit Broker model, with 20% trip consolidation	\$35 / \$70	25%	21,224	\$ 1,014,225	Spend Contingency: FY16 Without Cont.: FY17	\$459,000 \$198,000
Dedicated Fleet A	Provide ambulatory and non-ambulatory trips with dedicated fleet	\$97 / \$97	35%	21,224	\$ 2,147,559	Spend Contingency: FY15 Without Cont.: FY15	\$1,483,000 \$953,000
Dedicated Fleet B	Provide ambulatory and non-ambulatory trips with dedicated fleet	\$97 / \$97	25%	21,224	\$ 2,147,559	Spend Contingency: FY15 Without Cont.: FY15	\$1,735,000 \$1,206,000
<p>Notes:</p> <p>1. Cost per trip data provided by Nelson\Nygaard.</p>							

Scenario	Purpose	FY 15 Cost/Trip ¹	Farebox Recovery	Annual Trips	Annual	Financial Outcomes
	2. First full year of operations.					

Solano Intercity Paratransit Service Options

Summary of Financial Analysis

Financial Analysis Variables

Cost Analysis Variables	Revenue Analysis Variables
Riders <ul style="list-style-type: none"> • Ambulatory • Non-Ambulatory • Annual Growth rate Cost per Rider <ul style="list-style-type: none"> • Ambulatory • Non-Ambulatory • Annual Growth Rate 	<ul style="list-style-type: none"> • Farebox Recovery • Transit Operator Contributions of TDA • Other Grants • Annual Growth in Revenues

Common Financial Assumptions

Cost Assumptions	Revenue Assumptions
<ul style="list-style-type: none"> • Annual Ambulatory Ridership Growth = 2% • Annual Cost Escalation* = 3% • Contingency Rate = 20% 	<ul style="list-style-type: none"> • Transit Operator TDA Contribution in FY14 and FY15 from MOU • Annual Transit Operator TDA Growth* = 3% • Annual County TDA Growth* = 3% • County TDA Constrained to Net Amount Available* • FTA New Freedom Grants = \$300,000

* Except County Plan Scenario



DATE: May 5, 2014
TO: STA Board
FROM: Robert Guerrero, Project Manager
RE: Regional Transportation Impact Fee (RTIF) Update

Background:

On December 3rd, the County Board of Supervisors unanimously approved the Public Facility Fee (PFF) Update with \$1,500 per dwelling unit equivalent allocated for transportation as part of the RTIF to be administered by the STA. The STA Board approved a list of eligible RTIF Projects which are being implemented by seven separate Working Groups. The majority of the Working Groups held kick off meetings on January 15, 2014 to have preliminary discussions on the following topics:

1. Estimated RTIF revenue
2. RTIF Project prioritization
3. Policies for shifting and/or loaning of funds between working groups
4. RTIF implementation schedule

Since then, a new revenue estimate was developed and distributed to the Working Groups to further assist them in their RTIF project selection. The revised revenue estimate is included as Attachment A. The total RTIF revenue projected for the next 5 years is \$9.9 million.

Discussion:

A second round of Working Group meetings are scheduled for May 5th and 7th. The primary purpose of these meetings are for the Working Groups to select RTIF project or projects to be implemented within the next 2 years. The Express Bus Facilities and Transit Center Working Group discussed their priorities at the April 29th SolanoExpress Transit Consortium Meeting. The schedule for RTIF implementation is as follows:

- **Week of April 17th-** Begin scheduling Working Group meetings for early May with the purpose to select RTIF project(s) in the next 2 years.
- **April 30th TAC-** Update TAC members meeting is coming up and answering any questions
- **Week of May 5th - RTIF 2nd Round of meetings-** Working Group Meetings to select projects
- **May 28th TAC-** Report on projects recommended and draft policies
- **June 2nd- 13th -** 3rd Round of RTIF meetings- STA staff work with agencies with RTIF recommended projects to develop implementation plan (Funding Plan, Detailed Project Scope, Schedule/Milestones for Completion)
- **June 25th TAC -** Recommend RTIF Project Implementation Plan
- **July 9th Board-** Adopt RTIF Implementation Plan

The goal is to provide an RTIF Project Implementation Plan to the June 25th TAC and July 9th Board meeting.

Fiscal Impact:

No impact to the STA Budget at this time.

Recommendation:

Informational.

Attachment:

- A. March 2014 Five Year Projections for Solano Regional Transportation Impact Fee Revenue Overall Summary

March 2014

Five-Year Projections for Solano Regional Transportation Impact Fee**Overall Summary**

Estimated Fee Revenue						
Area	2014	2015	2016	2017	2018	Five-year Total
District 1	\$497,420	\$653,503	\$1,059,101	\$1,087,507	\$1,075,383	\$4,372,914
District 2	\$374,624	\$405,005	\$410,276	\$452,971	\$487,422	\$2,130,298
District 3	\$136,871	\$55,580	\$52,409	\$31,015	\$33,435	\$309,310
District 4	\$99,359	\$233,465	\$451,604	\$311,725	\$209,817	\$1,305,970
District 5	\$86,453	\$201,290	\$254,099	\$192,844	\$113,895	\$848,581
Dedicated to Transit	\$66,374	\$86,047	\$123,749	\$115,337	\$106,664	\$498,171
Dedicated to County Roads	\$66,374	\$86,047	\$123,749	\$115,337	\$106,664	\$498,171
Total	\$1,327,474	\$1,720,935	\$2,474,988	\$2,306,737	\$2,133,281	\$9,963,414

Notes:

- 1) 5% of all RTIF revenues are dedicated to County roads, and 5% are dedicated to transit projects. The Districts receive the remaining 90%.
- 2) These estimates are based on projections of future building permit activity provided by local jurisdictions; these estimates are subject to change over time as new information becomes available about the timing and location of new developments.

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DATE: May 2, 2014
TO: STA Board
FROM: Paulette Cooper, SNCI Commute Consultant
RE: Bike to Work Day- Bike Commuter of the Year for Solano County

Background:

May 8th marks the 20th annual Bike to Work Day campaign in the Bay Area. The goal of the campaign is to promote bicycling as a commute option by encouraging individuals to pledge to bike to work (or school, or transit) at least one day during Bike to Work Week. Activities include the Team Bike Challenge and sixteen Energizer Stations that will be sponsored throughout Solano County. Bike to Work Day is funded by the Metropolitan Transportation Commission and the Bay Area Air Quality Management District. Kaiser Permanente is the presenting sponsor in addition to various regional and local sponsors.

Discussion:

Each year, one person is chosen from each of the nine Bay Area counties to receive a Metropolitan Transportation Commission award in recognition of their exemplary commitment to commuting by bicycle as the Bike Commuter of the Year. The 2014 Bike Commuter of the Year for Solano County is James Oliver. James, a resident of Vacaville, has been riding his bike to work for the past eight years. He started riding to stay fit and lost 45 pounds. He had to go to great lengths to adapt his bike for his 70% disability.

Regardless of the weather James rides to work, eight miles round trip, to Vacaville Convalescent & Rehabilitation Center where he is an Occupational Therapist. During the holiday season he decorates his bike with lights and wreath to bring joy to all he sees or sees him.

James enjoys the commuting on the newly completed bike path on Leisure Town Road as he listens to books on tape on his journey. He loves that each day the trip is different depending on what is in bloom or what bird is migrating through the area.

James is co-captain for Relay for Life and goes out on his bike during his lunch seeking donations for this worthy event. He constantly sets goals for himself and hopes to complete a 500-mile ride along the famous El Camino de Santiago in Spain at age 70. James has a humble spirit, even though he accomplished a lot during his life. He is honored to receive the 2014 Solano County Bike Commuter of the Year.

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: May 5, 2014
TO: STA Board
FROM: Tiffany Gephart, Transit Mobility Coordinator
RE: Mobility Management Program - In-Person ADA Eligibility Update

Background:

The Solano County Mobility Management Program is a culmination of public input provided at two mobility summits held in 2009 and the 2011 Solano Transportation Study for Seniors and People with Disabilities. STA has been working with consultants, the Solano Transit Operators, the Paratransit Coordinating Council (PCC), and the Senior and People with Disabilities Transportation Advisory Committee since July 2012 to develop a Mobility Management Plan for Solano County. Mobility Management was identified as a priority strategy to address the transportation needs of seniors, people with disabilities, low income and transit dependent individuals in the 2011 Solano Transportation Study for Seniors and People with Disabilities. On April 9, 2014, the STA Board unanimously adopted the Solano County Mobility Management Plan.

The Solano Mobility Management Plan focuses on four key elements that were also identified as strategies in the Solano Transportation Study for Seniors and People with Disabilities:

1. Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program
2. Travel Training
3. Older Driver Safety Information
4. One Stop Transportation Call Center

The Countywide In-Person American Disability Act (ADA) Eligibility program launched July 1, 2013 as a two-year pilot program. CARE Evaluators was retained by STA to provide In-Person Eligibility Assessments for Solano County.

Discussion:

Countywide In-Person ADA Eligibility Program Update

The month of March was the 9th month of the contract between STA and CARE Evaluators. This update summarizes the activities of CARE Evaluators in the third quarter of the program.

Between January and March there were 401 scheduled appointments, with 269 assessments completed (67%). Overall, the performance outcomes of the program have improved or been consistent with the first six months of the contract. On average, the time between an applicant call to schedule an in-person assessment and the date of their assessment was approximately six (6) days; this is a slight increase in wait time from January when the average was five (5) days. The average duration between an applicant's assessment and receipt of the eligibility determination letter is eleven (11) days. There were no violations of the 21 day ADA assessment letter policy during the third quarter. Usage of complementary

paratransit service has increased consistently between January and March to 69% of scheduled appointments, peaking in March.

There were a total of 14 ADA Comment Cards received by the STA between January and March. Of those who completed comment cards, thirteen (13) of fourteen (14) clients were highly satisfied and one (1) was satisfied with the assessment process and service. STA staff has produced a more in-depth third quarter summary report. (Attachment A).

Recommendation:

Informational.

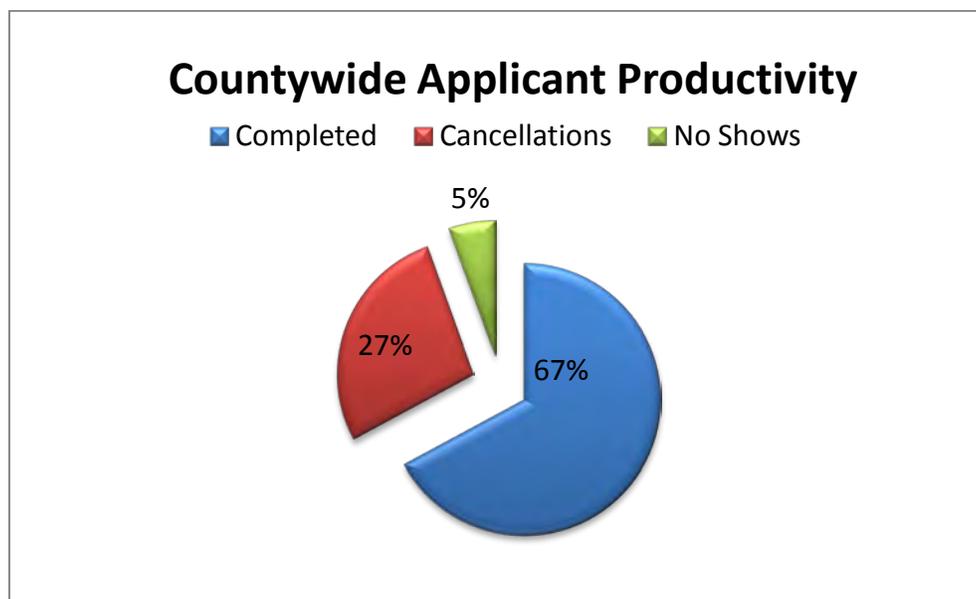
Attachments:

- A. Countywide ADA In-Person Eligibility – Third Quarter Progress Report

Countywide In-Person ADA Eligibility Program Third Quarter Progress Report

Applicant Volume by Month: From January 1, 2014 to March 31, 2014, CARE Evaluators scheduled 401 interviews and conducted 269 evaluations in Solano County. Of the 401 scheduled appointments, 269 (67%) of the applicants appeared for their in-person assessment, 22 (5%) were a no show, and 110 (24%) were cancellations. The incompleteness rate for the third quarter remains consistent with the first six months of the program.

Applicant Volume and Productivity by Location						
	Countywide	Dixon Read- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Completed	269	8	109	3	92	58
Cancellations	110	2	39	0	41	26
No-Shows	22	0	8	0	10	2
Incompletion Rate	33%	22%	28%	0%	32%	33%



New versus Re-certification: From January 1, 2014 to March 31, 2014, of the 269 applicants assessed, 239 (89%) were new applicants and 30 (11%) were applicants seeking recertification. This trend was consistent across each month of the quarter and represents a 13% increase in the proportion of new applicants as compared to the first six months of the program (76%).

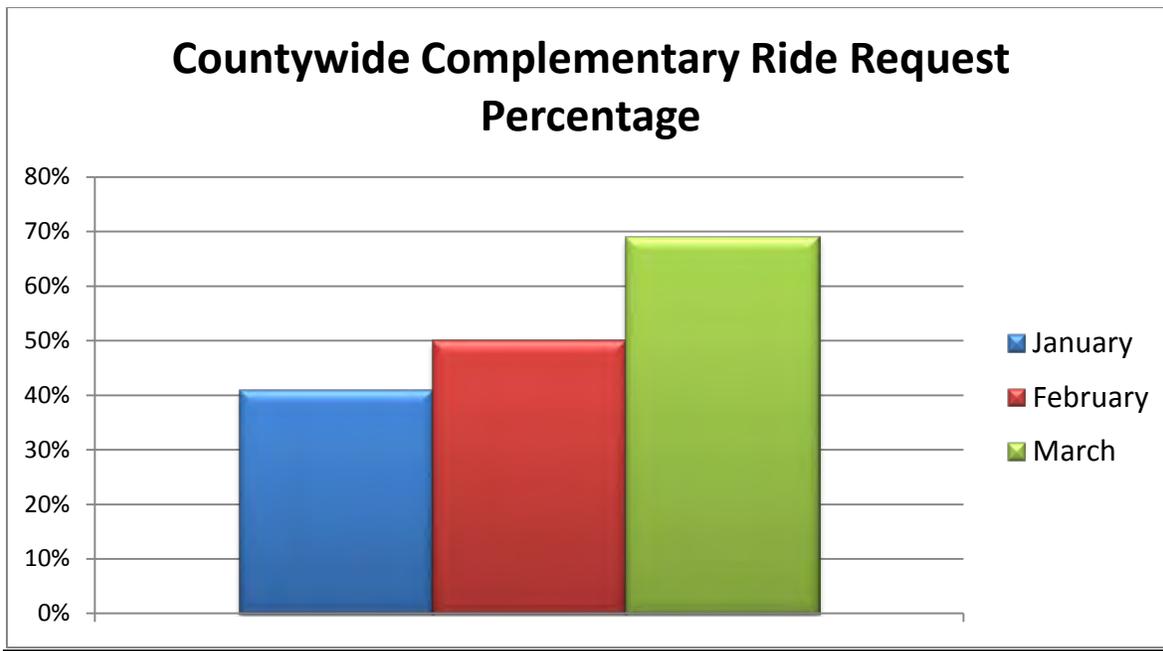
Countywide Eligibility Results by Application Type							
NEW		Percentage		RECERTIFICATION		Percentage	
Unrestricted	201		74%	Unrestricted	23		77%
Conditional	20		7%	Conditional	2		7%
Trip-by-trip	15		6%	Trip-by-trip	1		3%
Temporary	18		8%	Temporary	0		0%
Denied	15		5%	Denied	4		13%
TOTAL	239		89%	TOTAL	30		11%

Eligibility Determinations: Of the 269 assessments that took place from January to March, 201 (75%) were given unrestricted eligibility, 15 (6%) were denied, 15 (6%) were given trip-by-trip eligibility, 20 (7%) were given conditional eligibility, and 18 (7%) were given temporary eligibility. These figures are consistent with the first six months of the program.

Eligibility Results by Service Area						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Unrestricted	201	6	82	2	67	45
Conditional	20	3	11	0	7	0
Trip-by-trip	15	0	7	0	3	5
Temporary	18	0	1	0	11	6
Denied	15	0	8	1	4	2
TOTAL	269	9	109	3	92	58

Impact on Paratransit: As part of the new countywide in-person assessment program, applicants are provided a complimentary trip on paratransit for the applicant and the applicant's Personal Care Attendant (PCA) upon request. In the third quarter of the program, 53% of all scheduled assessments requested a paratransit trip to the assessment site. There has been a monthly increase in the percentage of applicants requesting a paratransit ride each month between January and March.

Transportation to and from In-Person Assessment						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Own Transportation	119	4	44	3	39	29
Complementary Paratransit	177	5	74	0	64	34
Paratransit %	65%	56%	68%	0%	70%	59%



Type of Disability: Many of the applicants who completed the in-person assessment possessed more than one type of disability. The most common type of disability reported was a physical disability (52%), followed by cognitive and visual disabilities (22%), and audio disability (5%).

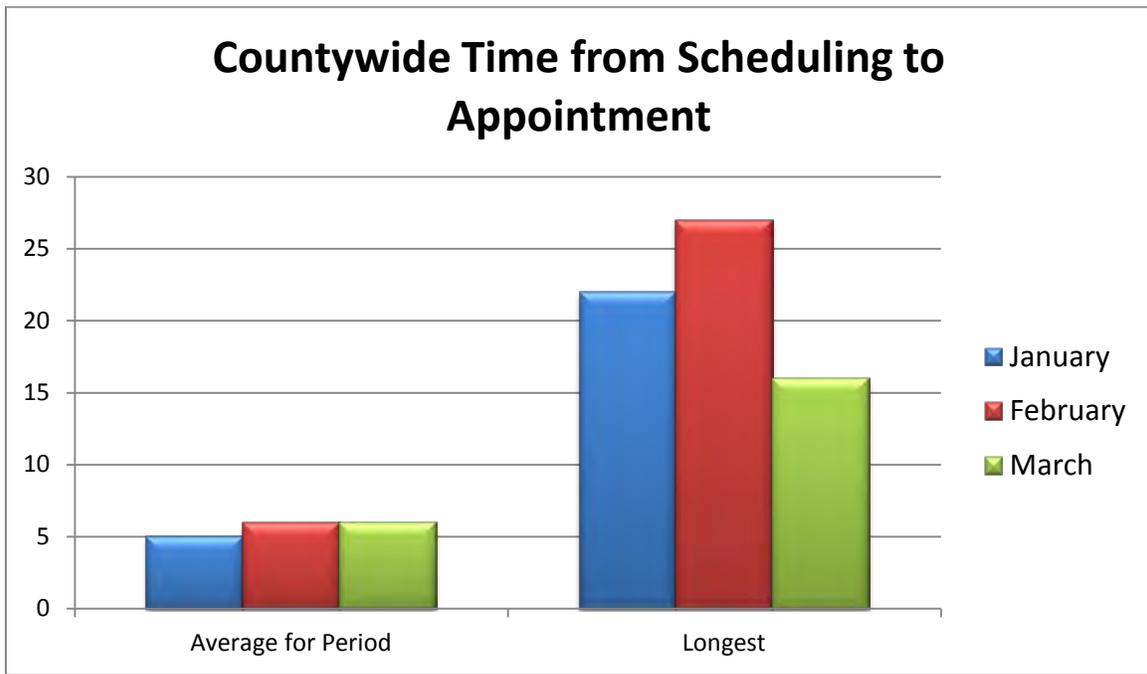
Disability Type Countywide and by Service Area						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Physical	257	3	103	2	88	55
Cognitive	108	2	49	2	32	24
Visual	108	0	36	1	38	33
Audio	24	0	9	0	10	5

Time to Scheduled Assessment: On average, the time between an applicant call to schedule an in-person assessment and the date of their assessment for third quarter of the program was approximately 6 days. The longest amount of time a client had to wait for an appointment was 27 calendar days. This wait was extended due to the client rescheduling their appointment. If a client does not cancel an appointment and only reschedules, the “time from scheduling to appointment” does not reset. STA is working with CARE to produce a more accurate report that takes rescheduling into account when counting the number of days from scheduling to appointment. The goal is for clients to receive an appointment within 2 weeks (10 business days) of their phone call. There were 26 incidents where the time between scheduling to assessment exceeded 10 business days, however on average, delays beyond 10 business days are marginal, such as 11 or 12 days.

Time (Days) from Scheduling to Appointment						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Average for Period*	6	6	6	14**	5	6
Longest*	27	13	27	14	18	13
Number Over 10 Business Days	26	0	15	0	9	2

*The average and longest duration between scheduling and evaluation are represented in calendar days

**Due to an emergency with an evaluator 3 applicants were rescheduled



Time to Receipt of Eligibility Determination Letter: On average, the time between the applicant's assessment and the receipt of the eligibility determination letter in the third quarter of the program was 11 days. This has decreased from 16 days in the first 6 months of the program. The longest waiting period was 20 days as compared to 34 in the first 6 months of the program. There is a requirement that all ADA determination letter must be mailed out to clients within 21 days of their evaluation. CARE Evaluators had no violations of this requirement this quarter.

Time (Days) from Evaluation to Letter						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Average for Period	11	9	13	0	11	10
Longest	20	16	20	7	15	16
# of Clients Past 21 Days	0	0	0	0	0	0

Comment Card Summary: There were a total of 14 ADA Comment Cards received by the STA between January and March . Below is a summary of the scores provided by clients and the number each transit operator received. Of those who provided feedback, most clients are very satisfied with the service they receive.

November Comment Card Summary		
Very Satisfied	13	(Vacaville City Coach 5, FAST 4, SolTrans 3, Not Specified 1)
Satisfied	1	(FAST 1)
Neutral	0	
Dissatisfied	0	
Very Dissatisfied	0	
Total Received	14	

Total Number of SolTrans Reminder Cards Mailed out in the Third Quarter: There were a total of seventy-eight (78) reminder cards mailed out between January and March.

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DATE: May 5, 2014
TO: STA Board
FROM: Debbie McQuilkin, Customer Service Coordinator
RE: Mobility Management Call Center Update

Background:

In October 2013, the STA Board authorized the Mobility Management Call Center be established through an expansion of the Solano Napa Commuter Information (SNCI) program call center as a pilot program for three years. SNCI's Call Center expansion into the One-Stop Mobility Management Call Center has progressed with the call center now moved into the new office location across the hall from STA. One full-time customer service staff and two additional part-time staff have been hired to implement this customer program.

Discussion:

The SNCI program will evolve into the One-Stop Call Center by expanding the services provided. The rideshare program will remain, providing transportation options to commuters, but will expand to provide transportation options to seniors, people with disabilities, and low income residents. Additionally, the call center will process applications for the Regional Transit Card (RTC), and service Clipper Cards, sell of FasTrak and BikeLink locker cards, and in the future sell Clipper Cards when they become available later this year to Solano County transit operators.

Currently, these services have been provided in person at the Suisun Fairfield Train Station by City of Rio Vista staff. Rio Vista has notified the City of Suisun that they will be vacating the station and will no longer provide this service effective May 1, 2014.

STA is planning to handle the expanded responsibility of processing the RTC and Senior Clipper Cards and the sales of FasTrak and BikeLinks locker cards at the new STA's offices location. Suisun City has requested the STA consider having its Solano Napa Commuter Information (SNCI) staff occupying a facility office location at the Suisun Fairfield Train Depot and this is currently being assessed by STA staff.

Regional Transit Connection (RTC) Clipper Card

The Regional Transit Connection (RTC) Clipper Card is available to qualified persons with disabilities under 65 years of age. It may be used as proof of eligibility to receive 50% off discount fares on fixed-route, rail and ferry systems throughout the San Francisco Bay Area. The cost of the card is \$3.00 and expires after 5 years. The RTC Clipper Card must be applied for in person.

Senior Clipper Card

Any senior 65 or older, may receive a Senior Clipper Card. The Senior Clipper Card offers the same features and discounts (50% off) as the RTC card, but is free and does not expire. Applications can be submitted by mail, email or fax. Cards can also be obtained immediately in-

person at a Clipper Customer Service Center. The Senior Clipper Card is currently being used for ID purposes only. When Clipper services are implemented in Solano County, seniors will be able to add value to these cards. Clipper is expected to be implemented on local transit vehicles and Solano Express in November 2014.

FasTrak/BikeLink

FasTrak and BikeLink services will be provided at the Call Center also.

FasTrak toll tags are mounted on your vehicle's windshield. As your vehicle enters the toll lane, the toll tag is read by the antennae and your FasTrak account is charged the proper amount.

FasTrak Toll Tags will be available to purchase at the Call Center. When you purchase a FasTrak for \$20, you will receive \$5 in free tolls (\$25).

The BikeLink Card acts as both a debit device and access key for bicycle storage lockers located at the Suisun Train Depot. It is smart, never expires and is faster to use than a mechanical bike lock or locker.

Recommendation:

Informational.



DATE: May 5, 2014
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2014-15

Background

In January 2004, the Solano Transportation Authority (STA) Board unanimously adopted a policy to index the annual local Transportation Development Act (TDA) to provide 2.7% of the total TDA available to the county and 2.1% for Members Contribution based on the prior calendar year gas tax revenues received by all the agencies in Solano County.

The TDA contribution is based on the Metropolitan Transportation Commission (MTC)'s annual TDA fund estimate for each local jurisdiction. STA annually claims these funds on behalf of the Member Agencies for transit operation and planning expenses.

The Members Contribution received from all the agencies in Solano County is calculated based on the gas tax revenues. Although based on gas tax revenues, each member agency provides a contribution to STA through any eligible fund source, including gas tax. The Member Agencies are invoiced for these contributions at the beginning of the fiscal year.

Both contributions are estimates; revisions are made as actual data is made available and adjustments are made in the subsequent fiscal year. These two revenue sources provide the core funding for STA's operations. These operations include administrative staff services and office space cost, and a percentage of strategic planning and project development not covered by other planning grants and project revenues.

Discussion:

In March 2005, a memo was issued to record the methodology to calculate the annual Transportation Development Act (TDA) and Member Contributions, previously known as Gas Tax contribution as a result of the indexing policy approval. This methodology has been used and followed since the approval of the policy for the annual billing of the TDA and Members Contribution to member agencies.

Attachment A is the FY 2014-15 Local TDA Funds and Contributions from Member Agencies. The TDA contribution to STA for FY 2014-15 has reduced by \$66,298 from the prior year using the MTC's annual TDA funding estimates issued February 26, 2014. STA's TDA claim for FY 2014-15 is calculated based on the adopted indexing policy (Attachment B) and on MTC's FY 2014-15 Fund Estimate (Attachment D).

The Members Contribution is increased by \$87,270. The Members Contributions estimates for FY 2014-15 are based on actual Gas Tax Revenues received by each agency in Solano County for the calendar year 2013 (Attachment C). TDA Funds and Contribution from Member Agencies vary depending on the actual amounts on MTC's TDA Apportionment and Gas Tax Revenues received by the agencies. Adjustments to these estimates are reflected in the subsequent year.

Fiscal Impact

FY 2014-15 Local TDA Funds is \$397,586 and the Members Contributions is \$255,950. In aggregate, the total TDA and members' contribution from the member agencies for the FY 2014-15 is increased by \$20,972 due to the increase in the 2013 Gas Tax revenue received by Member Agencies.

Recommendation:

Informational.

Attachments:

- A. FY 2014-15 Local TDA Funds and Contributions from Member Agencies.
- B. Computations for TDA and Members Contributions for FY 2014-15
- C. Calendar Year 2013 Gas Tax Revenues for Solano County Agencies
- D. MTC FY 2014-15 Fund Estimate TDA Funds Solano County (February 26, 2014)

**FY 2014-15 Local Transportation Development Act (TDA)
and
Contributions from Member Agencies**

TDA Contributions

AGENCY	FY 2014-15 TDA	FY 2013-14 Adjustment	FY 2014-15 Total TDA to STA	FY 2013-14 TDA to STA	% Change
Benicia	26,158	(293)	25,865	30,348	-14.8%
Dixon	17,765	(199)	17,566	20,631	-14.9%
Fairfield	103,372	(1,157)	102,215	117,301	-12.9%
Rio Vista	7,208	(81)	7,127	8,318	-14.3%
Suisun City	27,187	(305)	26,882	31,572	-14.9%
Vacaville	89,489	(1,002)	88,487	104,091	-15.0%
Vallejo	112,651	(1,261)	111,390	130,386	-14.6%
Solano County	18,259	(205)	18,054	21,237	-15.0%
TOTAL	\$402,089	(\$4,503)	\$397,586	\$463,884	-14.3%

Members Contributions

AGENCY	FY 2014-15 Members Contribution	FY 2013-14 Adjustment	FY 2014-15 Total Members Contribution Claim	FY 2013-14 Members Contribution	% Change
Benicia	15,867	784	16,651	11,035	50.9%
Dixon	10,776	532	11,308	7,502	50.7%
Fairfield	62,703	3,099	65,802	42,654	54.3%
Rio Vista	4,372	216	4,588	3,024	51.7%
Suisun City	16,491	815	17,306	11,480	50.7%
Vacaville	54,282	2,683	56,965	37,850	50.5%
Vallejo	68,331	3,377	71,708	47,413	51.2%
Solano County	11,075	547	11,622	7,722	50.5%
TOTAL	243,897	12,053	255,950	168,680	51.7%

Total Contributions from Member Agencies

AGENCY	TDA	Member Contribution	FY 2014-15 TOTAL	FY 2013-14 TOTAL	% Change
Benicia	25,865	16,651	42,516	41,385	2.7%
Dixon	17,566	11,308	28,874	28,133	2.6%
Fairfield	102,215	65,802	168,017	159,955	5.0%
Rio Vista	7,127	4,588	11,716	11,339	3.3%
Suisun City	26,882	17,306	44,188	43,052	2.6%
Vacaville	88,487	56,965	145,451	141,941	2.5%
Vallejo	111,390	71,708	183,098	177,799	3.0%
Solano County	18,054	11,622	29,676	28,959	2.5%
TOTAL	397,586	255,950	653,534	632,562	3.3%

Computations for TDA and Members Contributions for FY 2014-15

Local Transportation Development Act (TDA) Funds

TDA	Total TDA to County	\$15,381,489	TDA	Total TDA to County	\$15,214,863			
FY 2013-14	STA Operations (2.7%)	\$415,300	FY 2013-14	STA Operations (2.7%)	\$410,801			
February 2013 Estimate								
	<u>Agency TDA</u>	<u>Percent</u>	<u>FY 13-14 Claim</u>	<u>TDA Adjustment</u>	<u>Total TDA</u>	<u>Percent</u>	<u>Revised FY 2013-14</u>	<u>FY 2013-14 Adjustment</u>
Benicia	959,839	0.065	27,018	(10,398)	949,441	0.065	26,725	(293)
Dixon	651,873	0.044	18,349	(7,062)	644,811	0.044	18,150	(199)
Fairfield	3,793,108	0.257	106,768	(41,089)	3,752,019	0.257	105,612	(1,157)
Rio Vista	264,500	0.018	7,445	(2,865)	261,635	0.018	7,364	(81)
Suisun City	997,599	0.068	28,080	(10,807)	986,792	0.068	27,776	(305)
Vacaville	3,283,683	0.223	92,429	(35,571)	3,248,112	0.223	91,428	(1,002)
Vallejo	4,133,592	0.280	116,352	(44,777)	4,088,815	0.280	115,092	(1,261)
Solano County	669,987	0.045	18,859	(7,258)	662,729	0.045	18,654	(205)

TDA	\$ 14,754,181	1.000	\$415,300	(\$159,827)	\$14,594,354	1.000	410,801	(\$4,503)
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TDA	Total TDA to County	\$14,892,199						
FY 2014-15	STA Operations (2.7%)	\$402,089						
February 2014 Estimate								
			<u>FY 2014-15 Estimate</u>	<u>FY 2013-14 Adjustment</u>	Total TDA Funds FY 2014-15			
Benicia	947,510	0.065	26,158	(293)	25,865			
Dixon	643,546	0.044	17,765	(199)	17,566			
Fairfield	3,774,523	0.257	103,372	(1,157)	102,215			
Rio Vista	265,072	0.018	7,208	(81)	7,127			
Suisun City	984,871	0.068	27,187	(305)	26,882			
Vacaville	3,232,799	0.223	89,489	(1,002)	88,487			
Vallejo/Benicia	4,085,151	0.280	112,651	(1,261)	111,390			
Solano County	660,883	0.045	18,259	(205)	18,054			
Estimated FY 2014-15	14,594,355	1.000	\$402,089	(\$4,503)	397,586			

Members Contribution

Contribution:	Total Gas Tax to County	\$11,040,029	Contribution:	Total Gas Tax to County	\$11,614,124
FY 2013-14	STA Operations (2.1%)	\$231,841	FY 2014-15	STA Operations (2.1%)	\$243,897

Estimate based on Calendar Year 2012			Estimate based on Calendar Year 2013		
	<u>FY 13-14 Claim</u>			<u>FY 13-14 Adjustment</u>	
Benicia	0.065	\$15,082	Benicia	0.065	\$15,867
Dixon	0.044	10,243	Dixon	0.044	10,776
Fairfield	0.257	59,603	Fairfield	0.257	62,703
Rio Vista	0.018	4,156	Rio Vista	0.018	4,372
Suisun City	0.068	15,676	Suisun City	0.068	16,491
Vacaville	0.223	51,598	Vacaville	0.223	54,282
Vallejo	0.280	64,953	Vallejo	0.280	68,331
Solano County	<u>0.045</u>	<u>10,528</u>	Solano County	<u>0.045</u>	<u>11,075</u>
	1.000	\$231,841		1.000	\$243,897

Contribution:	Total Gas Tax to County	\$11,614,124		
FY 2014-15	STA Operations (2.1%)	\$243,897		
Estimate based on Calendar Year 2013				
			<u>FY 2013-14 Adjustment</u>	Total Members Contribution FY 2014-15
Benicia	0.065	\$15,867	\$784	\$16,651
Dixon	0.044	10,776	532	11,308
Fairfield	0.257	62,703	3,099	65,802
Rio Vista	0.018	4,372	216	4,588
Suisun City	0.068	16,491	815	17,306
Vacaville	0.223	54,282	2,683	56,965
Vallejo	0.280	68,331	3,377	71,708
Solano County	<u>0.045</u>	<u>11,075</u>	<u>547</u>	11,622
	1.000	\$243,897	\$12,053	\$255,950

FY2014-15 FUND ESTIMATE TRANSPORTATION DEVELOPMENT ACT FUNDS SOLANO COUNTY													
										Attachment A Res No. 4133 Page 9 of 16 2/26/2014			
FY2013-14 TDA Revenue Estimate					FY2014-15 TDA Estimate								
FY2013-14 Generation Estimate Adjustment					FY2014-15 County Auditor's Generation Estimate								
1. Original County Auditor Estimate (Feb, 13)					15,682,592		13. County Auditor Estimate						15,512,708
2. Revised Estimate (Feb, 14)					15,512,708		FY2014-15 Planning and Administration Charges						
3. Revenue Adjustment (Lines 2-1)					(169,884)		14. MTC Administration (0.5% of Line 13)						77,564
FY2013-14 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)						77,564		
4. MTC Administration (0.5% of Line 3)					(849)		16. MTC Planning (3.0% of Line 13)						465,381
5. County Administration (0.5% of Line 3)					(849)		17. Total Charges (Lines 14+15+16)						620,509
6. MTC Planning (3.0% of Line 3)					(5,097)		18. TDA Generations Less Charges (Lines 13-17)						14,892,199
7. Total Charges (Lines 4+5+6)					(6,795)		FY2014-15 TDA Apportionment By Article						
8. Adjusted Generations Less Charges (Lines 3-7)					(163,089)		19. Article 3.0 (2.0% of Line 18)						297,844
FY2013-14 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)						14,594,355		
9. Article 3 Adjustment (2.0% of line 8)					(3,262)		21. Article 4.5 (5.0% of Line 20)						0
10. Funds Remaining (Lines 8-9)					(159,827)		22. TDA Article 4 (Lines 20-21)						14,594,355
11. Article 4.5 Adjustment (5.0% of Line 10)					0								
12. Article 4 Adjustment (Lines 10-11)					(159,827)								
TDA APPORTIONMENT BY JURISDICTION													
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)			
Apportionment Jurisdictions	6/30/2013 Balance (w/o interest)	FY2012-13 Interest	6/30/2013 Balance (w/ interest) ¹	FY2012-14 Outstanding Commitments ²	FY2013-14 Transfers/ Refunds	FY2013-14 Original Estimate	FY2013-14 Revenue Adjustment	41,820 Projected Carryover	FY2014-15 Revenue Estimate	FY 2014-15 Available for Allocation			
Article 3	657,685	4,632	662,317	(356,000)	0	301,106	(3,262)	604,161	297,844	902,005			
Article 4.5													
SUBTOTAL	657,685	4,632	662,317	(356,000)	0	301,106	(3,262)	604,161	297,844	902,005			
Article 4/8													
Dixon	365,312	1,701	367,013	(487,191)	0	651,873	(7,062)	524,633	643,546	1,168,179			
Fairfield	492,666	13,145	505,811	(5,137,473)	2,378,311	3,793,108	(41,089)	1,498,668	3,774,523	5,273,191			
Rio Vista	329,130	1,801	330,930	(243,292)	0	264,500	(2,865)	349,274	265,072	614,346			
Solano County	595,067	3,155	598,222	(235,418)	0	669,987	(7,258)	1,025,533	660,883	1,686,416			
Suisun City	80,356	994	81,350	(1,076,074)	0	997,599	(10,807)	(7,932)	984,871	976,939			
Vacaville	4,875,441	32,553	4,907,993	(4,623,477)	0	3,283,683	(35,571)	3,532,629	3,232,799	6,765,428			
Vallejo/Benicia ⁴	336,860	1,989	338,849	(5,283,854)	0	5,093,432	(55,175)	93,251	5,032,663	5,125,914			
SUBTOTAL⁵	7,074,831	55,337	7,130,168	(17,086,778)	2,378,311	14,754,183	(159,827)	7,016,056	14,594,355	21,610,411			
GRAND TOTAL	\$7,732,517	\$59,968	\$7,792,485	(\$17,442,778)	\$2,378,311	\$15,055,289	(\$163,089)	\$7,620,217	\$14,892,199	\$22,512,416			

1. Balance as of 6/30/13 is from MTC FY2012-13 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/13, and FY2013-14 allocations as of 1/31/14.

3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

4. Beginning in FY2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.



Gas Tax Revenues for Solano County Agencies

January to December 2013

Allocation:	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Total
Solano County	\$288,509.06	\$570,095.14	\$383,123.56	\$441,103.69	\$605,240.54	\$464,695.90	\$396,434.32	\$474,233.92	\$513,676.73	\$402,961.40	\$459,621.85	\$458,182.08	\$5,457,878.19
City:													
Benicia	19,740.58	44,590.71	30,316.99	34,506.43	47,015.21	36,262.47	37,289.89	37,289.89	39,952.93	31,528.48	35,888.80	35,798.95	430,181.33
Dixon	13,094.71	29,405.76	20,036.82	22,786.66	30,997.14	23,939.29	24,675.41	24,675.41	26,381.34	20,847.53	23,711.72	23,652.70	284,204.49
Fairfield	73,912.24	168,365.92	114,112.45	130,036.21	177,581.26	136,710.82	127,810.42	127,810.42	152,785.70	120,328.74	137,127.78	136,781.64	1,603,363.60
Rio Vista	6,132.07	13,497.05	9,266.66	10,508.30	14,215.60	11,028.75	11,555.01	11,555.01	12,122.52	9,625.71	10,918.00	10,891.38	131,316.06
Suisun City	20,343.81	45,969.01	31,250.09	35,570.19	48,469.13	37,381.01	38,253.35	38,253.35	41,186.58	32,499.37	36,995.69	36,903.05	443,074.63
Vacaville	67,406.16	153,500.36	104,048.53	118,562.97	161,900.12	124,646.86	114,919.21	114,919.21	137,432.60	108,245.75	123,352.28	123,041.01	1,451,975.06
Vallejo	84,022.54	191,466.68	129,751.62	147,865.40	201,949.41	155,457.98	143,958.19	143,958.19	171,414.37	134,989.68	153,842.37	153,453.90	1,812,130.33
City SubTotal	\$284,652.11	\$646,795.49	\$438,783.16	\$499,836.16	\$682,127.87	\$525,427.18	\$498,461.48	\$498,461.48	\$581,276.04	\$458,065.26	\$521,836.64	\$520,522.63	\$6,156,245.50
Total County & City	\$573,161.17	\$1,216,890.63	\$821,906.72	\$940,939.85	\$1,287,368.41	\$990,123.08	\$894,895.80	\$972,695.40	\$1,094,952.77	\$861,026.66	\$981,458.49	\$978,704.71	\$11,614,123.69
FY 2012	\$830,978.91	\$931,318.13	\$855,060.42	\$890,239.91	\$988,857.60	\$864,813.02	\$966,096.05	\$1,001,221.32	\$762,287.20	\$1,223,179.36	\$949,806.54	\$776,170.57	\$11,040,029.03
Change	(\$257,817.74)	\$285,572.50	(\$33,153.70)	\$50,699.94	\$298,510.81	\$125,310.06	(\$71,200.25)	(\$28,525.92)	\$332,665.57	(\$362,152.70)	\$31,651.95	\$202,534.14	\$574,094.66
% Change	-31%	31%	-4%	6%	30.2%	14%	-7%	-3%	44%	-30%	3%	26%	5%



DATE: May 5, 2014
TO: STA Board
FROM: Judy Kowalsky, Accounting Technician
RE: Fiscal Year (FY) 2013-14 Abandoned Vehicle Abatement (AVA) Program
Second Quarter Report

Background:

The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administrative duties include disbursing funds collected by the State Controller's Office from the Department of Motor Vehicle (DMV) vehicle registration fee of \$1 per registered vehicle, using the funding formula of 50% based on population and 50% on vehicles abated.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Rio Vista, City of Suisun City, City of Vacaville, City of Vallejo, and County of Solano.

Discussion:

For the Second Quarter, STA received the allocation from the State Controller's Office in the amount of \$83,044 and has deducted \$2,491 for administrative costs. The STA disbursed cost reimbursement to member agencies for the Second Quarter in the total amount of \$61,352. The remaining AVA fund balance after the second quarter disbursement to the member agencies is \$135,239.

Attachment A is a matrix summarizing the AVA Program activities through the Second Quarter FY 2013-14 and is compared to the total FY 2012-13 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program. This matrix shows total program activities at 68% compared to the FY 2012-13.

The Cities of Benicia, Fairfield and Suisun City have increased total program activities as compared to the total FY 2012-13.

The County of Solano has no reporting of abated vehicles for the second quarter due to staff turnover. Expenses incurred for the second quarter by the County will be carried over to the third quarter and reimbursed pending abatement activity.

The City of Rio Vista has not reported any vehicles abated as of the end of the second quarter.

Fiscal Impact:

None

Recommendation:

Receive and file.

Attachment:

- A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2013-14 and FY 2012-13

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for
FY 2013-14 and FY 2012-13
Second Quarter Ending December 31, 2013**

Member Agency	FY 2013-14				FY 2012-13		
	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement	% of Abated Vehicle from Prior FY	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement
City of Benicia	192	4,337	23	619%	31	8,064	260
City of Dixon	70	6,180	88	41%	170	12,063	71
City of Fairfield	894	37,572	42	77%	1,162	52,891	46
City of Rio Vista	0	0	0	0%	0	0	0
City of Suisun	83	18,858	227	81%	103	41,709	405
City of Vacaville	34	30,793	906	28%	121	87,813	726
City of Vallejo	812	118,970	147	59%	1,484	165,252	111
Solano County Unincorporated area	11	2,204	200	58%	19	1,975	104
Total	2,096	\$218,913	104	68%	3,090	369,768	120

The total remaining AVA fund available after the second quarter disbursement to member agencies is \$135,239. This amount is available for disbursement to member agencies utilizing the funding formula, in addition to the State Controller's Office allocation for the third quarter FY 2013-14.



DATE: May 7, 2014
TO: STA Board
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2014

Discussion:

Attached is the STA Board and Advisory meeting schedule for Calendar Year 2014.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Meeting Schedule for Calendar Year 2014



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2014**

SUMMARY:	
STA Board:	Meets 2 nd Wednesday of Every Month
Consortium/TAC:	Meets Last Wednesday of Every Month
BAC:	Meets 1 st Thursday of every <i>Odd</i> Month
PAC:	Meets 3 rd Thursday of every <i>Even</i> Month
PCC:	Meets 3 rd Thursday of every <i>Odd</i> Month
SR2S-AC	Meets Quarterly (Begins Feb.) on the 3 rd Wed.

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., January 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., January 9	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Thurs., January 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Tues., January 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., January 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., February 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., February 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., February 25	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., February 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., March 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Tues., March 25	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., March 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., April 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., April 29	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., April 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., May 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., May 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., May 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	City of Benicia	Tentative
Tues., May 27	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., May 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., June 18	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., June 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., June 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., June 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., July 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
Thurs., July 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
July 30 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 31 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
Wed., August 13	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
August 14 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Thurs., August 21	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., August 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., August 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., September 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., September 17	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	Suisun City Hall	Tentative
Thurs., September 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulati Community Center	Tentative
Tues., September 23	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 24	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
No meeting due to STA's Annual Awards in November (No STA Board Meeting)		Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., November 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., November 12	6:00 p.m.	STA's 17 th Annual Awards	TBD - Vallejo	Confirmed
Wed., November 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	TBD	Tentative
Thurs., November 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	John F. Kennedy Library	Tentative
Tues., November TBD	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November TBD	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., December 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., December TBD	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Tentative
Wed., December TBD	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative