



TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA

1:30 p.m., Wednesday, September 24, 2014

Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City, CA 94585

Table with 2 columns: ITEM and STAFF PERSON. Items include CALL TO ORDER, APPROVAL OF AGENDA, OPPORTUNITY FOR PUBLIC COMMENT, REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA, and CONSENT CALENDAR.

TAC MEMBERS

Table listing TAC members: 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), and Matt Tuggle (County of Solano).

- B. Solano Short Range Transit Plan (SRTP) Plan Update** Liz Niedziela
Recommendation:
Forward a recommendation to STA Board for STA to conduct a Countywide Coordinated SRTP for the Solano County Transit Operators and Phase II of the Transit Corridor Study.
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- C. Fiscal Year (FY) 2014-15 Transportation Development Act (TDA) Matrix – October 2014 – City of Dixon Amendment** Liz Niedziela
Recommendation:
Forward a recommendation to the STA Board to approve the FY 2014-15 Solano TDA Matrix – October 2014 as shown in Attachment A for the City of Dixon Amendment.
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- D. Countywide In-Person ADA Eligibility Program FY2013-2014 Progress Report** Tiffany Gephart
Recommendation:
Forward a recommendation to the STA Board to receive and file the Countywide In-Person ADA Eligibility Program FY 2013-14 Annual Progress Report.
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- E. SolTrans Recommended Service Modifications to Solano Express Routes 78, 80, and 85** Liz Niedziela
Recommendation:
Forward a recommendation to STA Board:
 1. For STA to conduct a Public Hearing for proposed service changes to Solano Express Routes 78, 80 and 85; and
 2. To approve SolTrans changes to Route 78 and 85 after receiving public comments through the STA Board and SolTrans Public Hearing process.**Pg. 29**
- F. SolTrans Compressed Natural Gas (CNG) Feasibility Study** Robert Guerrero
Recommendation:
Forward a recommendation to the STA Board to approve the Soltrans CNG Feasibility Study and Maintenance Facility Assessment.
Pg. 35
- G. Transportation Fund for Clean Air (TFCA) Funding Approval** Andrew Hart
Recommendation:
Forward a recommendation to the STA Board to approve the FY 2014-15 Transportation Fund for Clean Air (TFCA) Program to Increase SNCI Rideshare Program’s TFCA allocation by \$59,507 for Rideshare/Park and Ride Lots.
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6. ACTION FINANCIAL ITEMS

A. **Regional Transportation Impact Fee (RTIF) Program FY 2013-14 Annual Report and Policy Guidelines** Robert Guerrero

Recommendation:

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

1. Policy Guidelines for the RTIF Program for Administration of RTIF Revenues as shown in Attachment A; and
2. Solano FY 2013-14 RTIF Annual Report as shown in Attachment B.

(1:55 – 2:00 p.m.)

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B. **Transportation Development Act (TDA) Article 3 – Dixon West B Street Bicycle and Pedestrian Undercrossing Project** Andrew Hart

Recommendation:

Forward a recommendation to the STA Board to approve, pending the BAC and PAC approval, the following:

1. \$87,000 of FY 2014-15 TDA Article 3 funds for bicycle and pedestrian improvements to be completed as part of the Dixon West B Street Undercrossing Project.
2. \$60,000 of FY 2014-15 TDA Article 3 funds for the purchase of automated bike and pedestrian counters.

(2:00 – 2:05 p.m.)

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C. **Strategic Partnership Grant Application for the SR 29 Corridor Major Investment Study** Robert Guerrero

Recommendation:

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

1. Authorize the Executive Director to submit a Strategic Partnership Grant application for the SR 29 Corridor Major Investment Study; and
2. Dedicate up to \$62,500 from State Transit Assistance Funds (STAF) as local match for the grant application.

(2:05 – 2:10 p.m.)

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7. ACTION NON-FINANCIAL ITEMS

A. **STA's 2015 Legislative Priorities and Platform** Jayne Bauer

Recommendation:

Forward a recommendation to the STA Board to distribute the STA's Draft 2015 Legislative Priorities and Platform for review and comment

(2:10 – 2:15 p.m.)

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- B. 2014 Solano County Annual Pothole Report** Anthony Adams
Recommendation:
 Forward a recommendation to the STA Board to approve the 2014 Solano County Annual Pothole Report as shown in Attachment A.
 (2:15 – 2:20 p.m.)
Pg. 99
- C. Solano Rail Facilities Plan Update** Sofia Recalde
Recommendation:
 Forward a recommendation to the STA Board to approve the proposed Passenger Station Criteria as shown in Attachment A.
 (2:20 – 2:25 p.m.)
Pg. 193
- D. Curtola Transit Center Project Initiation Document (PID) Request** Robert Guerrero
Recommendation:
 Forward a recommendation to the STA Board to amend the FY 2014-15 3-Year Project Initiation Document (PID) Work Plan to include SolTrans Curtola Transit Center in FY 2014-15.
 (2:25 – 2:30 p.m.)
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8. INFORMATIONAL ITEMS – DISCUSSION

- A. Solano Bike Route Wayfinding Signs Implementation Update** Drew Hart
 (2:30 – 2:35 p.m.)
Pg. 209
- B. MTC’s 2017 Regional Transportation Plan (RTP) Update** Sofia Recalde
 (2:35 – 2:40 p.m.)
Pg. 213
- C. Discussion of Active Transportation Program (ATP) Priorities** Sofia Recalde
 (2:40 – 2:45 p.m.)
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INFORMATIONAL ITEMS – NO DISCUSSION

- D. SolanoExpress Ridership Update for FY 2013-14** Liz Niedziela
Pg. 225
- E. SolanoExpress Marketing Plan Update** Jayne Bauer
Pg. 231
- F. Status of Solano’s Title VI Program** Anthony Adams
Pg. 237
- G. Commuter Benefits Program Update** Judy Leaks
Pg. 239

- H. **Fiscal Year (FY) 2013-14 Abandoned Vehicle Abatement (AVA) Program Fourth Quarter Report** Pg. 241 Judy Kowalsky
- I. **STA's Local Preference Policy FY 2013-14 Year-End Report** Pg. 243 Judy Kowalsky
- J. **Summary of Funding Opportunities** Pg. 247 Andrew Hart

9. UPCOMING AGENDA ITEMS

A. November

1. STA Bay Trail Vine Trail Update
2. OBAG Projects Update #2
3. SoHip Update – Status of Ramp Metering Implementation and other Corridor Policies
4. Discussion of Arterials Element of CTP
5. TDA Article 3 Funding Priorities for FY 2014-15
6. Intercity Transit Corridor Study – Selection of Service Alternative
7. Discussion of Future Bridge Toll Priorities

B. December

1. Discussion of Transit Element of CTP
2. Update of Intercity Transit Capital Plan
3. Presentation on Fairfield/Vacaville Train Station

C. January

1. Presentation on Status of Jepson Parkway Project

10. ADJOURNMENT

NOTE: Due to the Thanksgiving holiday in November, the next regular meeting of the Technical Advisory Committee is scheduled **one week earlier** at **1:30 p.m. on Wednesday, November 19, 2014.**

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TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
August 27, 2014

1. CALL TO ORDER

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

TAC Members

Present:

Mike Roberts	City of Benicia
Jason Riley (for Joe Leach)	City of Dixon
George Hicks	City of Fairfield
Dave Melilli	City of Rio Vista
Dan Kasperson	City of Suisun City
Shawn Cunningham (for Steve Hartwig)	City of Vacaville
Matt Tuggle	Solano County

TAC Members

Absent:

Joe Leach	City of Dixon
Steve Hartwig	City of Vacaville
David Kleinschmidt	City of Vallejo

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

Janet Adams	STA
Sarah Fitzgerald	STA
Daryl Halls	STA
Drew Hart	STA
Robert Guerrero	STA
Judy Leaks	STA
Johanna Masielat	STA
Robert Macaulay	STA
Liz Niedziela	STA
Sofia Recalde	STA

Others Present:

(In Alphabetical Order by Last Name)

Nick Burton	Solano County
Amanda Dum	City of Suisun City

2. APPROVAL OF THE AGENDA

On a motion by Matt Tuggle, and a second by George Hicks, the STA TAC unanimously approved the agenda. (7 Ayes, 1 Absent)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC AND STA STAFF

Mike Roberts, City of Benicia, provided an overview and status of the Benicia Industrial Park Bus Hub Project.

5. CONSENT CALENDAR

On a motion by Matt Tuggle, and a second by Dan Kasperson, the STA TAC unanimously approved Consent Calendar Items A through E. (7 Ayes, 1 Absent)

A. Minutes of the TAC Meeting of June 25, 2014

Recommendation:

Approve TAC Meeting Minutes of June 25, 2014.

B. Fiscal Year (FY) 2014-15 State Transit Assistance Funds (STAF)

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2014-15 STAF priorities as specified in Attachment C.

C. Lifeline Advisory Committee Recommendation for Lifeline Funding

Recommendation:

Forward a recommendation to STA Board to approve the project change for Lifeline funding from Vacaville Accessible Path to Transit for \$40,000 to Vacaville Safe Route to School Infrastructure Project for \$40,000.

D. 2014 Solano Express Intercity Ridership Survey and Analysis

Recommendation:

Forward a recommendation to the STA Board to approve the 2014 SolanoExpress Intercity Ridership Survey and Analysis Report as shown in Attachment A.

6. ACTION FINANCIAL ITEMS

A. Project Contingency Reserve Fund (PCRF) - Benicia Intermodal Project Funding Agreement

Janet Adams noted that to provide for the cash flow needs for projects such as Jepson Parkway and the Benicia Bus Hub, the STA Board approved a new Project Contingency Reserve Fund (PCRF) as part of the approval of the STA's FY 2014-15 Budget in July 2014. She cited that the Benicia Bus Hub Project right-of-way costs as now estimated at \$586,000, and as a result, an additional \$86,000 is necessary for this phase and must be funded in the next 4 weeks to close escrow with the property owner. She recommended that a loan from the new reserve fund, the PCRF, of a corrected amount of \$43,000 (not \$46,000 as indicated in the staff report) that would be repaid in approximately 3 years from the RTIF District No. 5 (Transit). The City of Benicia has also committed to financing \$43,000 which will be repaid by future RTIF.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to enter into a funding agreement with the City of Benicia for **\$4643,000** of PCRFF funds to be paid by RTIF District 5 (Transit) Funds.

On a motion by Mike Roberts, and a second by Dave Melilli, the STA TAC approved the recommendation as amended shown above in ~~strikethrough~~ **bold italics**. (7 Ayes, 1 Absent)

7. ACTION NON-FINANCIAL ITEMS

A. Safe Routes to School (SR2S) FY 2013-14 Annual Report

Sarah Fitzgerald presented the Safe Routes to School (SR2S) Annual Report for FY 2013-14. She highlighted the Plan's update that involved identifying local task force stakeholders, facilitating 29 local task force meetings, coordinating 17 school site walking audits and evening planning events and drafting recommendations. In addition, she cited that STA had secured \$500,000 in federal grant funding to implement a countywide walking school bus program in Solano County elementary schools and by the end of FY 2013-14, there were 33 routes in 16 elementary schools.

Recommendation:

Receive and file.

On a motion by Matt Tuggle, and a second by Dan Kasperson, the STA TAC approved the recommendation. (7 Ayes, 1 Absent)

B. Project Delivery Update

Robert Guerrero provided an update in the development of a comprehensive project tracking system known as the Solano Project Online Tracker (SPOT) which consists of an online project master list, an online mapping tool, and an access database. He noted that a color coding scheme has been suggested by STA staff to quickly identify which project may have the potential to miss a delivery milestone or are at risk of losing funding.

Dan Kasperson suggested that the Project Delivery Working Group (PDWG) bring this item back in one year to provide an update of the effectiveness of this tool.

Nick Burton commented as a member of the Project Delivery Working Group that the PDWG was supportive of SPOT being implemented and that it was easier to use by agency staff to track projects than the GIS approach.

Recommendation:

Forward a recommendation to the STA Board to approve the STA's Project Tracking System **and for staff to report back in a year to provide an update on the effectiveness of this tool.**

On a motion by Dave Melilli, and a second by Matt Tuggle, the STA TAC approved the recommendation as amended shown above in **bold italics**. (7 Ayes, 1 Absent)

8. INFORMATIONAL – DISCUSSION

A. Active Transportation Program Update

Robert Macaulay provided an update to the Regional ATP applications that are currently being scored by MTC and other regional agency staff with an initial announcement of MTC staff recommended projects released in early September. He cited that on August 20th, the CTC approved the State ATP projects which included \$389,000 for STA’s Safe Routes to School application.

B. 2014 Solano County Annual Pothole Report & 2013 MTC DRAFT Regional Pavement Condition Summary

Robert Guerrero reviewed MTC’s Draft Final 2013 Regional Pavement Condition Summary Reported (dated July 21, 2014). He mentioned that this report will be released to the press formally in late September.

C. Regional Transportation Impact Fee (RTIF) Program Update

Robert Guerrero discussed policy scenarios and noted that staff will tentatively bring back a recommendation to the TAC in September followed by the STA Board in October.

D. MTC’s Guidelines for County Transportation Plans

Robert Macaulay cited that MTC will hold hearings on the draft guidelines before the Planning Committee on September 12th, and before the full Commission on September 24th. Adoption of the new guidelines is anticipated at the September 24th meeting.

E. Solano Napa Travel Demand Model Update

Sofia Recalde noted that comments on the revised land use data has been collected and a follow-up Model TAC meeting will be held during the week of September 8th to present the final 2040 land use estimates. She added that once the 2040 land use estimates are agreed upon, Cambridge Systematics will complete the Solano Napa Activity Based Model 2040 model.

NO DISCUSSION ITEMS

F. Legislative Update

Pg.

G. Compressed Natural Gas Implementation Plan Update

Pg.

H. STA Bay Trail Vine Trail Update

Pg.

I. Summary of Funding Opportunities

Pg.

9. FUTURE STA TAC AGENDA ITEMS

A summary of the agenda items for September and October were presented.

10. ADJOURNMENT

The meeting was adjourned at 2:45 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, September 24, 2014.**

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Date: September 15, 2014
To: STA TAC
From: Liz Niedziela, Transit Program Manager
RE: Solano Short Range Transit Plan (SRTP) Plan Update

Background

In May 2012, the Metropolitan Transportation Commission (MTC) adopted Resolution 4060 which contains several policies, strategies and recommendations resulting from the Transit Sustainability Project (TSP) findings. Initiated in 2010, the TSP was a regional effort to address transit capital and operating shortfalls and to improve transit performance for the customer. One of the Resolution 4060 recommendations was to conduct multi-agency Short Range Transit Plans (SRTP) at the county or sub-regional level to promote interagency service and capital planning. MTC also made a specific recommendation for Solano County that an analysis of coordination be prepared to better inform service planning throughout the county.

On March 12, 2012, STA approved a scope of work to perform a Solano County Coordinated SRTP in conjunction with an I-80/I-680/I-780/SR 12 Transit Corridor Study "Transit Corridor Study". In August 2012, STA engaged a consulting team led by Arup to prepare the Coordinated Short Range Transit Plan (SRTP) for Solano County and to undertake the Transit Corridor Study. In September 2013, the STA approved the Solano County Coordinated Short Range Transit Plan FY2012-13 to FY 2022-23.

Developing a Coordinated SRTP brought additional benefits to the preparation of individual transit operators' SRTPs by: taking a consistent approach to setting goals, objectives, performance measures and standards; evaluating transit services; developing operating plans; and applying uniform assumptions on critical factors such as population growth, cost inflation and funding availability to each operator's ten year financial forecast.

The SRTPs were developed in close collaboration with the transit operators and Final SRTPs was also adopted by the City Councils of the Cities of Vacaville, Dixon, Rio Vista and Fairfield and by the Board of Directors of SolTrans.

Discussion

This fiscal year, MTC is requesting a full Solano SRTP for the small to medium-sized operators and announced a call for applications for funding due September 19th. As noted in MTC Memorandum dated September 3, 2014 (Attachment A), "Small and medium-sized operators, the Sonoma County Transportation Authority and the Solano Transportation Authority are invited to submit a one-page letter of intent listing amount of funds requested." STA staff will be submitting a request by the deadline pending STA Board approval.

Even though Solano County's SRTP were just completed September 2013, MTC would like Solano County to be on the same cycle as the rest of the small and medium-sized operators.

With the Transit Corridor Study being close to completion, STA staff recommendation will include combining the SRTPs with the Transit Corridor Study as was conducted in 2012.

Recommendation

Forward a recommendation to STA Board for STA to conduct an update to the Countywide Coordinated SRTP for the Solano County Transit Operators as requested by the Metropolitan Transportation Commission (MTC).

Attachment:

- A. MTC Memorandum on SRTP Call for Applications dated September 3, 2014



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Transit Finance Working Group

DATE: September 3, 2014

FR: Christina Hohorst

RE: Short-Range Transit Plan (SRTP) – Call for Applications

In the FY 2013-14 fiscal year, federal funding was provided to the seven largest operators in the Bay Area who were required to produce full SRTPs. This year, staff is recommending funding for the small to medium-sized operators to complete required SRTPs. Large operators will not be required to produce full or mini SRTPs this year.

This memo includes program information, instructions for applying for SRTP funding, a draft schedule, and information about revenue forecasts for short and long-range planning efforts.

Program Information

Eligible small and medium-sized operators may apply for Section 5303 planning funds to complete full SRTPs. Grants will be between \$20,000 and \$30,000 per operator. The federal match requirement is 11.47% of the total grant amount. The match requirement can be satisfied with local funding or in-kind services.

Consistent with the Transit Sustainability Project (TSP) recommendations included in MTC Resolution 4060, operators are encouraged to focus SRTP efforts on enhanced coordination and planning, especially between agencies with overlapping service areas, contiguous transit corridors and mutual customers. Operators should incorporate TSP recommendations and initiatives that are planned or underway to improve customer experience, interagency coordination, productivity and/or system ridership.

As was done with the last round of small and medium-sized operator SRTPs, some Section 5303 funding may be reserved for Congestion Management Agencies (CMAs) in Solano and Sonoma counties to promote enhanced coordination and planning.

Program Administration: Instructions for Applying for SRTP Funding

Small- and medium-sized operators, the Sonoma County Transportation Authority, and the Solano Transportation Authority are invited to submit a one-page letter of intent listing the amount of funds requested. Note that staff does not intend to recommend funding levels above prior year awards. **Requests should be submitted by Friday, September 19, 2014.**

Requests should include the following:

For Operators:

- Statement describing if the SRTP will pertain only to the agency submitting the request or if it will pertain to two or more agencies that share overlapping service areas, contiguous transit corridors and/or mutual customers.
- If the SRTP is for one agency, include a description of any corridor service delivery coordination with other agencies and a listing of those agencies, if applicable.
- The amount of funding requested.

For CMAs:

- Statement describing the agencies that will be included in the County/Corridor Level Coordination document
- A brief description of the service areas/corridors where coordination is planned to take place within the county.
- The amount of funding requested.

Once all requests are received, MTC will recommend Section 5303 federal funding.

Proposed Schedule

The following schedule is proposed for funding and developing SRTPs in FY2014-15:

MTC releases call for SRTP applications and instructions	September 3, 2014
SRTP and County Level Coordination funding requests due to MTC	September 19, 2014
MTC adopts FY2014-15 SRTP and County Level Coordination funding; SRTP guidelines revised to include deliverable dates	October 8, 2014
SRTP/County Level Coordination Plan funding contracts executed	November 2014
Draft SRTP/County Level Coordination Plans due to MTC	June 1, 2015
Final SRTP/County Level Coordination Plans due to MTC	September 1, 2015

Revenue Information

To assist operators in preparing their SRTPs, MTC staff plans to update the SRTP revenue forecast to cover FY 2015-16 through FY 2024-25. For consistency purposes, all operators should use the provided forecasts in preparing their SRTP financial plans. Staff intends to make the SRTP revenue forecasts available by November 1st of the current year.

In addition, transit operators should be aware that this Fall, MTC staff will launch a data collection effort for the Region's upcoming long range plan that will include surveying for information on transit operating and capital needs and revenues. Transit operators may want to consider the upcoming data collection effort when preparing information for their SRTPs, in order to make responding to the survey easier, and for maintaining an appropriate level of consistency between the SRTP and RTP information.

All requests should be submitted to Christina Hohorst in Programming and Allocations. If you have questions, please call (510) 817-5869 or send an email to chohorst@mtc.ca.gov.



DATE: September 13, 2014
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager
RE: Fiscal Year (FY) 2014-15 Transportation Development Act (TDA) Matrix –
October 2014 – City of Dixon Amendment

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.

Discussion:

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 TDA matrix for FY 2014-15 (Attachment A) will be submitted to the STA Board for approval October 8, 2014.

The City of Dixon plans to conduct a CNG Feasibility Study for their city. The proposed CNG Feasibility Study scope included a site assessment for two locations: 1) Dixon City Yard and 2) Ramos Oil. The proposed estimate for completing the feasibility study is \$19,000. STA staff recommended a matching contribution of half the project cost, \$9,500, similar to the previous contributions towards SolTrans and the City of Benicia's CNG Feasibility Studies. The STA Board approved the funding match in July 2014 with STAF funding.

The City of Dixon Amendment to the TDA matrix includes the city's 50% match to the CNG Feasibility Study at \$9,500. The July's TDA matrix included Dixon's Local Transit claim at \$285,105. The October 2014 TDA matrix include the additional \$9,500 claim bringing the total to \$294,605. The City of Dixon will administer the study with the STA as a partner in the study's development.

Fiscal Impact:

With the STA Board approval of the October TDA matrix, it will provide the guidance needed by MTC to process the TDA claim submitted by the transit operators and STA. A fiscal impact of \$9,500 of STAF have already been allocated for this project.

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2014-15 Solano TDA Matrix – October 2014 as shown in Attachment A for the City of Dixon Amendment.

Attachment:

- A. FY 2014-15 Solano TDA Matrix – October 2014

15-Sep-14

FY 2014-15

AGENCY	TDA Est from MTC, 2/26/14	Projected Carryover 2/26/14	Available for Allocation 2/26/14	FY2013-14 Allocations after 1/31/14	Paratransit		Local Transit					Intercity							Total	Balance							
					ADA Subsidized Taxi Phase I	Paratransit	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	SolTrans	FAST	FAST	FAST	SolTrans	SolTrans	SolTrans	FAST			FAST	SolTrans					
												Rt 20	Rt 30	Rt 40	Rt. 78	Rt. 80	Rt 85	Rt. 90			Intercity Subtotal	Intercity Subtotal	STA Planning	Other Swaps	Transit Capital/Planning		
(1)	(1)	(1)	(1)	(2)	(3)	(4)	(4)	(6)	(7)	(8)																	
Dixon	643,546	524,633	1,168,179	5,000	5,000	294,605						\$ 2,530	\$ 30,791	\$ 10,041	\$ 4,998	\$ (582)	\$ 7,424	\$ 11,695	\$ 55,057	\$ 11,840	\$ 17,566			8,421	\$ 397,489	770,690	
Fairfield	3,774,523	1,498,668	5,273,191	40,000	40,000	1,380,568		1,569,893				\$ 79,035	\$ 41,940	\$ 127,681	\$ 32,944	\$ (8,252)	\$ 180,034	\$ 324,682	\$ 573,338	\$ 204,726	\$ 102,215			1,362,451	\$ 5,273,191	0	
Rio Vista	265,072	349,274	614,346	72,405	5,000				393,903			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0	\$ -	\$ -	\$ 7,127			16,189	\$ 494,624	119,722
Suisun City	984,871	-7,932	976,939	0	0	184,607		499,123				\$ 14,460	\$ 6,588	\$ 43,912	\$ 9,838	\$ (2,837)	\$ 40,162	\$ 104,204	\$ 169,164	\$ 47,163	\$ 26,882	\$ 50,000				\$ 976,939	0
Vacaville	3,232,799	3,532,629	6,765,428	270,000	70,000	347,401				651,612		\$ 142,546	\$ 63,927	\$ 117,119	\$ 27,531	\$ (5,492)	\$ 45,500	\$ 111,672	\$ 435,264	\$ 67,540	\$ 88,487			740,000	\$ 2,670,305	4,095,123	
Vallejo/Benicia (SolTrans)	5,032,663	93,251	5,125,914	85,000	85,000	804,198					1,203,892	\$ 30,287	\$ 32,734	\$ 35,095	\$ 454,142	\$ (41,830)	\$ 292,410	\$ 45,415	\$ 143,531	\$ 704,722	\$ 137,255			987,167	\$ 4,150,765	975,149	
Solano County	660,883	1,025,533	1,686,416	358,000								\$ 17,563	\$ 10,531	\$ 22,062	\$ 33,771	\$ (7,366)	\$ 30,892	\$ 38,324	\$ 88,480	\$ 57,297	\$ 18,054				\$ 521,831	1,164,585	
Total	14,594,357	7,016,056	21,610,413	830,405	205,000	2,716,774	294,605	2,069,016	393,903	651,612	1,203,892	\$ 286,420	\$ 186,511	\$ 355,911	\$ 563,224	\$ (66,359)	\$ 596,422	635,993	\$ 1,464,835	\$ 1,093,287	\$ 397,586	\$ 50,000	\$ 3,114,228	\$ 14,485,143	7,125,270		

NOTES:

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

- (1) MTC February 26, 2014 Fund Estimate; Reso 4133; columns I, H, J
- (2) Claimant to be determined.
- (3) Includes flex routes, paratransit, local subsidized taxi
- (4) Consistent with Intercity Transit Funding Agreement and FY2012-13 Reconciliation
- (5) Note not used.
- (6) Claimed by STA from all agencies per formula; STA memo to Consortium April 15, 2014.
- (7) To be claimed by STA for Suisun Amtrak station maintenance.
- (8) Transit Capital/Planning purchases include bus purchases, maintenance facilities, etc. and planning

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DATE: September 15, 2014
TO: STA TAC
FROM: Tiffany Gephart, Transit Mobility Coordinator
RE: Countywide In-Person ADA Eligibility Program FY 2013-2014 Annual Progress Report

Background:

The Solano County Mobility Management Program was developed based on public input provided at two mobility summits held in 2009 and the 2011, and the 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

In July 2013, STA contracted with CARE Evaluators to provide In-Person ADA Eligibility Assessment in each of the cities in Solano County.

Discussion:

The month of July marked the completion of the first year of the contract between STA and CARE Evaluators. This update summarizes the activities of CARE Evaluators in the first year of the program FY 2013-14. STA staff has also produced a more in-depth FY 2013-14 progress report (Attachment A).

- Evaluations: Between July 1, 2013 and June 30, 2014, there were 1,696 scheduled evaluations. Of those scheduled, there were 1,172 completed evaluations, 427 cancellations and 97 no-shows countywide.
- Scheduling Assessments: On average, the time between an applicant call to schedule an in-person assessment and the date of their assessment was approximately five (5) business days. The program target is to schedule assessments within ten (10) business days of an applicant's call.

- Eligibility Letters: The average duration between an applicant's assessment and receipt of the eligibility determination letter was twelve (12) days. In the first six months of the program, there were 12 violations for the 21-day assessment letter policy. In November 2013, this issue was resolved with CARE and there have been no violations of the 21-day policy in 2014 to date.
- Paratransit Usage: On average, 55% of all applicants utilized complementary paratransit service to and from their assessments.
- Comment Cards: There were a total of 72 ADA Comment Cards received in FY 2013-14. Of those who completed comment cards, the majority of clients 86% were "highly satisfied," 11% were "satisfied," and 5% were "neutral" in their rating of the assessment process and service.

Recommendation:

Forward a recommendation to the STA Board to receive and file the Countywide In-Person ADA Eligibility Program FY 2013-14 Annual Progress Report.

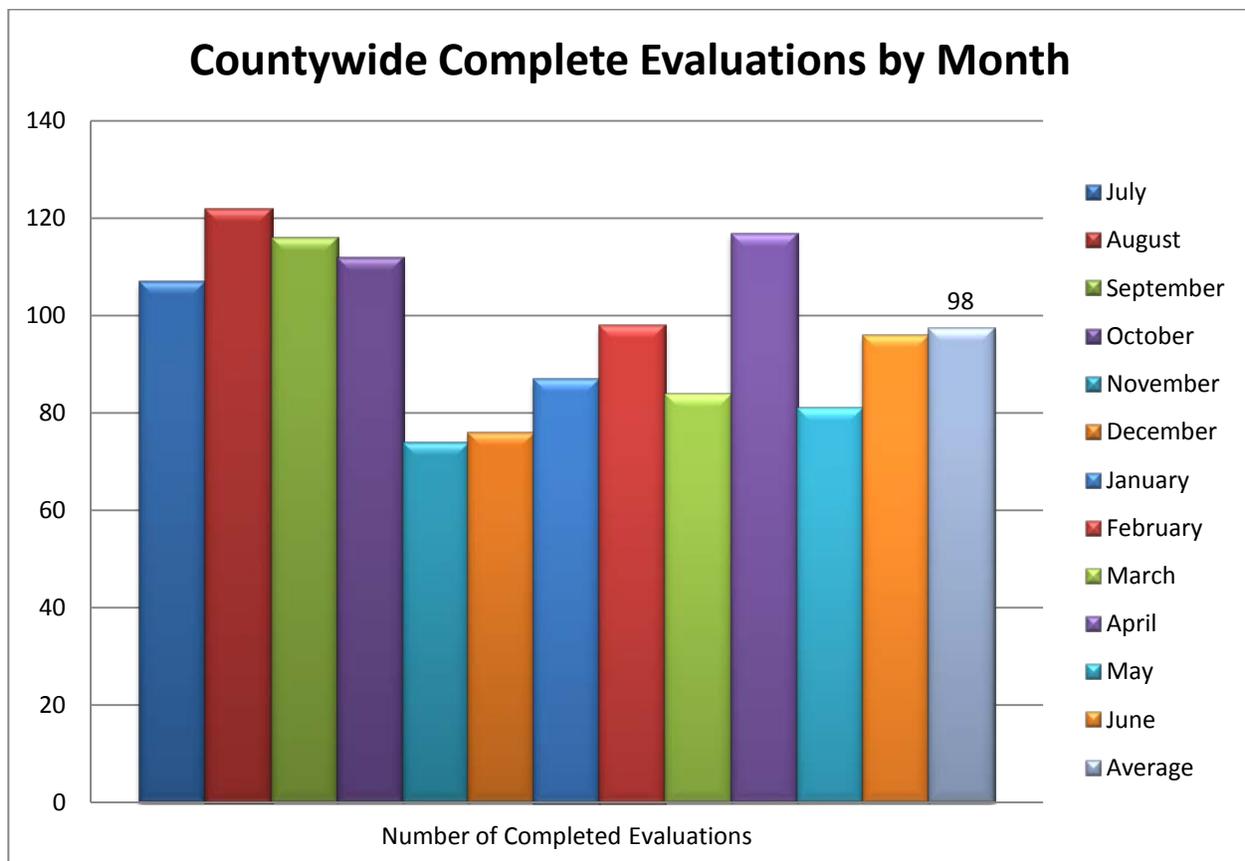
Attachments:

- A. Countywide In-Person ADA Eligibility Program FY 2013-2014 Progress Report

Countywide In-Person ADA Eligibility Program FY2013-2014 Progress Report

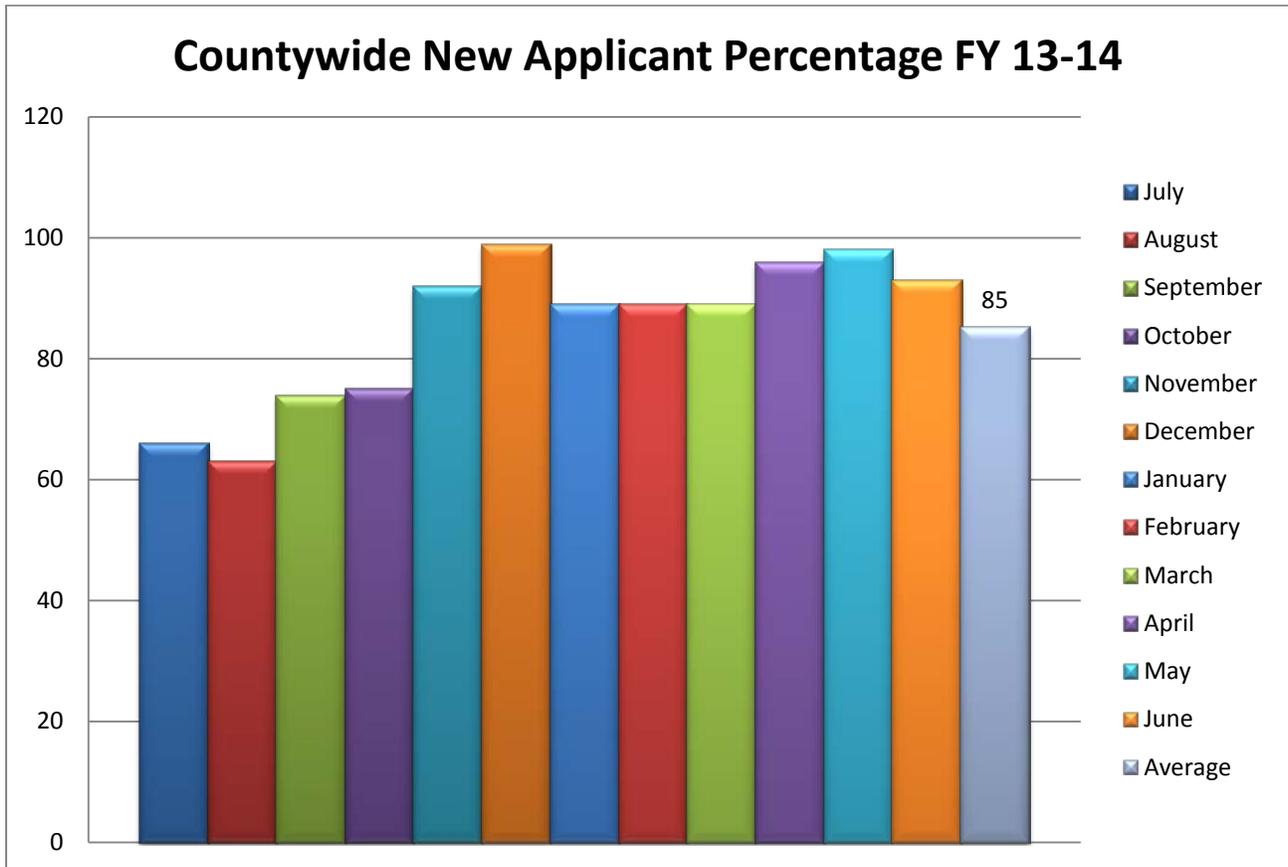
Applicant Volume by Month: CARE Evaluators completed 1172 evaluations in Solano County in FY 13-14 (July 1, 2013 - June 30, 2014). The total number of evaluations peaked in August, decreased in the winter months and peaked again in April 2014. It was expected that November and December evaluation totals would be slightly lower than other months due to the holidays. With the exception of November and December, completed evaluations ranged between 80 and 100 per month Countywide with an overall average of 98 completed evaluations per month.

Applicant Volume and Productivity by Location						
	Countywide	Dixon Readi- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Completed	1172	35	416	10	434	277
Cancellations	427	6	139	2	162	115
No-Shows	97	3	38	0	44	16
Incompletion Rate	31%	20%	30%	17%	33%	32%



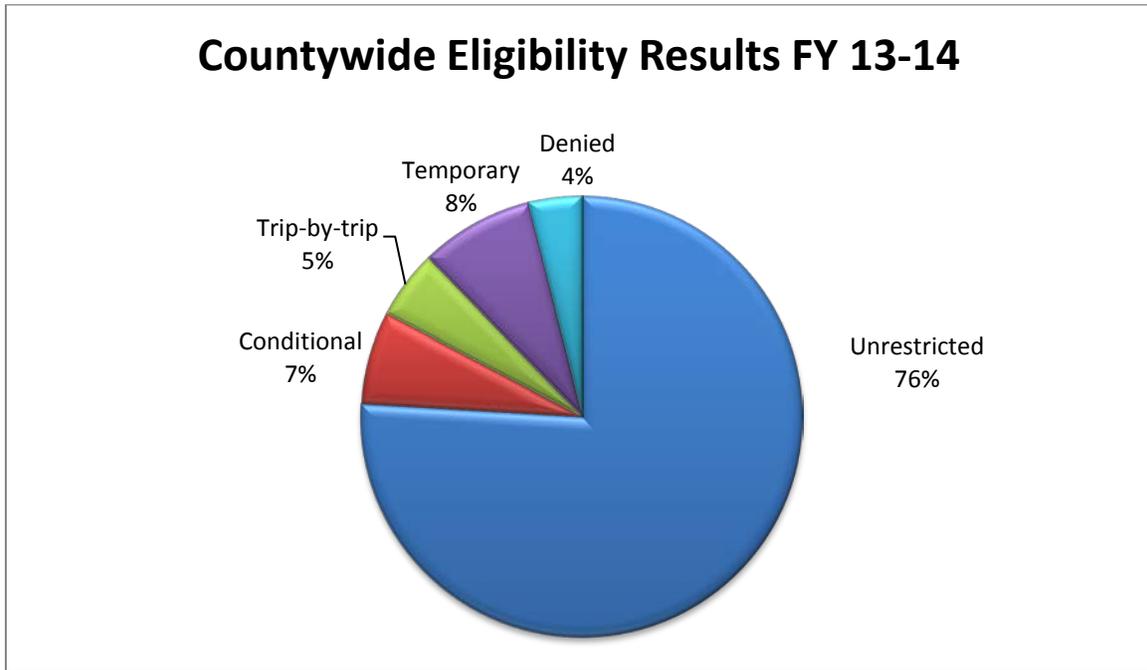
New versus re-certification: In FY 13-14, 84% of all applicants were new. This number has increased over the first year of the program from 66% in July 2013 to 96% in June 2014, with an average of 85%.

Countywide Eligibility Results by Application Type					
NEW		Percentage	RECERTIFICATION		Percentage
Unrestricted	734	75%	Unrestricted	155	81%
Conditional	67	7%	Conditional	16	7%
Trip-by-trip	55	5%	Trip-by-trip	3	2%
Temporary	89	9%	Temporary	8	5%
Denied	36	4%	Denied	9	5%
TOTAL	981	84%	TOTAL	191	16%



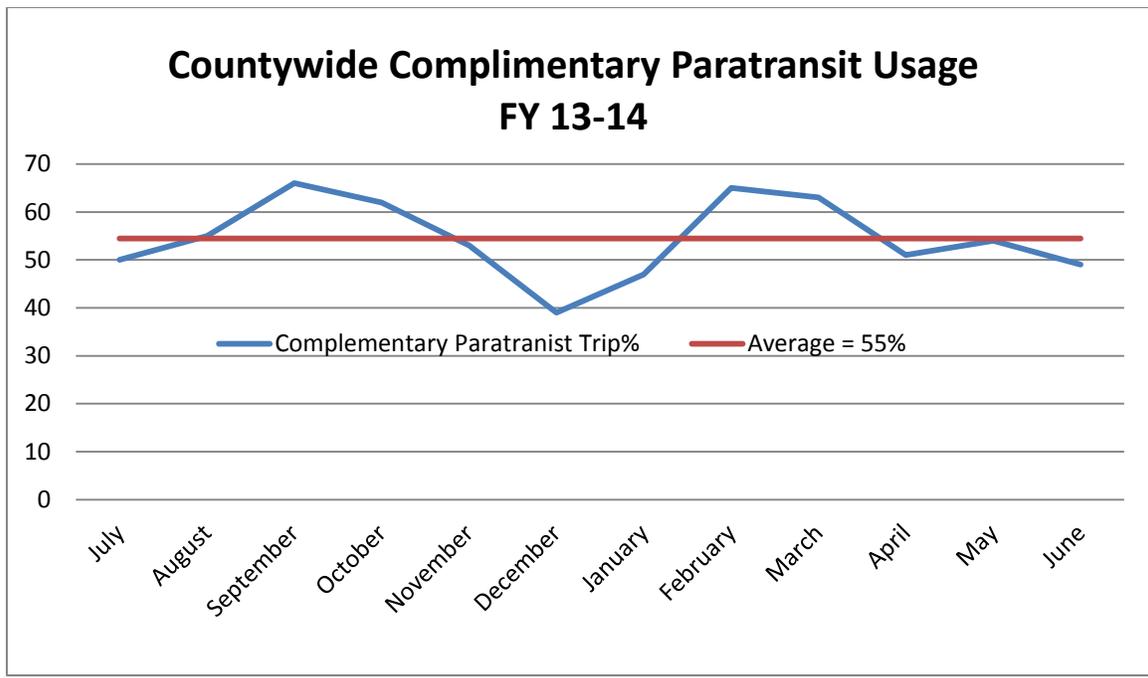
Eligibility determinations: Of the 1172 assessments that took place, 889 (76%) were given unrestricted eligibility, 88 (7%) were given conditional eligibility, 54 (5%) were given trip-by-trip eligibility, 97 (8%) were given temporary eligibility and 44 (4%) were denied. A low denial rate is an indicator of a healthy program. This suggests that applicants are self-selecting out of the evaluation process early and are educated about the basic conditions of eligibility.

Eligibility Results by Service Area						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Unrestricted	889	24	312	8	331	214
Conditional	88	10	31	1	24	22
Trip-by-trip	54	0	14	0	23	17
Temporary	97	1	36	0	46	14
Denied	44	0	24	1	10	9
TOTAL	1172	35	417	10	434	276



Impact on Paratransit: Applicants are provided a complimentary trip on paratransit for themselves and their applicant's Personal Care Attendant (PCA) upon request. In the first year of the program, on average 55% of all scheduled applicants requested a paratransit trip to the assessment site.

Transportation to and from In-Person Assessment						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Own Transportation	551	12	193	6	178	160
Complementary Paratransit	669	28	241	2	274	122
Paratransit %	55%	70%	56%	25%	61%	43%



Type of Disability: Many of the applicants who completed the in-person assessment presented more than one type of disability. Nonetheless, the most common type of disability reported was a physical disability 1103 (52%) followed by cognitive disability 442 (22%) and visual disability 425 (20%). An auditory disability was the least commonly reported disability, with 107 (6%) of the total.

Disability Type Countywide and by Service Area						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Physical	1103	28	364	9	418	253
Cognitive	442	17	146	5	162	109
Visual	425	10	199	3	161	116
Audio	107	1	39	0	35	28

Time to scheduled assessment: On average, the time between an applicant’s request to schedule an in-person assessment and the date of their assessment was approximately five (5) days. The longest amount of time a client had to wait for an appointment was 24 days. This wait is often attributed to clients rescheduling appointments resulting in a longer wait time between their initial call and their actual appointment. The goal is for clients to receive an appointment within 10 business days or two weeks of their phone call. STA staff is working with CARE to explore solutions to resolving scheduling delays. On average the 10 business day target is achieved.

Time (Days) from Scheduling to Appointment						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Average for Period	5	4	5	6	5	4
Longest	24	14	20	10	24	13

Time to receipt of eligibility determination letter: On average, the time between the applicant’s assessment and the receipt of the eligibility determination letter 12 days. The longest an applicant had to wait for their determination letter was 34 days. There is a requirement that all ADA determination letters are mailed to clients within 21 days of their evaluation. CARE Evaluators had 12 violations of this requirement from July – October 2013. There were no violations of the 21-day ADA policy in the remainder of FY 13-14. STA staff continues to work with CARE to monitor performance in order to ensure compliance with terms of the contract.

Time (Days) from Evaluation to Letter						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Average for Period	12	10	13	8	12	11
Longest	34	18	34	16	32	33
# of Clients Past 21 Days	12	0	1	0	10	1

Comment Card Summary: There were a total of 72 ADA Comment Cards received by the STA in FY 13-14. Below is a summary of the scores provided by clients and the number each transit operator received. By far, applicants were “highly satisfied” with the service they received during their assessments.

Comment Card Summary							
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach	Not Specified
Very Satisfied	62	5	18		21	17	1
Satisfied	8		3		5		
Neutral	2		1			1	
Dissatisfied							
Very Dissatisfied							
Total Received	72	5	22	0	26	18	1

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Date: September 15, 2014
To: STA TAC
From: Liz Niedziela, Transit Program Manager
RE: SolTrans Recommended Service Modifications to Solano Express
Routes 78, 80, and 85

Background

SolTrans operates three of the seven SolanoExpress routes in which many partners help fund the intercity services and different agreements that govern the various routes. SolTrans has a contract with the STA to operate Route 78, so any modifications to fares or service of those routes must be approved by the STA Board. SolTrans is required to notify the funding partners, including STA, but not necessarily get their approval for changes to Routes 80 and 85. As a practical matter, the continued success for all of the jointly funded intercity routes depends on maintaining a consensus of the funding partners which are all represented on the STA Board. The Intercity Funding Agreement requires any proposed fare or service changes shall be presented to the Intercity Funding Working Group for their consideration.

Discussion

SolTrans has presented this item to the Consortium in August and has requested that the service change recommendations for 78 and 85 of SolTrans' System Restructure Project be included in the September's Consortium Agenda.

STA staff is working with SolTrans staff to receive comments for the Solano Express Route changes to Route 78 and 85 by conducting a Public Hearing at the STA Board meeting October 8, 2014. STA staff is supportive of the SolTrans proposed changes to Route 78 and as provided comments to SolTrans regarding Route 85.

Recommendation

Forward a recommendation to STA Board:

1. For STA to conduct a Public Hearing for proposed service changes to Solano Express Routes 78 and 85; and
2. To approve SolTrans changes to Route 78 and 85 after receiving public comments through the STA Board and SolTrans Public Hearing process.

Attachment:

- A. SolTrans Staff Report



TO: SOLANO EXPRESS INTERCITY TRANSIT CONSORTIUM
PRESENTER: ALAN ZAHRADNIK, TRANSIT PLANNING CONSULTANT
SUBJECT: STATUS OF INTERCITY BUS ELEMENTS OF SOLTRANS' SYSTEM RESTRUCTURE PROJECT
ACTION: PROVIDE COMMENTS AND RECOMMEND APPROVAL, AS APPROPRIATE

BACKGROUND:

As reported to the Consortium in August, SolTrans is in the process of restructuring and enhancing its fixed route bus services. In June 2014, the SolTrans Board approved a staff-recommended Preferred Scenario and authorized public outreach. Public outreach was conducted within the SolTrans service area in August and September, and staff presented a revised service plan to the SolTrans Board last week that was responsive to public comment. Final Board action on the service restructuring and enhancement is scheduled to take place at its October meeting.

While the focus of these enhancements is on the local bus system, SolTrans is also considering improving the performance of intercity bus routes that it operates in collaboration with STA and the other transit operators in Solano County. At this time, SolTrans seeks to receive comments and a recommendation from the Consortium to the STA for approval of the revised SolTrans staff proposal pertaining to intercity bus routes 78, 80 and 85, as required by the Intercity Transit Funding Agreement. With STA approval in November, intercity service changes could be implemented concurrently with local service changes as early as January 2015.

DISCUSSION:

The service proposal presented to the SolTrans Board of Directors in June included specific recommendations for Solano Express services. These recommendations are detailed in Table 1.

Table 1: Intercity Elements of Preferred Fixed Route Operating Scenario – June 2014

Route	Enhancement / Modification
76/78/ 80s	<ul style="list-style-type: none"> Integrate Route 76 into Route 78 for productivity purposes; consolidate Route 80S with Route 78.
85	<ul style="list-style-type: none"> Streamline service to run on SR37 and I-80 Serve both SCC campuses

In response to public comments made during the public outreach period, SolTrans staff and consultants revised the initial proposal. These revisions were presented to the SolTrans Board at its September 18 meeting, with a recommendation to approve and proceed with receiving additional comments on the revised proposal, including a public hearing prior to the October Board meeting, at which time final action could be taken. The proposed revisions made to intercity bus routes are shown in Table 2 and explained below.

Table 2: Revisions to Intercity Routes 76/78/80S, 80 and 85 Resulting from Public Outreach

Route	Enhancement / Modification
76/78	<ul style="list-style-type: none"> Integrate Route 76 into Route 78 for productivity purposes.
80S	<ul style="list-style-type: none"> Discontinue service and reinvest hours in Route 80.
80	<ul style="list-style-type: none"> Add Sunday service
85	<ul style="list-style-type: none"> Streamline service within Vallejo and along I-80 Add and consider ending the route at FTC

Routes 76/78

The consolidation of Routes 76 and 78 is meant to provide a higher level of service to destinations in Concord and Walnut Creek for patrons of both routes by making a short deviation off I-680 to Diablo Valley College/Sun Valley Mall. The proposal involves deleting the south-bound deviation to Pleasant Hill BART and continuing on I-680 to serve Walnut Creek BART. Most 78 riders accessing BART and Walnut Creek has more travel destinations and CCCTA connections than Pleasant Hill to increase overall ridership. The Route 78 cost will not change significantly, while ridership and fare revenues would increase. The Consortium is being asked for its concurrence with the proposed Route 78 change.

Routes 80S/80

During the public outreach, Vallejo riders commented that they want Sunday service back on Route 80. Route 80S is to be discontinued due to poor performance. SolTrans would save the vehicle miles and hours and related cost of 80S and intends to reinvest in restoring Sunday service on Route 80. However, if the same level of Saturday service is provided on Sunday, Route 80 hours and cost will increase significantly more than the savings from the 80S. SolTrans staff has recommended waiting to act on adding Route 80 Sunday service until its funding availability is certain. The Consortium is being asked to comment on this proposal at this time. SolTrans staff will come back to the Consortium at a later date, subsequent to discontinuing the 80S.

Route 85

The Route 85 proposal is to improve performance by streamlining the route so it's more attractive to existing and prospective new riders. In response to public comment, instead of operating express from VTC to Solano Community College (SCC) in Vallejo, it is proposed to run limited stop service within Vallejo (Vallejo Transit Center, Sereno Transit Center and Six Flags/Fairgrounds) along the existing alignment and then keep the route on I-80 with only a quick dogleg to serve SCC in Fairfield directly. The Vallejo campus of SCC would not be served. Fairfield Transit Center (FTC) would be added for connections to FAST for riders continuing travel throughout Fairfield and to other cities via FAST intercity routes. It is also proposed to continue on to the Solano Mall

as is done today as many current riders get on/off here. However, SolTrans is considering ending the route at FTC in order to decrease running time, add recovery time and address On-Time Performance issues during congested freeway times. Since FTC has local FAST service to the Mall, ending the Route 85 at FTC seems a reasonable option. The Consortium is being asked to comment on this proposal and the option to end the route at FTC.

Consistency with Long-Range Transit Corridor Plan

The proposed changes to SolTrans’ intercity bus routes are consistent with the long range transit corridor plan, such that the changes provide for a more express service along I-80 between Fairfield and Vallejo that allows for future freeway ramp bus pads on I-80 at Hiddenbrooke/ American Canyon, and on Highway 37 at Six Flags/Fairgrounds; and it supports development of all-day, all-week service between Vallejo and Walnut Creek BART via Benicia.

Cost and Revenue Impacts of the Proposed Changes

For the proposed modifications to the intercity routes 76/78/80S and 85, the objective is to have them be cost-neutral, while at the same time attractive to new riders.

Table 3 shows the current performance of intercity routes. Table 4 shows the additional costs of the proposed changes to intercity routes with the estimated revenues and farebox recovery.

Table 3: Current Performance of Intercity Bus Routes (9 months FY 13/14)

Route	Fare Recovery	Passengers per RVH	Cost per Passenger
76	12%	12	\$25
78	27%	11	\$12
85	29%	9	\$11

Table 4: Additional Costs and Estimated Revenues of Proposed Changes

Route	Ridership	Revenue	Vehicle Hours	Vehicle Miles	Cost
78*	4800	\$14,800	200	2400	\$20,000
85**	0	0	0***	9500	\$0***

Notes: * assumes all Route 76 riders switch to Route 78
 ** about 20% of Route 85 riders board or alight at stops that would be discontinued. Assumes current intercity riders continue to use Route 85 via transfer to/from local bus routes
 *** any travel time reduction would be used for additional recovery time, so revenue vehicle hours and costs would not change.

Capital Cost Implication

The proposed changes to Routes 76/78/80S and 85 require no capital improvements.

NEXT STEPS:

SolTrans staff will synthesize all of the input received and will provide a comprehensive report to the Board of Directors, with a final recommendation on fixed-route restructuring and enhancement at the October 23, 2014 meeting. Prior to Board action, a public hearing will be held on the final recommendation to conclude the public comment period. As requested by STA previously, the matter of SolTrans intercity bus routes would be presented for its approval after the SolTrans Board takes action on the system-wide restructuring and enhancement recommendation.

RECOMMENDATION:

At this time, SolTrans seeks Consortium comments and a recommendation to STA of concurrence with changes to Routes 78 and 85, as appropriate.

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DATE: September 12, 2014
TO: STA TAC
FROM: Robert Guerrero, Project Manager
RE: SolTrans Compressed Natural Gas (CNG) Feasibility Study

Background:

The STA Board approved a 50% match to partner with Solano County Transit (SolTrans) and subsequently, the cities of Benicia and Dixon to conduct Compressed Natural Gas (CNG) Feasibility Studies. Clean Energy was retained by the STA and SolTrans to complete the studies separately. The SolTrans CNG Feasibility Study primary scope of work was to identify potential costs for installing CNG fueling facilities, as well as estimated costs for retrofitting their maintenance facility to accommodate CNG vehicles.

Discussion:

The SolTrans CNG Feasibility Study points out that it is a viable candidate for CNG in terms of usage and cost savings. The estimated cost for a CNG fast fill fueling station is \$1.4 million for a Twin 250-hp Compact compressor and equipment. The twin compressor is estimated to fuel a 60 Diesel Gas Equivalent (DGE) vehicle in approximately 12 minutes if running both compressors at the same time. The fueling time would be cut in half if the compressors are not fueling at the same time. Attachment A is a copy of draft Compressed Natural Gas Feasibility Study.

The SolTrans CNG Facility Maintenance Facility Assessment Report analyzed shop upgrade and two isolated repair bays with options. The estimated cost to upgrade the maintenance facility is \$601,501. Attachment B is a copy of the SolTrans CNG Maintenance Facility Assessment Report. The report includes further detail for each recommended improvement with concept design, specifications, and a typical baseline construction schedule.

STA staff is recommending approval of both documents at this time. SolTrans is anticipated to approve and construct CNG fueling facilities and retrofit their maintenance facilities based on information provided in these reports.

Recommendation:

Forward a recommendation to the STA Board to approve the SolTrans CNG Feasibility Study and Maintenance Facility Assessment.

Attachments:

- A. SolTrans CNG Feasibility Study
- B. SolTrans CNG Facility Maintenance Facility Assessment Report

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Clean Energy[®]

**Compressed Natural Gas
Feasibility Study**

SolTrans

**1850 Broadway Street
Vallejo, CA 94589**

September 15, 2014





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1. Units of Measure - Definitions

Units of Measure and Pricing

BTU – British thermal units

MMBTU – One million British thermal units

NG – Natural Gas

CNG – Compressed Natural Gas

LNG – Liquefied Natural Gas (Natural Gas becomes a liquid at -360 degrees Fahrenheit, the boiler point – warmer than -360 F, the liquid becomes a vapor or gaseous fuel)

LCNG – Liquefied Natural Gas vaporized to Compressed Natural Gas

Natural gas is generally bought and sold in MMBTUs and future prices are generally quoted in this unit of measure

Therm – 1 Therm = 100,000 Btu

SCF – Standard Cubic Foot is one cubic foot of gas at standard temperature and pressure (60 degrees F and sea level). Since both temperature and air pressure affect the energy content of a cubic foot of natural gas, the SCF is a way of standardizing. One SCF = 1020 Btu.

SCFM – the flow of a Standard Cubic Foot or Feet per minute

MCF – One MCF is 1,000 cubic feet. One MCF = 1,020,000 btu. People often round to say that one MCF is the same as an MMBTU but one MCF is actually 1.02 MMBtu

BCF/TCF – Billion/Trillion Cubic Feet.

Henry Hub – Henry Hub (often abbreviated HH) is a natural gas pipeline hub in Erath, LA that interconnects with 13 interstate and regional pipelines. Most wholesale natural gas prices are quoted at this delivery point with an adder or discount based on local market dynamics and transportation cost. When you see the news reporting Natural Gas is at \$3.50 that usually means 1 MMBTU, bought today, to be delivered to Henry Hub next month, costs \$3.50.



Gasoline, Diesel and CNG

The energy content of liquid fuels like gasoline and diesel actually varies considerably between summer and winter and also depending on what sort of oxygenate it is blended with (that 10% ethanol gasoline has a fewer Btu than gasoline reformulated with MTBE and both have fewer Btu than pure gasoline). A summer gallon of gasoline will typically contain 114,500 Btu while a winter gallon is 112,500 BTUs.

GGE – Gallon of Gasoline Equivalent is the typical way CNG is sold at public fueling stations and the typical way that CNG tanks are rated. One standard GGE = 114,000 BTUs which equals 126.67 SCF (126.67). Now, the sharp reader will immediately notice that if an SCF has 1,020 Btu, then 126.67 scf should be 129,000 Btu so something isn't adding up. That something is known as "lower heating values" or LHV (also called net calorific value). CNG is basically known that a SCF of Natural Gas only yields 900 BTUs of useable gasoline equivalent energy.

CNG compresses the gas to 3,600 PSI (some older vehicles were compressed at 2,400 PSI or at 3,000 PSI). At this compression level, one GGE requires 0.51 cubic feet of space in a CNG tank. So the *interior* space of a 20 GGE tank is approximately 10 cubic feet (think roughly 42" wide, 18" deep, and 18" tall).

DGE – Diesel Gallon Equivalent is another way to rate CNG vehicle storage. Since Diesel has a higher energy content than gasoline (129,500 BTUs standard), 1 DGE = 1.136 GGE and 1 GGE = 0.88 DGE. Since most CNG metrics are in GGEs if you want to calculate how many cubic feet would be required for an equivalent number of DGEs, just divide by 0.88 (in terms of Standard Cubic Feet, a DGE = 126.67/0.88 or 143.94 SCF and so forth). The reverse is also true. If, for example, you want to convert a cylinder capacity from GGE to DGE, you can *multiply* by 0.88. So, for example, a 24 GGE cylinder holds about 21 DGEs.

A simple table of energy equivalents for alternative fuels may be found here if you want to learn more.



The Bottom Line

1 GGE = 126.67 scf

1 MMBTU of Gas = 7.74 GGEs

1 DGE = 143.94 scf

1 MMBTU = 6.81 DGEs

		Natural Gas costs (\$/mmbtu)...								
		\$ 2.00	\$ 3.00	\$ 4.00	\$ 5.00	\$ 6.00	\$ 7.00	\$ 8.00	\$ 9.00	\$ 10.00
CNG Cost	\$/GGE	\$ 0.26	\$ 0.39	\$ 0.52	\$ 0.65	\$ 0.78	\$ 0.90	\$ 1.03	\$ 1.16	\$ 1.29
	\$/DGE	\$ 0.29	\$ 0.44	\$ 0.59	\$ 0.73	\$ 0.88	\$ 1.03	\$ 1.17	\$ 1.32	\$ 1.47

... Not Including electricity cost for compression

In addition to the cost of the natural gas itself, we need to account for the electricity costs used in compressing the fuel for your vehicle. This will add 10-20 cents per GGE depending on the efficiency of your compressor and your electricity rates.

Other Definitions:

PG&E – Pacific Gas and Electric

BTU – British thermal units (measurement of energy content)

DGE – Diesel Gallon Equivalent (139,000 Btu)

GGE – Gasoline Gallon Equivalent (125,000 Btu)

IP – Inlet pressure (gas pressure available from PG&E)

PSI – Pounds per square inch

PSIG – Pounds per square inch gauge

ASME – American Society of Mechanical Engineers

MCI – Motor Coach Industries (Bus Manufacturer)

VETC – Volumetric Excise Tax Credit (\$0.50 per GGE)



2. Project Understanding

Referencing the Feasibility Study Agreement with Solano Transportation Authority (STA), Clean Energy visited and examined the SolTrans Bus Maintenance Facility (BMF) located at 1850 Broadway Street, Vallejo, 94589 CA. The purpose of the evaluation was to determine the necessary modifications to safely store, maintain, and fuel Compressed Natural Gas (CNG) buses at the facility and to determine the economics necessary to consider a transition from diesel powered buses to Compressed Natural Gas powered (CNG) buses.

Clean Energy is pleased to provide STA with results of the study at SolTrans including design recommendations that will meet the fueling requirements to transition the bus fleet to CNG as well as future CNG fleet growth. Clean Energy has provided several options to ensure a safe and compliant maintenance facility, to meet the fueling demand while optimizing construction costs, fueling station function and fueling operations.

Currently, all of the STA SolTrans fixed route buses at this facility are fueled with ultra-low sulfur diesel fuel and the paratransit fleet is fueled with unleaded gasoline with 10 percent ethanol content. Each bus is fueled on-site upon arrival after completing service routes. As each bus is fueled, other functions such as fare box administration, checking fluid levels and cleaning the bus are performed. Each bus sits in the fueling lane for an estimated 10 to 12 minutes while all of these functions are performed. Two buses can be processed in this manor simultaneously.

The amount of fuel consumed by each bus, mileage, and other variables are recorded electronically by a fuel management system or manually by the service personnel. After leaving the fuel lanes, buses are moved through the bus wash and then parked for the night unless additional maintenance is required. This evaluation assumes no changes in these processes.

If SolTrans ultimately chooses the CNG path for its buses, a fast-fill CNG fueling facility, integrated into the existing fueling lanes, is recommended. The fast-fill system will allow SolTrans to maintain the same procedures and processes while buses are being fueled in the fueling lanes. With a properly designed CNG facility, a CNG bus will be fueled within the same 10 to 12 minute window necessary to perform all functions performed today while fueling (fare-box recovery, cleaning, etc.). Similarly to the current diesel fuel equipment, one or two single-hose fast fill dispensers (depending on the number of CNG buses actually purchased) are recommended to be installed in the existing fueling lanes. This will allow diesel buses and CNG



buses to fuel simultaneously with neither disrupting the other nor changing the current process.

The SolTrans fixed route fleet is made up of diesel and diesel-electric hybrid buses. The 21 diesel-electric hybrids (DEH) are all model year 2011 with planned service until 2023 and therefore were not considered in this study. Also, the estimated 10 buses that are leased to the City of Fairfield are not considered in the study. The study includes eight (8) diesel powered Orion buses and twenty-five (25) diesel powered MCI commuter coach buses. Of the 25 MCIs, 16 are planned for replacement in the immediate future. If CNG is the fuel of choice and infrastructure is in place for the local fixed route buses and/or inter-city buses, it would also make sense to consider CNG for the Demand Response fleet for planned replacement in 2016. The Demand Response fleet is not considered as a deciding factor in this evaluation. CNG repowers are possible, but not recommended due to the high cost of retrofit and repower. It is recommended that CNG be considered at the time of bus retirement and replacement.

Mileage and fuel consumption vary widely within the fixed route fleet with average daily fuel consumption of approximately 30 gallons per day for local buses, approximately 60 gallons for **the** inter-city MCI buses.

Our evaluation and recommendations are based on the following design criteria:

- Minimum design pressure of 60 psig provided by Pacific Gas & Electric (PG&E)
- A CNG station should be designed to accommodate the replacement of the eight (8) Orion buses and twenty five (25) MCI buses. For evaluation purposes the study uses an average daily fuel consumption of:
 - 30 gallons per day for Local buses
 - 30 gallons per day for Demand Response buses (if considered)
 - 60 gallons per day for MCI inter-city buses
- A gallon is defined as a diesel gallon or a diesel gallon equivalent (DGE) at 139,000 Btu
- Maximum length vehicle is a 45 foot transit bus (for dispenser spacing)
- The CNG station would include a twin compressor package (for redundancy)
- One or two single hose transit style dispensers depending on the number of CNG buses
- Gas dryer
- CNG high-pressure above ground storage vessels - ASME (American Society of Mechanical Engineers) coded vessels. Vessels are 20" in diameter and approximately 23 foot long. Each vessel will hold 10,000 standard cubic feet at 5,000 psi. They are arranged in a three bank cascade meaning that there is a low bank vessel, a medium bank vessel and a high bank vessel.



- The station will be designed to meet a single compressor noise level of 85 dBa at 15 ft. from the compressor

1.1. Existing Gas Supply

Presently, PG&E's gas line on Broadway Street is a 60 psig distribution line that will meet the current load requirement to support the fleet size being considered. The gas line would need to be trenched and extended from the street to the location of the compressor nearest the east side of the Bus Maintenance Facility (BMF) with the exact location to be determined. Actual construction and cost of the gas line extension will be finalized during the application process with PG&E. Typically, an allowance from PG&E will cover the cost based on the long term and consistent load of a transit agency. This work is carried out by PG&E and typically not detailed until an actual application has been submitted.

1.2. Existing Power Supply

The existing electrical system appears to have sufficient space to handle the load of compressors necessary to fuel the fleet (480 volts 3 phase/amps to be determined). A load study may need to be completed to confirm.

3. Bus Replacement

The following scenarios logically address the fleet that could easily be transitioned on a bus replacement basis from diesel and gasoline power to CNG power:

- Replacement of eight (8) diesel powered Orion buses
- Replacement of twenty five 25 diesel powered MCI buses plus the 8 Orion buses
- Replacement of an estimated 10 gasoline powered Demand Response buses
- Replacement of all of the above described buses

Since Orion buses are no longer manufactured and SolTrans operates a number of Gillig DEHs, this proposal assumes Gillig or similar as a possible replacement bus. The proposal also assumes that MCI diesel buses would be replaced with CNG powered MCI or similar buses. If the Demand Response buses are replaced, it would be with a Ford E450 or similar bus.

4. CNG Station Design

CNG stations are inherently not easily scalable due to large upfront capital costs that require permanent installation of structural components and connections to utilities. As a result, certain mechanical components need to be sized for final build out, including dryers, piping and electrical gear. Compressors themselves are also not scalable however, as fuel demand grows additional compressor(s) can be added, provided that other structural components such as



foundations, housekeeping pads, fencing and crash protection have been sized with that expansion in mind along with electrical gear and high pressure piping. Because of this scalability issue, the same components need to be in place to fuel eight (8) or forty three (43) buses.

The smallest CNG fueling system currently available in the market place is a FuelMaker appliance. It is not a heavy-duty high horsepower compressor; it is an appliance that can be used to fuel very small fleets, very slowly. Because this appliance is not suitably geared for fast fill operations but rather time-fill, it accepts up to 5 psig and has an output of approximately 10 scfm. At this rate, it dispenses about 4.3 DGE per hour and therefore would not be sufficient even with only eight (8) CNG buses. It would take nearly 40 hours to fuel 8 buses with this system. The Fuelmaker is not designed with a dryer or storage. It is also not scalable and if the SolTrans acquired more vehicles, it would simply need to be replaced by a full CNG station with no recovery of initial capital costs of the system. Due to the number of limiting factors of this type of appliance, Clean Energy does not recommend its use for transit fueling operations.

A time-fill fueling station is also not recommended for the Broadway Street location as it would not easily integrate with the current fast-fill procedures for diesel and gasoline buses.

A fast-fill station with twin compressors is recommended. A single 250 horsepower compressor with 60 psig inlet pressure will provide enough fuel to fill eight (8) Orion buses in less than one hour. If the twenty five (25) MCI buses are added to the equation, a single 250 horsepower compressor will fill all thirty three (33) buses in less than 6 hours. If all of the proposed buses: eight (8) Orion, twenty five (25) MCI and ten (10) Demand Response buses are CNG, all forty three (43) buses will be fueled in approximately 6 ½ hours from a single compressor. The twin compressor skid is recommended and provides 100 percent redundancy for maintenance of compressors and in the event of compressor down time for routine maintenance. Also, if necessary, the second compressor can operate simultaneously with the first compressor, thereby cutting the fuel time in half. Running both compressors at one time is not recommended on a regular basis to reduce operating costs such as electricity and cumulative hours on the compressor.

Typically, the compressors are cycled so that cumulated hours vary, allowing each compressor to be maintained while the other compressor is operating.

With one compressor running the following describes the fill time for each bus based on the recommended station configuration:

- 20 DGE = approximately 4 minutes
- 25 DGE = approximately 5 minutes
- 30 DGE = approximately 6 minutes



- 40 DGE = approximately 8 minutes
- 50 DGE = approximately 10 minutes
- 60 DGE = approximately 12 minutes

If both compressors are running simultaneously and two buses are fueling at the same time, the above mentioned fill times will remain the same. If both compressors are running simultaneously and only one bus is filling, the above mentioned times would be half.

Clean Energy recommends 250-hp compact compressor capable of 674 scfm output at 60 psig inlet pressure. This design would include a dryer and a single storage vessel. To fuel all thirty (33) buses, it would take approximately 4.2 hours. If more than about twenty (20) CNG buses are in service, a second dispenser is recommended.

5. Compressor Recommendation

The importance of clean fuel is critical to vehicle performance. Clean Energy recommends IMW Industries non-lubricated compressors. These compressors offer industry leading technology and provide state-of-the art operational efficiency, clean fuel delivery, and long term reliability with low cost of maintenance and operation. Key design advantages of IMW compressors include:

- **Cleaner Fuel** – Through the use of state-of-the-art Teflon[®] rod packings, IMW compressors have the lowest levels of oil carryover in the industry with less than 5 ppm. This design produces the cleanest possible downstream gas with overall lower system maintenance
- **Reduced Maintenance Costs** – IMW compressors use single and double-acting piston configurations for optimum efficiency and long life. The pistons are designed to achieve excellent flow capacities while operating at slower speeds, dramatically increasing the life of piston and crankshaft components while substantially reducing noise and vibration. Compressor design incorporates an inlet filter (7.0 micron) and discharge filter (0.3 micron)
- **Increased Station Uptime** – IMW compressors have an operational life of wear components ranging between 5,000 to 8,000 hours, significantly longer than competitor's components. This results in less maintenance cost and system down time.
Air Cooled – IMW's cooling systems allow these compressors to operate efficiently in a variety of climates and temperatures ranging from -40° to 140°F. IMW systems incorporate air-cooled cylinders and a high-efficiency air-to-gas interstage cooling system. This feature increases gas flow rate, reduces fueling time and provides a more complete fill
- **Reciprocating** – IMW reciprocating compressors are built in the W-configuration to keep them dynamically balanced, resulting in low vibration and noise levels with pulsation



reduced through effective piping design. The W configuration saves space and allows easier maintenance

4.1 Proposed Equipment

	8 CNG Buses	20+ CNG Buses
Compressor(s)	1 Twin IMW COMPACT 250-hp each (total 500 hp), 4 stage 1,348 scfm max output @ 60 psig or 674 scfm each compressor 4.9 DGE/minute minimum flow rate	
Dryer	1 - PSB model 10-3 Twin tower 1650 scfm rated @ 60 psig max pressure Manual regeneration by-pass valve / Digital Dew Point meter with sensor and alarm	
Storage	1 - ASME storage vessel 10,500 scf total capacity	3 - ASME storage vessel 10,500 scf total capacity
Priority Panel	1 - priority panel for fast-fill fueling operations	
Dispenser(s)	1 - Single-hose transit style dispenser OPW CT5000	2 - Single-hose transit style dispensers OPW CT5000
Canopy	Fueling will take place within the footprint of the existing diesel fueling canopy and upgrades will need to be made to explosion proof lighting under the canopy.	

6. CNG Station Engineering and Cost Estimate

1 Twin 250-hp Compact compressor skid 674 scfm each @ 60 psig w/total scfm @ 1,348	IMW Compressor Equipment Engineering/Design and other Equipment Construction	\$ 341,000 \$ 384,000 \$ 743,000
TOTAL		\$1,468,000

- The proposed switchgear includes a Kirk Key for a diesel back-up generator. This is an important cost effective design feature to allow quick connection to a back-up power source in the event of main line power failure
- The compressors include a cold weather enclosure
- Provisions will be made for remote system monitoring and restart within acceptable OSHA safety regulations



- Communication systems and software will be installed to allow for web-based remote accounting of daily/monthly fueling records, fleet summaries, and customized reports for the fast-fill system
- All Equipment will meet FTA compliance provisions
- Permit fees are not included and would be determine at the time of the actual permit application
- The study assumes that utilities are available within 20 feet of the fueling equipment to be installed and are not included beyond that distance

7. Construction

Clean Energy recommends an in-place and ready to operate CNG fueling station with associated appurtenances, utilities, concrete pavement, and all equipment. The station will include all equipment and piping necessary for transit fueling. The cost estimate assumes:

- Prevailing Wage
- No soil or ground contamination
- Compound sized to add a second compressor in the future
- FTA compliance for special provisions
- Clean Energy station design is compliant with all relevant construction and safety codes, regulations and guidelines including:
 - Local State of California and federal construction codes and regulations
 - National Fire Protection Association (NFPA) codes 52 and 54
 - NFPA 70 - National Electric Code
 - Occupational Safety and Health Administration (OSHA) regulations
 - US Department of Transportation (DOT) regulations (where required)
 - ANSI B31.3 - CNG Piping
 - ASME Section VIII - Boiler and Pressure Vessel Code
 - SAE J1616 - Recommended Practice for Compressed Natural Gas Fuel

Sample: IMW compressor skid with dry and storage



8. CNG Fueling Facility Schedule Narrative

Typically, CNG projects require eight to twelve months to complete. A typical project schedule has approximate completion date of 10 months from Notice to Proceed (NTP). The schedule is dependent on the duration of the permitting process and may change once construction drawings are submitted for planning review.

2014

Solano County Transit (SolTrans) Compressed Natural Gas Facility Assessment



1. Executive Summary

Solano County Transit (SolTrans), in partnership with Solano Transportation Authority, has requested of Facility Modifications Services Group within Clean Energy to perform a facility assessment of the Fleet Facilities Maintenance Garage located at 1850 Broadway, Vallejo, CA. After evaluating the information gathered during the field investigation and reviewing the applicable codes, the following modifications are recommended to upgrade the Fleet Maintenance Facility to be code compliant with Compressed Natural Gas, (CNG) repair garage operations:

Overview of Recommendations:

Shop Upgrade:

- Installation of continuous methane gas detection monitoring and control system
- Installation of mechanical ventilation system necessary for exhausting methane in NGV repair garages
- Installation of electrical shunt-trip circuit breakers to de-energize non-life safety devices and non-classified equipment
- Installation of methane detection point type sensors, visual strobes and audible alarms
- Installation of operational and safety signage
- Installation of automatic notification system for trouble or emergency situations
- Interconnection of dedicated rollup door motors to the gas detection system controller
- Installation of emergency lights
- Installation of vapor proof vinyl curtains on open pathways
- Installation of clear vapor proof plastic at the underside of the dome skylight
- Removal of the relief vents

Optional Heating for the Shop Area:

- Replacement of existing non-functioning makeup air units with new makeup air units equivalent BTU rating with reuse of existing duct work.

Alternative - Isolation of two repair bays:

- Installation of a vapor proof curtain to isolate two (2) repair bays as dedicated NGV maintenance bays.
- Installation of continuous methane gas detection monitoring and control system
- Installation of mechanical ventilation system necessary for exhausting methane in NGV repair garages
- Installation of methane detection point type sensors, visual strobes and audible alarms
- Installation of operational and safety signage
- Installation of automatic notification system for trouble or emergency situations
- Interconnection of dedicated rollup door motors to the gas detection system controller
- Installation of clear vapor proof plastic at the underside of the dome skylight
- Removal of the relief vent

Optional Heating for the two isolated bays:

- Replacement of one existing non-functioning makeup air unit with a new makeup air unit with reuse of existing duct work.

Clean Energy Facility Modifications Services Group has reviewed several design options and has selected the conceptual plans proposed in this assessment report as the optimal solutions as it is the most cost effective method to achieve the necessary level of safety and provide CNG code compliant repair facility. The estimated costs of upgrades are as follows:

Shop Upgrade:	
Maintenance Facility Construction Upgrade Cost	\$ 323,790
Maintenance Facility Engineering Design and Permitting:	<u>\$ 35,960</u>
Maintenance Facility Total (USD):	\$ 359,750

Heat Option: Heating for shop area:	
Heating Upgrade Cost:	\$ 88,706
Heating Engineering Design	<u>\$ 2,380</u>
Vehicle Maintenance Facility Total (USD):	\$ 90,456

Alternative Isolation of Two Repair Bays:	
Isolated Bays Construction Upgrade Cost:	\$ 110,336
Isolated Bays Engineering Design and Permitting:	<u>\$ 14,800</u>
Isolated Bays Total (USD):	\$ 125,136

Heat Option, Heating for the isolated repair bays:	
Heating Upgrade Cost:	\$ 24,719
Heating Engineering Design	<u>\$ 1,440</u>
Isolated Bays Optional Heat Total (USD):	\$ 26,159

Clean Energy is a highly qualified and experienced Natural Gas solutions provider with the capability and capacity to deliver a seamless turnkey solution. Clean Energy' corporate headquarters is based in Newport Beach, California. Clean Energy operates in 40 states, the District of Columbia, and Canada. We employ over 1,000 team members from coast to coast and have regional offices located in Dallas, Texas; Denver, Colorado; Phoenix, Arizona; Concord, New Hampshire; and Vancouver BC, Canada.

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3. Introduction

SolTrans is located in Vallejo and provides local transit services within the cities on Vallejo and Benicia as well as regional transit connection services to Fairfield, El Cerrito BART and Walnut Creek BART. SolTrans' Vehicle Maintenance Facility is located at 1850 Broadway Street, Vallejo, CA 94589. National and local code requirements were evaluated to determine compliance issues that might impact the prospective expansion intended to permit service, maintenance, repair, and storage of compressed natural gas vehicles (CNGV). A site visit to conduct a visual assessment of the facilities by Clean Energy Facility Modification Services (FMS) staff occurred on February 7, 2014.

3.1. Background

Natural gas vehicles are significantly changing the landscape of opportunity for owners and operators of vehicle fleets by virtue of the fuel cost comparison between the petrol fueled vehicles and compressed natural gas vehicles. Clean Energy has dedicated expertise and experience in facility modifications to qualify for consideration as a resource for present and future customers.

In its original state, natural gas (methane) is odorless. As a safety measure, the gas is odorized with Mercaptan prior to distribution from the gas service provider or designed into fueling station capabilities, thus providing a ready means of leak detection. The average person can easily detect the smell of gas at a concentration as low as 0.3% by volume in air. That concentration is more than 16 times lower than the level which will support combustion, which will occur at a level between the concentrations of 5% to 15%. In its gaseous state, natural gas is less dense than air and will rise to the ceiling in the event of an indoor leak.

As the SolTrans evaluates replacement of petrol fueled vehicles with compressed natural gas vehicles, consideration and evaluation must include the availability of code compliant vehicle repair and parking facilities for the future NGV fleet. Repair and parking garages are required to meet local and national building codes to operate and/or store natural gas vehicles.

3.2. Objective

The objective of this Assessment Report is to present an evaluation of the facility for applicability, identify any necessary modifications, and to provide an estimated cost of modifications for the expansion of the existing operations to include CNGV repair, maintenance, service, and storage. The assessment would be used to assist SolTrans

in efforts to optimize the modifications and capital cost requirement for implementing these facility upgrades.

4. Code Overview and Basis of Design

The existing operations, which include vehicle repair, maintenance, and parking, are understood to be fully permitted and current with the existing fire suppression system is operable and permitted to code.

4.1. Permits and Regulatory Requirements

The City of Vallejo California will be the primary permitting and regulatory agency. The City Building Department has been conferred with and the State of California, National Fire Protection Association (NFPA) Codes and the local Authority Having Jurisdiction (AHJ) requirements have been reviewed. The recommended facility modifications are based on the following codes:

- California Building Code 2010 edition
- California Mechanical Code 2010 edition
- California Plumbing Code 2010 edition
- California Electrical Code 2010 edition
- California Fire Code 2010 Edition
- NFPA 30 Code for Flammable and Combustible Liquids
- NFPA 30A Motor Code for Fuel Dispensing Facilities & Repair Garages
- NFPA 51B Fire Prevention During Welding, Cutting & Other Hot Works
- NFPA 52 Vehicular Gaseous Fuel System Code
- NFPA 70 Electrical Code
- NFPA 88A Standard for Parking Structures

This report only addresses the code requirements as they pertain to the servicing and storing of CNGVs and does not entail existing permitted operations or subjective interpretations the local Authority Having Jurisdiction (AHJ) may place on existing operations. In addition, review of the facility upgrades may prompt the AHJ to review other code upgrades to the facility even though these may not be related to CNGV operations.

4.2. Requirements for CNG Repair Facilities

NFPA codes consider major repair garages to be any garages where repairs beyond simple lubrication and tire service are performed. These repairs include, but are not

limited to: engine repairs, painting, body, and fender work, and repairs that require drainage of the motor vehicle fuel tank. The following code requirements were used as the basis of design for the conceptual plan to upgrade the EMWD Vehicle Repair Facility to be compliant with CNGV repair garage operations.

4.2.1. Separation

Spaces adjacent to the main repair garage must also meet requirements as a repair garage unless one of the following conditions are met: the space is mechanically ventilated at a rate of four or more air changes per hour, the space is designed with net positive air pressure, or the space is effectively cut off by vapor-tight walls or partitions.

4.2.2. Mechanical Ventilation

In major repair garages where vehicles that use lighter than air, flammable fuels such as CNG, the volume of space within 18 inches of the ceiling is designated as a Class 1 Division 2 hazardous—or classified—location. All electrical equipment installed in this classified zone must either be relocated out of the classified zone or be replaced with classified equipment. This requirement does not apply if a continuously running mechanical exhaust system provides a ventilation rate of no less than one cubic foot per minute (CFM) per square feet of room area, extracting air from a point no more than 18 inches below the ceiling. Standby mechanical ventilation must also be provided to activate in the event of a gas leak; the ventilation rate must be no less than 1 CFM per 12 cubic feet of room volume, which corresponds to approximately 5 air changes per hour.

4.2.3. Gas Detection and Fire Suppression

Any garage where repairs are performed on CNG vehicles requires a continuously monitoring methane detection system. The detection system will be designed to activate when the concentration of gasses reaches 25% and/or 50% of the lower flammable limit, (LFL). Upon detection, the gas detection system shall initiate distinct audible and visual alarms, deactivate all designated heat or spark producing equipment (heaters, welders, compressors, etc.), and activate the mechanical exhaust system.

If a failure of the gas detection system occurs, the mechanical ventilation system will be activated, all heat producing equipment will be deactivated, and a trouble signal will be sounded.

An automatic, fixed fire protection system is required for any major repair garage that is two or more stories in height where any one of the floor areas exceeds 10,000 ft², the

major repair garage is single story and has a floor area greater than 12,000 ft², or the major repair garage is located in the basement of another building.

4.2.4. Heating Equipment

Open flame heaters or heating equipment having exposed surfaces with a temperature above 750°F are not permitted to be installed in garages where major repairs are performed on CNG vehicles. Heating equipment is permitted to be installed in rooms adjacent to the major repair garage space so long as the room is constructed to prevent the transmission of vapors, the walls have at least a 1 hour fire rating, and the walls have no openings that lead to a classified area within 8 ft. of the floor. 100% of the air used for combustion must come from outside the building. Heating equipment located outside the building satisfies requirements for separation.

5. Site Overview and Recommendations

The SolTans Vehicle Maintenance Facility has an approximate total area of 25,000 ft². The building is used for administrative offices, vehicle maintenance, bus washing and vehicle parts storage. The offices are separated from the vehicle maintenance area by concrete masonry (CMU) walls. The building slab is poured-in-place concrete with exterior non-insulated metal walls and interior CMU walls in the maintenance area. The roof is standing seam metal with no insulation. Figure 5-1 shows an aerial photo of the SolTrans site indicating the location of the various major areas.

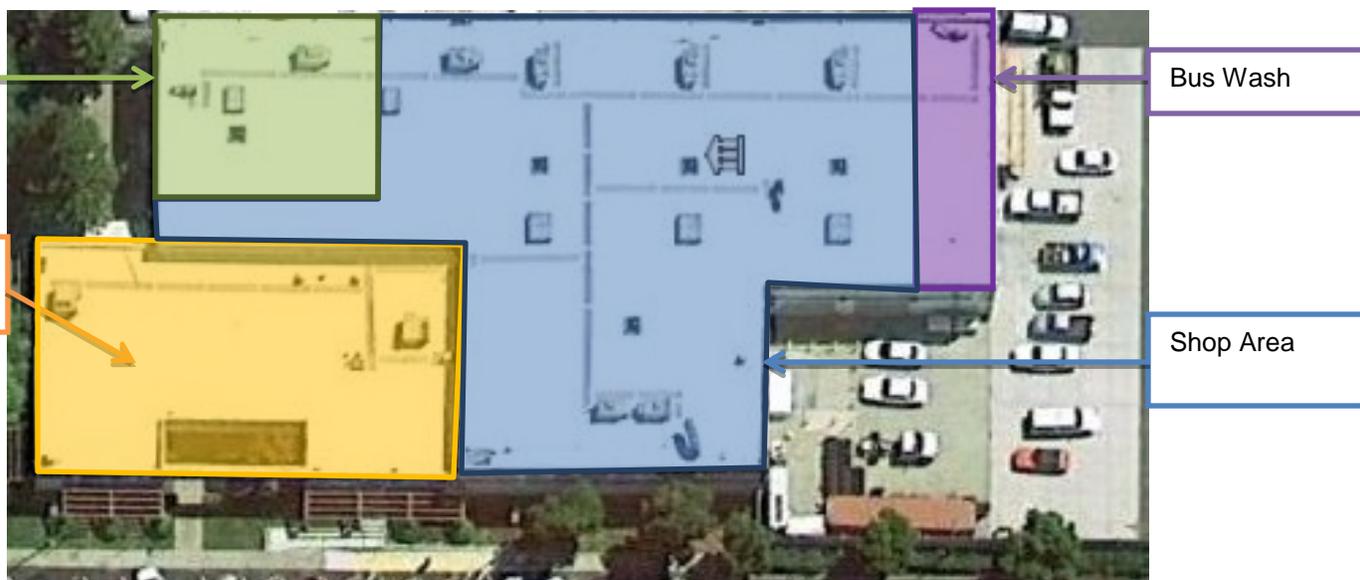


Figure 5-1: Site Overview

5.1. Vehicle Maintenance Facility

A review of the facility's features was made to determine compatibility with the proposed CNGV operations. The following recommendations are based on code requirements and existing facility constraints. The proposed conceptual design plan to make the Shop Area compliant with service and repair of CNG vehicles can be found in Appendix A.1.

5.1.1. Building Features

The Shop Area can be divided into the administrative offices, vehicle maintenance garage, bus wash and vehicle parts storage. The existing shop area has an approximate total area of 9,693 ft² but according to the latest plans provided by SolTrans, the company has intentions of expanding the maintenance area for paratransit by removing the existing wall separating the existing parts storage area and the maintenance area expanding the maintenance area to approximately another 2,050 ft². There will be eight (8) motorized rollup doors which will allow vehicles to come into the maintenance area. There are several existing adjacent utility rooms and offices within the maintenance area which are separated from the garage by CMU walls. Most of the existing utility rooms do not have self-closing door mechanisms. Soltrans also intends to add new rooms within the maintenance area as noted on the conceptual plans. There are four (4) dome skylights within the shop area and one (1) dome skylight in the future paratransit maintenance area. To the east side of the building is the existing bus wash separated from the garage by a vapor barrier wall. There is a motorized rollup door which allows direct access for the shop area to the bus wash. The bus wash is predominately open to the outdoors however it has a dome roof which could collect a gaseous leak.

Recommendations:

Shop Upgrade:

- Install self-closing mechanisms on all existing new doors directly exposed to the repair area.
- Install weather stripping on all existing and new doors directly exposed to the repair area.
- Install industrial vapor and fire rated curtains on open passage ways to prevent gas migration to the offices.
- Provide operational signage near the rollup door connecting the bus wash to the maintenance garage to say "Must be closed at all times".
- Provide clear panels to the underside of the dome skylight.

Alternative Isolation of two (2) repair bays:

- Installation of an industrial vapor and fire rated curtain to separate the two (2) repair bays nearest to the bus wash.
- Provide a clear panel to the underside of the dome skylight within the isolated area.
- Provide operational signage near the rollup door connecting the bus wash to the maintenance garage to say “Must be closed at all times”.

5.1.2. Mechanical Ventilation

The existing shop area has existing heating, ventilating and air conditioning (HVAC) equipment mounted on the roof however, the equipment are non-functional (three gas fired makeup air units). The existing part storage that will be converted into the paratransit maintenance area has a relief vent which looks non-functional but has a functional gas fired makeup air unit. The bus wash has no mechanical ventilation.

Recommendations:

Shop Upgrade:

- Installation of five (5) new explosion proof roof mounted up-blast exhaust fans. Three (3) of these exhaust fans will be running continuously during normal operating hours at a combined total capacity of 19,000 CFM. This will allow the repair garage to comply with the requirements of NFPA 30A and NFPA 70 to un-classify the upper ceiling classified zone (18 inches below the ceiling). This will also allow the garage to comply with the California Mechanical Code requiring a minimum of 1.5 CFM / ft² of exhaust to be provided to a repair garage.
- The remaining fans will be standby only activated during a detected gas leak. The remaining fans combined are 6,000 CFM which when the total cfm is combined will extract a total of 25,000 CFM allowing the garage to comply with the 5 ACH requirements during a gas leak event.
- Interconnection of the four (4) existing rollup door motors to the gas detection system controller to provide makeup air to the space.
- Installation of one (1) new roof mounted intake gravity vent at the location of the existing paint booth exhaust fan to be removed.
- Removal of existing relief vents. Existing roof penetrations will be reused by the new exhaust fans.
- Installation of two (2) turbine vents on the bus wash to prevent any accumulation of natural gas in its dome roof.

Alternative Isolation of two (2) repair bays:

- Installation of two (2) new explosion proof roof mounted up-blast exhaust fans. One (1) of these exhaust fans will be running continuously during normal operating hours at a total capacity of 4,200 CFM. This will allow the isolated repair garage to comply with the requirements of NFPA 30A and NFPA 70 to un-classify the upper ceiling classified zone (18 inches below the ceiling). This will also allow the garage to comply with the California Mechanical Code requiring a minimum of 1.5 CFM / ft² of exhaust to be provided to any repair garage.
- The second fan will only be activated during a gas leak alarm. The capacity of the combined fans will extract a total of 5,300 CFM allowing the garage to comply with the 5 ACH requirements during a gas leak event.
- Interconnection of the two (2) existing rollup door motors to the gas detection system controller to provide makeup air to the space.
- Removal of an existing relief vent. Existing roof penetrations will be reused by the new exhaust fans.
- Installation of two (2) turbine vents on the bus wash to prevent any accumulation of natural gas in its dome roof.

5.1.3. Gas Detection System

There is no methane detection system installed in the Shop area.

Recommendations:

Shop Upgrade:

- Installation of seven (7) infrared point-type methane detection sensors within 18-inches of the underside of ceiling.
- Installation of gas detection control system.
- Installation of audible and visual alarms both inside the repair garage and in the adjacent office and storage spaces
- Integrate alarm and ventilation systems with gas detection control panel to activate during a gas leak event.
- Install auto dialer for automatic notification to maintenance and first responders.

Alternative Isolation of two (2) repair bays:

- Installation of two (2) infrared point-type methane detection sensors within 18-inches of the underside of ceiling.
- Installation of gas detection control system.

- Installation of audible and visual alarms both inside the repair garage and in the adjacent office and storage spaces
- Integrate alarm and ventilation systems with gas detection control panel to activate during a gas leak event.
- Install auto dialer for automatic notification to maintenance and first responders.

5.1.4. Heating System

The existing shop area has no functioning heating equipment. Heating is being provided by portable fan furnaces. The future isolated Para-transit maintenance area has an operating gas fired makeup air unit with a heating capacity of 238,000 BTUH which could provide heat to the space.

Recommendations:

Shop Upgrade:

- Portable heating units are not allowed due to their open flame and must be removed from the shop area.
- Interconnection of the existing makeup air unit to service the paratransit with the new gas detection system controller.

Optional Heating, Heating for the shop area:

- Removal of three (3) existing makeup air units and adding four (4) new roof mounted gas fired makeup air units.
- Reuse existing supply air ductwork on the maintenance area.
- Interconnection of the existing makeup air unit to service the paratransit with the new gas detection system controller.

Alternative Heating for the two isolated repair bays:

- Removal of one (1) existing makeup air unit and adding one (1) new roof mounted gas fired makeup air unit.
- Reuse existing supply air ductwork on the isolated maintenance area.

5.1.5. Electrical

The Shop Area is illuminated by high bay fluorescent fixtures. All of the fixtures appear to be out of the 18-inch Class 1 Division 2 zone however several of the junction boxes and conduits which are installed within the classified zone. Electrical panels within the repair facility appear to have spare space able to accommodate the additional load

requirements for proposed upgrades however, detailed investigation will be required to ensure.

Recommendations:

Shop Upgrade/Two Bay Isolation:

- Conduits and junction boxes will not have to be relocated out of the classified zone or upgraded due to the proposed continuous ventilation.
- Install shunt trip circuit breakers to de-energize the following equipment during a gas leak event:
 - Hot works equipment such as welders and grinders
 - Lighting

6. Cost Estimates

The facility modification estimates presented below summarizes the main components and recommended upgrades in order to expand operations for a CNGV code compliant repair and parking facility. The following cost estimates are valid for 90 days.

Table 7-1: Cost Estimate

CNG Shop Upgrade		
Engineering Design	\$	31,960
Permit Fee (Estimated)	\$	4,000
Concrete and Masonry	\$	8,940
Doors, Windows, Partition Walls, and Vapor Proofing	\$	5,135
Roof & Wall Modifications and Structural Supports	\$	31,992
Fire Extinguishers, Safety Signage, and Specialties	\$	5,607
Start-up, Rigging, Man-lifts, Scaffolding, Safety, and Miscellaneous Equipment	\$	16,143
HVAC and Ventilation Upgrades	\$	106,635
Gas Detection and Electrical Work	\$	120,558
General Construction (Project, Construction, Insurance, Administrative Management)	\$	28,780
Total Cost (USD)	\$	359,750

Table 7-2: Cost Estimate

Optional Heating		
Engineering Design	\$	2,380
Material and labor	\$	88,076
Total Cost (USD)	\$	90,456

Table 7-3: Cost Estimate

CNG - Two Bay Isolation		
Engineering Design	\$	12,300
Permit Fee (Estimated)	\$	2,500
Concrete and Masonry	\$	-
Doors, Windows, Partition Walls, and Vapor Proofing	\$	7,274
Roof & Wall Modifications and Structural Supports	\$	12,854
Fire Extinguishers, Safety Signage, and Specialties	\$	2,803
Start-up, Rigging, Man-lifts, Scaffolding, Safety, and Miscellaneous Equipment	\$	9,678
HVAC and Ventilation Upgrades	\$	23,350
Gas Detection and Electrical Work	\$	46,034
General Construction (Project, Construction, Insurance, Administrative Management)	\$	8,342
Total Cost (USD)	\$	125,136

Table 7-4: Cost Estimate

Optional Heating – Two Bay Isolation		
Engineering Design	\$	1,440
Material and labor	\$	24,719
Total Cost (USD)	\$	26,159

Warranty

Clean Energy will provide, upon Final Completion and acceptance of the Natural Gas Facility Modifications, a warranty period of one (1) year. Warranty shall cover materials and equipment which is furnished under the proposed modifications and include associated labor costs.

7. Appendix

Appendix A.1: Shop Upgrade and Heating Option Conceptual Design

Appendix A.2: Two Bay Isolation and Heating Option Conceptual Design

Appendix A.3: Typical Operational Signage, Specifications & Notes

Appendix A.4: Project Baseline Schedule

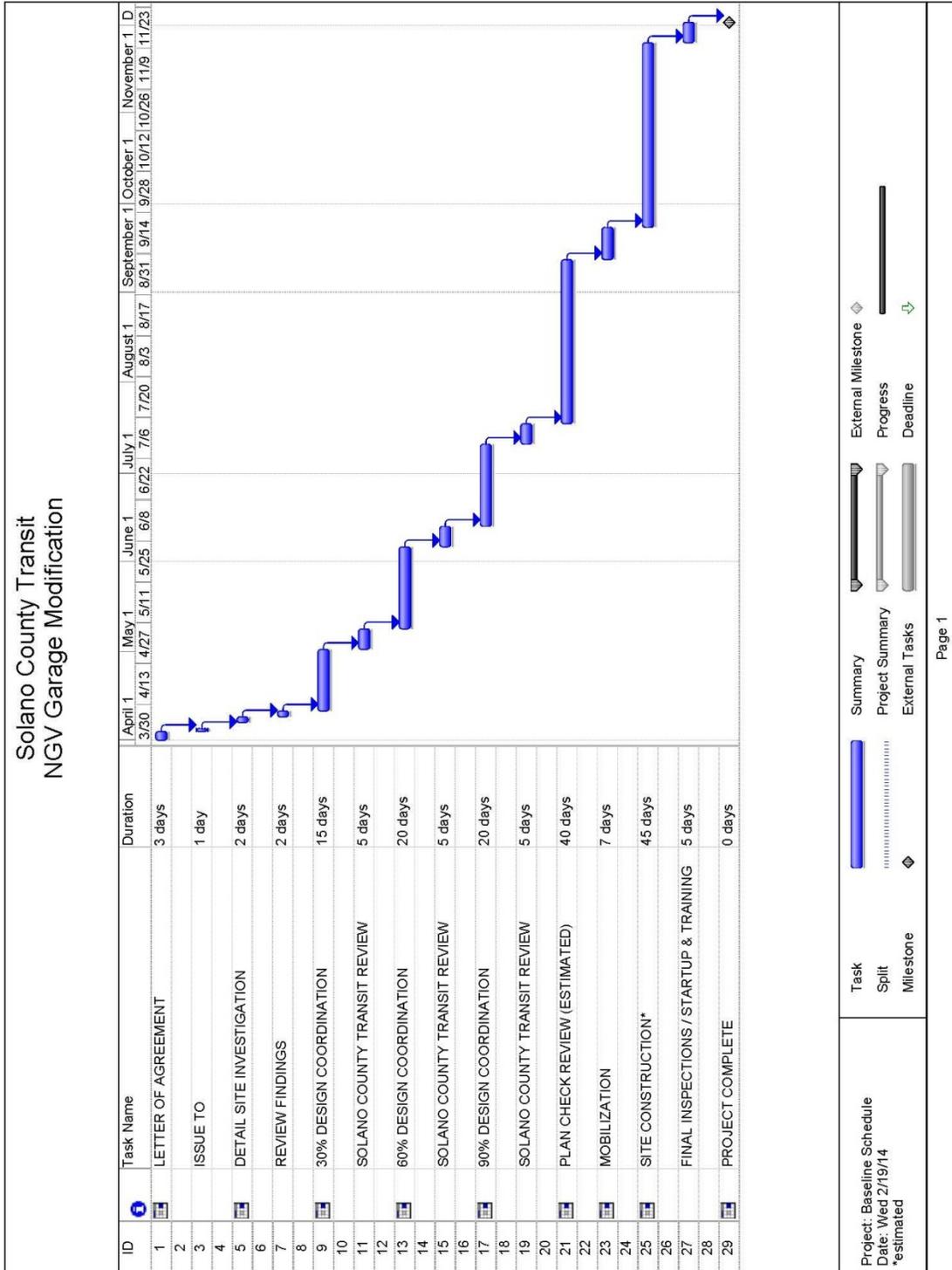
Appendix B.1: Job Site Photos

Appendix C.1: Contractor Submittals

A.3 Typical Operational Signage, Specifications & Notes

<p>WELDING/GRINDING NOTES:</p> <ol style="list-style-type: none"> 1. WELDING, TIGWELDING, CUTTING AND GRINDING SHOULD BE AT A MINIMUM OF 30 FEET FROM MATERIAL GAS VEHICLES. 2. ALL HOT WORK SHOULD BE DONE IN A SPARK PROTECTED AREA. A SPARK PROTECTED AREA IS ONE THAT IS CLEAR OF ALL FLAMMABLE MATERIALS AND IS PROTECTED BY A SPARK PROTECTED SYSTEM AS FOLLOWS: 3. NO HOT WORK WILL BE PERMITTED ON THE FUEL SYSTEM OF VEHICLES, WELDING SYSTEM IS PERMITTED WITH HOT GAS PROTECTED SYSTEM. 4. THE FUEL SYSTEM OF VEHICLES, WELDING SYSTEM IS PERMITTED WITH HOT GAS PROTECTED SYSTEM. 5. MECHANICAL CONTACT PANS SHALL REMAIN CONTINUOUSLY WELDED THROUGHOUT ANY WELDING / GRINDING ACTIVITY. CONTACT SYSTEM MAY BE MANUALLY TUNED ON BEFORE PERFORMING ANY WELDING / GRINDING ACTIVITY. CONTACT SYSTEM MAY BE TUNED OFF AFTER WELDING PROCEDURE HAS TERMINATED. 	<p>WELDING AND GRINDING NOTES 2</p> <table border="1"> <thead> <tr> <th colspan="2">SEQUENCE OF OPERATION MATRIX</th> <th>200 (1)</th> <th>200 (2)</th> <th>200 (3)</th> <th>200 (4)</th> <th>200 (5)</th> </tr> </thead> <tbody> <tr> <td>CONSTRUCTION</td> <td>INITIAL POSITION</td> <td>00</td> <td>01</td> <td>02</td> <td>03</td> <td>04</td> </tr> <tr> <td>OPERATION LIGHTS - GREEN</td> <td>ON</td> <td>01</td> <td>02</td> <td>03</td> <td>04</td> <td>05</td> </tr> <tr> <td>OPERATION LIGHTS - RED</td> <td>OFF</td> <td>01</td> <td>02</td> <td>03</td> <td>04</td> <td>05</td> </tr> <tr> <td>WARNING SIGNAL</td> <td>OFF</td> <td>01</td> <td>02</td> <td>03</td> <td>04</td> <td>05</td> </tr> <tr> <td>STOPPING SIGNAL</td> <td>OFF</td> <td>01</td> <td>02</td> <td>03</td> <td>04</td> <td>05</td> </tr> <tr> <td>STOPPING SIGNAL</td> <td>ON</td> <td>06</td> <td>07</td> <td>08</td> <td>09</td> <td>10</td> </tr> <tr> <td>STOPPING 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A.4 Project Baseline Schedule



B.1 Job Site Photos



FIGURE B.1-1: REPAIR AREA (TWO BAYS PROPOSED TO BE ISOLATED)



FIGURE B.1-2: BUS WASH



FIGURE B.1-3: HALLWAY TO ADMINISTRATIVE OFFICES



FIGURE B.1-4: MECHANICAL SHOP AREA



FIGURE B.1-5: EXISTING PORTABLE HEATER



FIGURE B.1-6: EXISTING DOME SKYLIGHT



FIGURE B.1-7: EXISTING RELEIF VENT DAMPER



FIGURE B.1-8: EXISTING SUPPLY AIR DIFFUSER



FIGURE B.1-9: EXISITNG ELECTRICAL PANEL

C.1 Contractor Submittals

Contractor Submittals

1. Manufacturer's Submittals Required Prior to Construction

Description

- a. Exhaust Fans: Centrifugal Up blast, Explosion-proof Non-sparking
- b. Infrared Hydrocarbon Methane Gas Detector Sensor
- c. Detector Digital Gas Transmitter
- d. Visual Alarm Assembly
- e. Audible Alarm
- f. Construction Schedule

2. Manufacturer's Submittals Required Upon Completion of Construction

Description

- a. Equipment Technical Manuals
- b. Record Drawings
- c. Spare Parts Lists



DATE: September 12, 2014
TO: STA TAC
FROM: Andrew Hart, Associate Planner
RE: Transportation Fund for Clean Air (TFCA) Funding Approval

Background:

The Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) Program Manager Funds are administered by each Bay Area county Congestion Management Agency (CMA). Funding for this program comes from a \$4 vehicle registration fee, with 60% of the funds generated applied toward the TFCA Regional Program and the remainder toward the county 40% Program Manager Program. The Solano Transportation Authority (STA) is the CMA for Solano County and therefore administers the program for Solano County. Eligible TFCA projects are those that reduce air pollution from motor vehicles. Examples include clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects.

The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of Solano County located in the Bay Area Air Basin are eligible to apply for these funds.

Funding for the TFCA program is provided by a \$4 vehicle registration fee, with 60% of the funds generated applied toward the TFCA Regional Program and the remainder toward the county 40% Program Manager Program. The BAAQMD, in coordination with the CMA's, establishes TFCA policies for both programs annually.

The STA is required to allocate the entire amount of available TFCA Program Manager Funds within six months of the Air District approving the County Program Manager Funds. These funds do not carry over into the next fiscal year. The STA's deadline for allocating the funds is November 2014.

The estimated Solano County TFCA Program Manager funding amount available for FY 2014-15 is \$294,709. On April 9, 2014, the STA Board committed \$235,000 for the Solano Napa Commuter Information (SNCI) Rideshare Program and issued a call for projects for the remaining \$59,709. STA staff posted notifications on the STA Website of the grant opportunity. STA received neither applications nor inquiries on these funds.

Discussion:

STA staff is recommending that the remaining \$59,709 be allocated to the SNCI Program at this time. The SNCI Program remains a highly cost effective program and continues to be an ideal candidate for TFCA funding. SNCI is able to accept the additional \$59,709 with the objective of supporting new park and ride lots and van pools lots, including Fairfield's supplementary lot on Oliver Road.

Fiscal Impact:

The remaining balance of TFCA funding will be added to SNCI's Rideshare Program for a total of \$294,507 (previously \$235,000).

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2014-15 Transportation Fund for Clean Air (TFCA) Program to Increase SNCI Rideshare Program's TFCA allocation by \$59,507.



DATE: September 23, 2014
TO: STA TAC
FROM: Robert Guerrero, Project Manager
RE: Regional Transportation Impact Fee (RTIF) Program FY 2013-14
Annual Report and Policy Guidelines

Background:

On December 3rd, The County Board of Supervisors unanimously approved an update to the County's Public Facility Fee (PFF) that included a \$1,500 per dwelling unit equivalent allocated toward the STA's Regional Transportation Impact Fee (RTIF) Program. This action was in response to a request from the STA Board to the County Board of Supervisors to include the RTIF as part of the PFF update.

The County began collecting the RTIF on February 3, 2014. Based on the RTIF Expenditure Plan developed by the STA, a total of 5% of the total RTIF revenue to be dedicated towards transit projects under Package 6- Express Bus Transit Centers and Train Stations and 5% is dedicated to Unincorporated County Roads under Package 7. The remaining balance of the RTIF (90%) will be returned to each RTIF District from which it was generated.

For the 3rd quarter of Fiscal Year (FY) 2013-14, \$89,671 was collected for RTIF projects, predominately from the Fairfield and Vacaville building permits. The unofficial 4th quarter RTIF collection estimate is \$287,043 bringing the estimated total RTIF funds collected for FY 2013-14 and the program to date at \$376,714.

Discussion:

On July 9, 2014, the STA Board established a sub-committee of policy makers, city managers, and TAC members to develop RTIF implementation policies. STA staff has since developed draft Policy Guidelines for the RTIF Program with assistance from Fehr and Peers. The Policy proposed Guidelines focus is on the following six components:

- A. Project Selection /Implementation Plans
- B. Amending the RTIF Strategic Implementation Plan
- C. Eligible RTIF Costs
- D. Release of RTIF Funds
- E. Project Delivery and Reporting Requirements
- F. RTIF Loans

Recommended policy guideline for each component is provided in Attachment A. STA staff is seeking input and approval of the draft RTIF Policy Guidelines at this time. The draft RTIF Policy Guidelines will then be forwarded to the STA Board for consideration at their October 8, 2014 meetings.

Recommendation:

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

1. Policy Guidelines for the RTIF Program for Administration of RTIF Revenues as shown in Attachment A; and
2. Solano FY 2013-14 RTIF Annual Report as shown in Attachment B.

Attachment:

- A. Draft Policy Guidelines for Administration of RTIF Revenues
- B. Solano FY 2013-14 RTIF Annual Report (to be provided under separate cover.)



MEMORANDUM

Date: September 22, 2014
To: Robert Guerrero, STA
From: Julie Morgan, Fehr & Peers
Subject: Draft policy guidelines for administration of RTIF revenues

WC14-3103

The Regional Transportation Impact Fee (RTIF) program is currently being implemented and the fees are being charged as part of the Solano County Public Facilities Fee (PFF). The nexus study prepared to support the RTIF defined a list of capital improvement projects that the RTIF funds could be used to support. The nexus study identified the maximum fee that could be charged based on the nexus determinations presented in that report; the actual fee amount is considerably less than the maximum (i.e., the actual fee is about \$1500 per dwelling unit, whereas the maximum nexus fee was roughly \$8300 per unit). RTIF revenues are being collected by Solano County as part of its PFF process and are transmitted to STA on a quarterly basis.

The county is divided into five districts, and a Working Group has been identified for each district made up of staff from the local agencies included in that district. Most (90%) of the RTIF revenues are returned to the district in which they were generated. The remaining RTIF revenues are divided equally between transit projects (5%) and County unincorporated roadway projects (5%). The Working Groups have recently selected the project(s) within each district that are the highest priority to receive RTIF funding; these selections were approved by the STA Board at the July meeting. This is therefore an opportune time to explore the details that will be critical to the effective administration of the RTIF program.

This memo presents a set of draft policy guidelines for RTIF program administration, for review and discussion by the RTIF Policy Committee and the STA Board. The intent of these guidelines is to ensure that the program is administered equitably and that it is successful in achieving its goal of delivering important transportation improvements throughout the county.



POLICY GUIDELINES FOR RTIF PROGRAM

A. Project Selection/Implementation Plans

1. To be eligible to receive RTIF funds, a project must be included in the RTIF Nexus Study and be included in the relevant local agency's CIP. To receive RTIF funds, a project must be selected by the relevant Working Group and be included in the Board-approved RTIF Strategic Implementation Plan (SIP).
2. Each selected project shall have a project-specific Implementation Plan that defines the project, provides a cost estimate and an anticipated milestone schedule, and explains the other funding sources expected to be used to complete the project (or project phase).

B. Amending the RTIF SIP

1. The RTIF SIP may be amended upon a recommendation from a Working Group, subject to approval by the STA Board. SIP amendments may involve adding or removing a project, changing the definition of a project, and/or changing the amount of RTIF funds dedicated to a project.
2. If a SIP amendment adds a project that is not included in the RTIF Nexus Study, the Nexus Study must be amended by the STA Board to add that project. This would also trigger the process of amending the County PFF.
3. RTIF SIP amendments shall be considered no more frequently than annually.

C. Eligible RTIF Costs

1. RTIF funds may be used only to reimburse sponsoring agencies for direct expenses that are required for project delivery.
2. RTIF funds may not be used retroactively; that is, they may not be used to reimburse a sponsoring agency for costs incurred prior to the execution of a RTIF funding agreement (see next section for further details on funding agreements).
3. The STA Board has set a limit of 2% of RTIF revenues as the amount that will be retained by STA to reimburse them for the program's ongoing administration.



D. Releasing RTIF Funds

1. STA will report to the Board, TAC, and Working Groups on a quarterly basis the amount of RTIF revenues that have been collected for each district.
2. Each Working Group will recommend programming of RTIF funds for a specific project in a specific year. When the STA Board approves these recommendations, that constitutes the RTIF SIP.
3. When a project contained in the RTIF SIP is ready to start using RTIF funds, STA and the sponsoring agency will enter into an RTIF funding agreement, specifying the amount of RTIF funding and the anticipated timing of its use relative to the project's milestone schedule.

E. Project Delivery and Reporting Requirements

1. Project sponsors who receive RTIF funds must make an annual report to their Working Group and to STA by July 15 of each year, documenting how the funds were used during the previous 12-month period.
2. Project (or project phase) completion must be achieved within five years of initial receipt of RTIF funds. Project delivery status will be evaluated by STA staff after four years from initial receipt of RTIF funds. If the project is not meeting the milestones laid out in the RTIF funding agreement, the project sponsor will not be eligible for future RTIF funds until the milestones are met.
3. STA will prepare an annual report, consistent with the requirements of the Mitigation Fee Act, which will be submitted to the STA Board for review. This report will document the amount of RTIF revenue collected that year, the amount released to project sponsors, and the uses of the funds released.

F. RTIF Loans

1. Loans of RTIF funds are permitted. Loan amounts may be for up to 75% of the projected 5-year RTIF revenue estimate for the relevant district.
2. For loans between two Working Groups, the two affected Groups must reach consensus on the terms of the loan. If consensus is not reached, the matter will be elevated to the relevant city managers and CAO; if agreement still cannot be reached, the matter will be



- elevated to the RTIF Policy Committee, and finally to the STA Board. When agreement is reached on the terms of the loan, the RTIF funding agreement for that project will be amended to reflect the status of the loan and its terms.
3. As part of the loan terms, the "lending" Working Group has the option to establish an incentive for repayment, subject to negotiations with the "borrowing" Group.
 4. Another form of a loan is the situation in which a project sponsor chooses to use their own local funds to advance a project with the expectation of receiving reimbursement from their Working Group's future RTIF revenues. This is permitted, subject to the same rules as described above for loans between two Working Groups.
 5. All parties to RTIF loans should be aware that the ability to repay the loan will depend on the rate of RTIF collections, which is inherently uncertain.



DATE: September 17, 2014
TO: STA TAC
FROM: Drew Hart, Associate Planner
RE: Transportation Development Act (TDA) Article 3 – Dixon West B Street Bicycle and Pedestrian Undercrossing Project

Background:

The 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 funds 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 for Solano County). 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.

Since TDA Article 3 funds are based on sales tax receipts, the funding varies from year to year; approximately \$300,000 available annually for Solano County. These funds carry over from the previous year if TDA Article 3 funds go unspent.

The Dixon West B Street Bicycle Pedestrian Undercrossing project is a priority for the STA's Bicycle, Pedestrian, Safe Routes to School Advisory Committees, as well as the City of Dixon. The total project cost was estimated to be \$6.775M, and the project sponsor, STA, on behalf of the City of Dixon, successfully secured funding from a combination of local, state and federal sources. The project previously had a funding shortfall of \$250,000 due to unanticipated costs. At the April 2, 2014 Joint BAC/PAC special meeting, both advisory committees approved the allocation of \$250,000 in TDA Article 3 to cover the funding shortfall.

The STA Board approved the following projects for TDA Article 3 funding in 2013 and 2014:

- Rio Vista Waterfront Promenade: \$450,000
 - *Status: Funding approved and obligated. Groundbreaking October 10, 2014*
- Suisun Train Station Improvements: \$35,000
 - *Status: Funding approved and scheduled to receive obligation in 2014-15, and projected to finish project April 2015*
- Dixon West B Street Undercrossing: \$250,000
 - *Status: Funding approved and obligated. Ribbon cutting August 18, 2014*

Discussion:

STA staff is making a recommendation for the use of TDA Article 3 Funds for the following projects:

Dixon West B Street Undercrossing / \$90,000

The City of Dixon hosted the West B Street Undercrossing Ribbon Cutting ceremony on August 18, 2014. Late changes such as extending length and adding height to the retaining wall, adding additional hand railing, and other items have caused a cost overrun. TDA Article 3 funds are being requested to cover these final items in the amount of \$90,000.

Investment in automated bike and pedestrian counters / \$60,000

Automated bicycle and pedestrian counters provide an efficient way to collect non-motorized travel data. These automated devices can collect data over much longer periods of time than manual counts, and can identify daily, weekly, and monthly variations in travel patterns. During the first round of ATP funding, STA staff paid close attention to successful application trends. Foremost was the ability to provide current bike and pedestrian counts, and then a plan for collecting counts after the project completion. Investing in automated bike and pedestrian counters that will be managed by STA staff and moved around the county to strategic locations will help partner agencies be more competitive for grants.

This item is being presented at this time to 1) prepare Solano County to be competitive for the next round of ATP funding, and 2) be included with Dixon’s undercrossing project as one coordinated countywide claim to MTC in order to streamline tracking efforts.

Typically TDA Article 3 recommendations first receive approval from the BAC and PAC, then is presented to the TAC which would send a recommendation to the STA Board. However, due to timing constraints, this item is going to the TAC before the BAC and PAC meet at a special meeting in early October. Therefore, if this recommendation is approved by the TAC, it is contingent upon the BAC and PAC’s approval, then would proceed to the STA Board on October 8, 2014.

If these recommendations are approved, the remaining balance of TDA Article 3 funds in FY 14-15 for countywide bicycle and pedestrian projects is \$20,005. Solano County can anticipate receiving approximately \$300,000 in TDA Article 3 funds in the next fiscal year (FY 2015-16) for an estimated total of \$320,005.

TDA Article 3 Funding Summary

Available as of 1/31/2014	\$604,161
2014-15 TDA Article 3 Revenue Estimate (available July 2014)	\$297,844
Total Available for FY 2014-15	\$902,005
<i>Rio Vista Waterfront Promenade</i>	(\$450,000)
<i>Suisun Station Bike/Ped Improvements</i>	(\$35,000)
<i>Dixon West B Bike/Ped Undercrossing</i>	(\$250,000)
<i>Dixon West B Bike/Ped Undercrossing</i>	(\$87,000)
<i>Automated Bike/Ped Counters</i>	(\$60,000)
FY 2014-15 Balance after STA commitments	\$20,005

Fiscal Impact:

FY 2014-15 TDA Article 3 funds for \$87,000 will help complete construction of the Dixon West B Street Bicycle and Pedestrian Undercrossing Project. An additional \$60,000 for automated counters will improve data collection and grant competitiveness.

Recommendation:

Forward a recommendation to the STA Board to approve, pending the BAC and PAC approval, the following:

1. \$87,000 of FY 2014-15 TDA Article 3 funds for bicycle and pedestrian improvements to be completed as part of the Dixon West B Street Undercrossing Project.
2. \$60,000 of FY 2014-15 TDA Article 3 funds for the purchase of automated bike and pedestrian counters.

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DATE: September 23, 2014
TO: STA TAC
FROM: Robert Guerrero, Project Manager
RE: Strategic Partnership Grant Application for the SR 29 Corridor
Major Investment Study

Background:

The Sustainable Transportation Planning Grant Program was created to support the California Department of Transportation's (Caltrans) current Mission: *Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.* As part of this program, Caltrans has released a call for projects for two planning grants available for FY 2015-16:

- Strategic Partnerships
- Sustainable Communities

These grants may be used for a wide range of transportation planning purposes, which address local and regional transportation needs and issues. The implementation of these grants should ultimately lead to the adoption, initiation, and programming of transportation improvements.

The Strategic Partnerships Planning Grant is highly competitive with \$1.5 million available statewide for regionally based transportation activities. The focus of this grant program is to build partnerships with multiple agencies and build consensus for major corridor improvements. The second category, Sustainable Communities, has an emphasis on community based, public engagement type visionary planning grants. Additional details regarding the Caltrans' grant programs can be found on their website at: <http://www.dot.ca.gov/hq/tpp/grants.html>.

Applications are due to Caltrans on October 31, 2014.

Discussion:

STA staff is considering submitting a grant proposal for the Caltrans Strategic Partnerships Grant category for a Major Investment Study (MIS) for the SR 29 Corridor. The City of Vallejo and the Napa County Transportation Planning Agency (NCTPA) have completed separate corridor concept plans for several segments of the SR 29 Corridor. Caltrans District 4 has provided planning level oversight, but did not make any commitments to implement any of the potential projects or improvements recommended in either plans.

The proposed goal for the STA's grant proposal is to evaluate the corridor for transportation and transit opportunities in partnership with the City of Vallejo, SolTrans, NCTPA, and Caltrans. The objective is to analyze the corridor to develop projects with preliminary design, cost and priorities in order to begin prioritizing projects to be implemented. An important component to the grant request is analyzing how the new Caltrans Highway Design Manual Guidelines can be applied to the corridor in terms of Caltrans' new approach to accommodate locally preferred improvements related to transit, pedestrian and bicycle access.

Based on prior MIS experience, STA staff would like to request \$250,000 to complete the study. A local match of 20% is required which would amount to \$62,500 in local contribution for a total budget of \$312,500 to complete the MIS. STA is recommending \$62,500 of future State Transit Assistance Funds (STAF) be dedicated to providing the local match, subject to the grant being successfully awarded to the project.

Financial Impact:

The Strategic Partnership Grant requires a 20% local match contribution. STA staff is recommending a local match commitment of up to \$62,500 for a \$250,000 grant request.

Recommendation:

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

1. Authorize the Executive Director to submit a Strategic Partnership Grant application for the SR 29 Corridor Major Investment Study; and
2. Dedicate up to \$62,500 from State Transit Assistance Funds (STAF) as local match for the grant application.



DATE: September 15, 2014
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA's 2015 Legislative Priorities and Platform

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:

To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform and Priorities is first developed in draft form by staff with input from the STA's state (Shaw/Yoder/Antwih, Inc.) and federal (Akin Gump) legislative consultants.

The draft is distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. Staff requests that the STA Technical Advisory Committee (TAC) and Transit Consortium review the Draft 2015 Legislative Platform and Priorities for comment at the TAC and Consortium meetings in September. Proposed edits to the Platform are shown with tracked changes (Attachment C). The Platform with the accepted changes has been provided for your review (Attachment D).

STA staff will forward the Draft 2015 Legislative Platform and Priorities with TAC and Consortium feedback to the Board in October, with a recommendation to distribute the draft document for review and comment. The Final Draft 2015 Legislative Platform and Priorities will be placed on the November 2014 agenda of the TAC and Consortium, and forwarded to the STA Board for consideration of adoption in December 2014.

STA's state legislative advocate (Shaw/Yoder/Antwih, Inc.) will work with STA staff to schedule project briefings in early 2015 with each of Solano's state legislators and their staff (as well as key state agency staff) to provide the current status of STA priority projects and discuss future funding.

STA's federal legislative advocate (Susan Lent of Akin Gump) will work with STA staff to refine the STA's strategy objectives for the annual lobbying trip to Washington, DC, which will be scheduled in spring 2015.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to distribute the STA's Draft 2015 Legislative Priorities and Platform for review and comment.

Attachments (Attachments C and D will be provided under separate cover.)

- A. State Legislative Update
- B. Federal Legislative Update
- C. STA's Draft 2015 Legislative Priorities and Platform with Tracked Changes (Redline)
- D. STA's Draft 2015 Legislative Priorities and Platform with Changes Accepted



SHAW/YODER/ANTWIH, inc.
 LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

September 10, 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 – September 2014**

Legislative Update

On August 30, the Legislature adjourned the 2013-14 Legislative Session and members returned to their districts to work on constituent issues. Since August 15, approximately 900 bills were sent to the Governor for final action. The Governor now has until September 30 to act on bills sent to him in the final two weeks of session. Later in this report we have provided an update on legislation of importance to the Board (see **Other Bills of Interest** on Page 3).

SB 1368 (Wolk), co-sponsored by the Board, with SolTrans, would clarify the authority of Caltrans and the California Transportation Commission to transfer park-and-ride properties to joint powers authorities providing transportation service and to transit districts. 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 Floor by a vote of 36-0 on August 18 and was sent to the Governor the following day. We are awaiting his action on the bill.

HOT Lanes

Legislation was introduced in 2014 that would have allowed designated local and regional transportation agencies and county transportation commissions to apply to the CTC to establish a high-occupancy toll (HOT) lane in those entities' respective jurisdictions, and would have empowered CTC to authorize an unlimited number of HOT lanes that may be approved statewide. In order to establish a HOT lane on a specified piece of highway, that highway must first be operating as a high-occupancy vehicle (HOV) lane. The bill, **SB 983 (Hernandez)**, was held in the Assembly Appropriations Committee due to concerns raised by the Chair regarding tolls in general and specific concerns regarding Caltrans' desire to implement a HOT lane project in Orange County on the I-405 freeway against the wishes of some local officials in Orange County. Earlier versions of the bill included language to allow the nine Bay Area congestion management agencies (CMAs) to also apply to the CTC for HOT lane designation, but this language was ultimately removed due to concerns raised by MTC. The author's office was in the process of crafting a solution to the MTC/CMA issue when the bill was held in Committee due to the aforementioned circumstances surrounding the I-405 freeway.

Tel: 916.446.4656
 Fax: 916.446.4318
 1415 L Street, Suite 1000
 Sacramento, CA 95814

Cap and Trade & Transportation

As we reported in the past, the 2014-15 Budget Act includes a one-time appropriation of Cap and Trade auction proceeds for transportation projects, as well as dedicated long-term funding as percentages of the overall total amount of auction proceeds sold in a fiscal year, beginning in 2015-16. Funding is distributed as follows:

In 2014-15, \$630 million is appropriated for transportation-related programs, including:

- \$25 million for low-carbon transit operations;
- \$25 million for transit and intercity rail capital projects;
- \$130 million for affordable housing and sustainable communities projects;
- \$200 million for low-carbon transportation;
- \$250 million for high-speed rail.

In addition to the one-time appropriation of Cap and Trade revenues, 60 percent of Cap and Trade revenues will be dedicated as follows:

- 5 percent for the Low-Carbon Transit Operations Program (LCTOP);
- 10 percent for the Transit and Intercity Rail Capital Program (TIRCP);
- 20 percent for the Affordable Housing and Sustainable Communities (AHSCP);
- 25 percent for high-speed rail.

The remaining 40 percent will be available for appropriation by the Legislature and the Administration in each fiscal year.

As part of the long-term expenditure plan, state law tasks several state agencies – the Strategic Growth Council (Council), the California State Transportation Agency (CalSTA), Caltrans, the Air Resources Board (ARB), and the California Environmental Protection Agency (CalEPA) – with developing guidelines for each of the aforementioned programs, as well as specific elements governing all programs, such as defining disadvantaged communities and methods for measuring GHG reductions.

The Council held a series of public workshops, on August 12, 14 and 15 in Fresno, Oakland, and Los Angeles, respectively, to receive initial feedback from stakeholder groups on the AHSCP, as the Council begins to develop guidelines.

Other state agencies are responsible for the development and adoption of guidelines related to specific programs. CalSTA is responsible for the TIRCP, while Caltrans and ARB are in charge of the Low-Carbon LCTOP. In addition to program-specific guidelines, ARB must establish reporting and quantification methods for measuring GHG reduction and CalEPA must revisit its identification of disadvantaged communities and work with ARB on disadvantaged community funding guidelines.

CalSTA and Caltrans held their first series of public workshops on August 21 (San Jose), August 22 (Sacramento), and August 27 (Los Angeles). The goal of these workshops was to present program requirements under state law and seek public feedback that will inform the Administration's crafting of draft program guidelines. After the draft guidelines are developed and released, additional public meetings will be scheduled to receive comment prior to adoption of final guidelines.

Additionally, CalEPA and ARB began a series of public workshops on defining disadvantaged communities, and developing funding guidelines for ensuring projects serve disadvantaged

communities, on August 25 (Fresno) and August 26 (Los Angeles). The final workshop will be held September 3 (Oakland). At these workshops, CalEPA and ARB have sought comment from stakeholders on the California Communities Environmental Health Screening Tool (CalEnviroScreen). This tool has been developed by the Office of Environmental Health Hazard Assessment (OEHHA) to identify communities in California most burdened by pollution from multiple sources and most vulnerable to its effects, taking into account socioeconomic characteristics and underlying health status. The ARB states that the CalEnviroScreen is well suited for the purposes described in state law relative to expenditure of Cap and Trade funds to the benefit of disadvantaged communities, because many of the factors used in the tool are nearly identical to those specified in the legislation authorizing these programs. These workshops are also being used to solicit feedback on the draft interim guidance released in late August.

We are actively engaged in all of the aforementioned processes and provide information to Authority staff as it becomes available. All agencies responsible for the administration of the Cap and Trade programs anticipate awarding the first round of project funding by the end of the 2014-15 fiscal year and have indicated draft guidelines will likely be out in early October, finalized by the end of the year.

California Freight Mobility Plan

On June 16, Caltrans released its second draft of the California Freight Mobility Plan, which defines the overall state freight vision and identifies goals, objectives, strategies, performance measures, and a select set of high-priority projects designed to achieve that vision. The final round of public comments were due by July 31. The report is scheduled to be released by the end of the year. Projects of significant importance to the Board, including the identification of State Route 12 as a freight corridor, the I-80/I-680/SR 12 interchange, and the westbound I-80 truck scales, are identified in the plan.

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 or to a transit district. 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 is on the Governor's Desk awaiting final action.**

Other Bills of Interest

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 is on the Governor's Desk awaiting final action.**

SB 556 (Padilla) 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 fire protection services, rescue services, emergency medical services, hazardous material emergency response services, and ambulance services.** **This bill is on the Governor's Desk awaiting final action.**

SB 628 (Beall) would authorize the creation of “enhanced” Infrastructure Financing Districts (eIFD) by a local agency to fund the construction of infrastructure projects, including: highways, interchanges, ramps & bridges, arterial streets, parking facilities, and transit facilities; transit priority projects; and projects that implement a sustainable communities strategy. An eIFD may not finance routine maintenance, repair work, or the costs of an ongoing operation. This bill does not establish a voter-approval requirement for the creation of the eIFD and requires the approval of 55 percent of impacted property owners to issue bonds for the project. Finally, the bill allows the eIFD, with the consent of local taxing entities, to divert incremental property tax revenue to the eIFD to finance eligible projects, as well as seek benefit assessment and user-fees to fund projects. **This bill is on the Governor’s Desk awaiting final action.**

SB 983 (Hernandez) would have allowed designated local and regional transportation agencies and county transportation commissions to apply to the CTC to establish a high-occupancy toll (HOT) lane in those entities’ respective jurisdictions and would have empowered CTC to authorize an unlimited number of HOT lanes that may be approved statewide. **This bill was held in the Assembly Appropriations Committee.**

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 is on the Governor’s Desk awaiting final action. The STA Board has adopted a “Watch” Position for this bill.**

SB 1151 (Canella) would impose an additional fine of \$35 for specified violations within a school zone and deposit fine revenues in the State Transportation Fund for school zone safety projects within the Active Transportation Program. **This bill is on the Governor’s Desk awaiting final action. The STA Board Supports 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. 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. **These measures were held in the Senate Appropriations Committee. The STA Board Supports both of these bills.**

M E M O R A N D U M

August 20, 2014

To: Solano Transportation Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: July Report

During the month of July we monitored developments with the surface transportation and appropriations bills and assisted Soltrans with drafting its grant application under the FTA Ladders of Opportunity program and secured a letter of support from Congressman Thompson.

Surface Transportation Reauthorization

Congress passed legislation before the August recess that directs the transfer \$10.9 billion in general funds to the Highway Trust Fund and extends current law through May 30, 2015. The President signed the bill into law on August 8. Passage of the legislation was necessary because (1) the Highway Trust Fund did not have sufficient receipts from gas tax revenues to continue to support the program at current funding (effective as of August); and (2) the current transportation law expires on September 30 and Congress could not agree on new legislation before that date. The funds to pay for the general fund transfer will come from a change in how companies fund pensions and an extension of customs user fees.

Senate Environment and Public Works Committee Chair Barbara Boxer advocated for a shorter extension – through December – to force Congress to complete work on the transportation bill during the “lame duck” session of Congress after Election Day. When the House rejected that proposal, however, the Senate was forced to agree to the House bill to avoid a shutdown of the transportation program. While Congress averted a crisis with transportation funding in the short term, the legislation does not address the need for greater investment in infrastructure. The House and Senate must grapple with how to fund the surface transportation programs in the next Congress. While Congress may consider multiyear legislation next year, it is not clear whether they will be able to identify a stable and reliable source of funding absent a willingness to increase the gas tax (which is politically unsalable) or adopt some other approach (vehicle miles travelled fee, indexing gas tax to inflation, sales tax, etc.). The current state of play indicates a greater potential for continued short-term authorizations without substantial increases in program funding.

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Fiscal Year 2015 Appropriations Legislation

Congress must pass a continuing resolution (CR) that will fund the federal government through the elections when it returns to work on September 8. While the House has passed some of its appropriations bills (including Transportation), the Senate has not been able to pass any of its bills. Senate Appropriations Committee Chairman Barbara Mikulski (D-MD) is drafting an omnibus bill, intended to state the Senate position in negotiations with the House. However, because Congress will have a short work period in September before they recess for the November elections, it appears more likely that Congress will adopt a CR to avoid a government shutdown.

Survey of Projects of Regional and National Significance (PNRS)

Industry efforts are underway to reopen DOT's survey of Projects of Regional and National Significance (PNRS). On June 30, the Federal Highway Administration (FHWA) concluded a survey of State DOTs, transit agencies, tribal governments and multi-state or multi-jurisdictional groups to identify projects of regional and national significance. The survey was required under Section 1120 of MAP-21. Although Congress authorized \$500 million annually in general funds for the program, Congress did not appropriate any funds for the program. Results of the survey will be used by DOT to complete an analysis to classify projects as regionally or nationally significant and to make recommendations to Congress regarding funding of eligible projects.

The only official announcement regarding the PNRS survey was published in a December 10, 2013 Federal Register notice (docket no. FHWA-2013-0056) addressing information collection procedures. The Coalition for America's Gateways and Trade Corridors (CAGTC) is urging transportation agencies^[A1] to write to FHWA, requesting that the survey be reopened to allow greater input. Since the program is not currently funded, there are no negative ramifications if a project is not listed. However, the survey highlights the need for funding and will raise the visibility of certain projects, which could help projects secure funding in the future.

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Legislation Introduced

On July 31, Sen. Sherrod Brown (D-OH) introduced *The Invest in American Jobs Act (S. 2737)*, which would extend Buy America requirements to projects funded by the Drinking Water State Revolving Fund, the Economic Development Administration, Federal Emergency Management Agency (FEMA) mitigation grants, and bridges over navigable waters funded under the Truman-Hobbs Act. The bill also contains provisions to prevent segmentation of projects to circumvent Buy America and requires public notice and comment for Buy America waiver requests, as well as a published justification for issuing a waiver. Senators Tammy Baldwin (D-WI) and Jeff Merkley (D-OR) cosponsored the bill, which was referred to the Senate Commerce Committee.

On July 30, Rep. Denny Heck (D-WA) introduced *The Creating Opportunities for Military Members to Use Transportation Efficiently (“COMMUTE”) Act (H.R. 5290)*. The COMMUTE Act would establish a military community infrastructure grant programs to support transportation improvements within or abutting an urbanized area and designated as a growth community by the Office of Economic Adjustment. Eligible projects would include roads, public transportation and parking facilities; construction of, or upgrades to, pedestrian access and bicycle access; and upgrades to public transportation systems. Consideration would be given to the proportion of the problem addressed by the project that is caused by military installation growth since the year 2000 and the number of service members and DOD civilian employees affected by the problem. The bill was referred to the House Armed Services Committee. Two members of the Committee cosponsored the bill, Rep. Walter Jones (R-NC) and Derek Kilmer (D-WA).

A bill introduced by Representatives Joe Crowley (D-NY) and Erik Paulsen would allow workers to use their pre-tax commuter benefits for a bike share programs. *The Bike to Work Act (H.R. 5276)* would encourage the expansion of the bike share programs by amending the tax code to treat them as mass transit facilities. The tax change would apply to systems operated by a government agency or public-private partnership. The bill was referred to the House Ways and Means Committee.

On July 29, Sen. Mark Pryor (D-AZ) introduced a package of bills to support American manufacturing. The *American-Made Strong* legislation (S. 2682) includes provisions to make the Build America Bonds program permanent to allow construction of transportation infrastructure and other public works projects. The legislation would extend Buy America to infrastructure projects carried out by all federal agencies. The bill was cosponsored by Sen. John Walsh (D-MT) and was referred to the Senate Finance Committee.

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On July 14, Representatives Janice Hahn (D-CA) and Ted Poe (R-TX) introduced *The National Freight Network Trust Fund Act* (H.R. 5101), which would create a trust fund to be used for freight projects that would be financed through the transfer of 5 percent of all import duties collected by U.S. Customs and Border Protection. At the current rate of customs fee collection, approximately \$1.9 billion would be available annually for the program. States, regional and local governments and port authorities would be eligible applicants. Funds could be used for projects that improve the performance of a segment of the National Freight Network. The bill defines the National Freight Network as: (1) the network established under 23 USC 167; (2) roads and rail lines that connect the Network to a port; (3) on-dock rail projects; (4) projects in a State freight plan; (5) projects that appear in a regional transportation plan; (6) high freight volume roadway or rail corridors that provide connectivity to ports, intermodal connectors, multimodal freight facilities, multistate freight corridors, international borders or airports; and (7) railway-highway grade separations. The bill was referred to the House Transportation and Infrastructure Committee with subsequent referral to the Ways and Means Committee. Thirty-six Democrats cosponsored the bill.

On June 25, Rep. Chris Van Hollen (D-MD) introduced *The Stop Corporate Expatriation and Invest in America's Infrastructure Act* (H.R.4985). The bill would use tax revenue generated from the recovery of taxes from inverted corporations (i.e., U.S. corporations that acquire foreign companies to reincorporate in a foreign jurisdiction with income tax rates lower than the United States after May 8, 2014) to fund transportation programs. The bill is projected to raise \$19.5 billion in revenue over ten years. H.R. 4985 has 56 Democratic cosponsors and was referred to the House Ways and Means Committee.



DATE: September 12, 2014
TO: STA TAC
FROM: Anthony Adams, Project Assistant
RE: 2014 Solano County Annual Pothole Report

Background:

The 2014 Solano County Annual Pothole Report was approved by the STA Board to be released for a 30-day public comment at their July 9th meeting. There were no public comments received during this 30-day public comment period. Prior to the 2014 Solano County Annual Pothole Report final adoption, the Metropolitan Transportation Commission notified STA that their 2013 Pavement Conditions Index (PCI) Report was going to be released in September 2014. These newly calculated 2013 PCI scores were slightly different than the 2013 PCI scores that were projected in the 2014 Solano County Annual Pothole Report. This difference is due to the fact that STA was utilizing 2012 budget data to project 2013 PCI scores, rather than using actual numbers, which MTC releases in September of the following year. In light of the new “actual” 2013 PCI scores, and their difference from STA’s 2013 PCI projections, 2013 budget data was requested from member agencies with the intent of providing more accurate funding projections and PCI scores.

STA is working to complete the 2014 Solano County Annual Pothole Report, with updated data, prior to MTCs report, which is on track to publish their Annual Pothole Report by February 2015.

Discussion:

STA is seeking final approval of the 2014 Solano County Annual Pothole Report by the Board at their October 8th meeting. The majority of member agencies have provided STA with the necessary budget information to allow for more accurate PCI projections and funding shortfalls. Most of the content and format of the STA Report are the same as the previous draft versions, with updates focusing on the following:

- current 2013 PCI scores,
- Fiscal Year 2013-14 budget data,
- newly projected future PCI maps,
- updated budget projections and shortfalls.

The newly updated budgets shows that Solano County, as a whole, is spending approximately \$18.6M annually, and needs to spend approximately \$36.6M to keep our roads maintained at an average PCI of 60.

Over the span of 15 years, these differences result in a decrease of \$21M needed to maintain a minimum PCI of 60 through 2028. The large difference is a result of increased maintenance funding, which has exponential benefits in later years. The scenario further supports the assumption that a slight increase in roadway spending today can result in significant savings and benefits in the future.

The actual 2013 PCI scores were slightly different than the PCI projections made using 2012 budget data. The biggest example of this is Suisun City, who had originally been projected to have a PCI of 65 in 2013, but was shown to have an actual 2013 PCI of 56. There are a few reasons for this large year-over-year drop in PCI. In May 2014 the City of Suisun City completed re-inspection of all of 552 sections within its street network and a full update of its Pavement Management Program. This work was completed by a consultant thanks to funding from MTC's Pavement Management Technical Assistance Program (P-TAP). Far fewer sections were inspected annually in the previous four years, which was performed by City staff. Due to the subjective nature of visual pavement assessments and the passage of time, the consultant's PCIs were notably lower than the City's PCIs of the previous four years. What had been, in reality, a steady degrading of conditions was shown as a 9 point drop in one year. Actual pavement conditions have not degraded to the extent indicated by the 9 point drop. The result of this lower "actual" starting PCI score for 2013 resulted in the 15 year projected PCI going from 49 in the previous projections to 38 in the new projections.

An example of a jurisdiction performing better than projections is Solano County, who's actual 2013 PCI score was 77, two points higher than the 75 that was projected in the previous version of the STA's Pothole Report. This two point difference today projects to a five point difference over the next 15 years, with projections from the previous Solano County Pothole Report showing a PCI 67, while the updated report shows a projected PCI of 72. County staff primarily attributes the 3.6% annual average PCI increase to the County's aggressive chip seal program. Every year nearly half of the County's 460 centerline miles of paved roads are physically driven and 40 miles are identified for chip seal in the CIP. County crews spend about 3 months each spring preparing the selected road segments by digging out failed pavement sections, blade patching, and crack sealing. Crews have successfully addressed structural distresses in advance of the surface treatment and paid equal attention to maintaining smooth profiles to make the Solano County chip seal program a great success.

STA staff is requesting the Solano PDWG review and approve the updated Report at its meeting on September 18th. If approved, the Report will be provided to the STA Technical Advisory Committee and STA Board for their approval consideration.

Recommendation:

Forward a recommendation to the STA Board to approve the 2014 Solano County Annual Pothole Report as shown in Attachment A.

Attachment:

- A. Draft 2014 Solano County Annual Pothole Report

Solano County Pothole Report

2014

Solano Transportation Authority,

Streets and Roads Pavement and Rehabilitation Report





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Executive Summary

How would you build a street and maintain its pavement? Do you know how your public works department maintains your street? Do you ~~believe that~~ know what they are doing enough to keep the roads in good condition? Do you understand the financial or technical constraints that they are under to perform this critical work?



Figure 1: Pothole Example

The purpose of this report is to produce a comprehensive description of the condition of Solano County's local streets and roads pavement rehabilitation efforts, and pavement conditions. Timely investment in roadway preservation can save cities millions of tax dollars in long-term maintenance costs. A municipality that spends \$1 on timely maintenance to keep a section of roadway in good condition would have to spend \$5 to restore the same road if

the pavement is allowed to deteriorate to the point where major rehabilitation is necessary. (MTC, 2011) With this in mind, an analysis of Solano County's current roadway investment strategy is appropriate. This report will help to showcase financial shortfalls, which may assist public works staff with project planning and future funding requests. While the Metropolitan Transportation Commission (MTC) and the California Association of Counties (CSAC) produce statewide and bay area wide local streets and roads annual reports, the broad focus of these reports lack the local detail that speaks to local elected officials about the state of their local agency's street pavement. For instance, how does Solano County's 10-year \$544M and 28-year \$2.7 B pavement rehabilitation shortfall compare to the state's 10-year \$82.2 B shortfall or the Bay Area's 10-year \$12.3B shortfall or 28-year \$29.9 B shortfall? These long-term 10-year and 28-year shortfall projections are difficult to understand when a local government council or board is adopting a public works annual capital improvement program and weighing the pros and cons between another street rehabilitation project, a new community park, a fire station, or a water treatment pipeline. Producing a Solano County specific pothole report will help inform decision makers on the fiscal reality of our roadway infrastructure needs and provide city staff and Solano Transportation Authority (STA) staff valuable information to present to the public.

As of 2014, Solano County and its 7 cities are cumulatively investing roughly half of the \$36M needed annually to maintain local streets and roads with a PCI of 60 "fair condition." To reach the higher PCI goal of 75 "good condition", as stated in the Solano Comprehensive Transportation Plan, \$47M additional funds are needed annually over the next 15 years to reach a 'state of good repair' – two and a half times more than our current investment. Solano County needs a healthy investment in our roadway infrastructure or pavement quality will decline substantially. More money spent now in long-term roadway maintenance can save our cities millions in the future and strengthen our local economy.

The appendix of this report provides a city-specific summary of pavement conditions for past years, present conditions, and projections for future roadway investment needs.



The Solano County Pothole Report is organized into the following chapters.

Why Care about Street Pavement?

[General issues, PCI statistics and Images, Worst first vs. Best practices]

6.5 Times More Funding Needed to Cost-effectively Maintain Local Streets and Roads

[Bay Area vs. Solano County shortfalls by agency, New Technologies & Local Revenue]

Summary and Conclusion

Appendix of Local Agency Handouts Describing Pavement Conditions, Pavement Maps and Finances

[Seven cities and the county's pavement investment info]

Why Care about Street Pavement?

Your Trips, Your Roads

There are few local infrastructure investments used by almost every citizen, but nearly.—Almost everyone benefits from local streets and roads (LS&R). From sidewalks and crosswalks, to neighborhood streets and 4-lane boulevards, effective LS&R promote mobility for Solano County residents traveling to their jobs, getting to school, and making local purchases. Every trip begins and ends with local streets and roads and every mode of surface travel relies on the local streets and roads infrastructure. Ignoring these critical facilities can affect quality of life and cost a city more than its roadway system.

Pavement Condition Index (PCI): What it Means & What it is in Solano County

The Pavement Condition Index (PCI) rates the condition of the surface of a road network. The PCI provides a numerical rating for the condition of road segments within the road network, where 0 represents the worst possible condition and 100 represents the best possible condition. The PCI measures two conditions: (1) The type, extent and severity of pavement surface distresses and (2) the smoothness and ride comfort of the road. The classifications used to rate LS&R pavements are shown in table 1 below.

Table 1: Pavement Condition Categories

Very Good-Excellent (PCI = 80-100)	Pavements are newly constructed or resurfaced and have few if any signs of deterioration.
Good (PCI = 70-79)	Pavements require mostly preventive maintenance and have only low levels of distress, such as minor cracks or peeling or flaking off of the top layer of asphalt as a result of water permeation.
Fair (PCI = 60-69)	Pavements at the low end of this range have significant levels of distress and may require a combination of rehabilitation and preventive maintenance to keep them from deteriorating rapidly.
At Risk (PCI = 50-59)	Pavements are deteriorated and require immediate attention including rehabilitative work. Ride quality is significantly inferior better pavement categories.
Poor (PCI = 25-49)	Pavements have extensive amounts of distress and require major rehabilitation or reconstruction. Pavements in this category affect the speed and flow of traffic significantly.
Failed (PCI = 0-24)	Pavements need reconstruction and are extremely rough and difficult to drive on.

(MTC, 2013)

The average condition of the Bay Area’s LS&R network, which includes nearly 42,500 lane miles, was 66 as of 2013. This PCI rating places the region’s roadway network in the “fair” category. The average condition of Solano County’s LS&R network, which includes approximately 3,465 lane miles of roadway, is also 65 **66**. This score is based on a 3-year moving average:

Table 2: 3 - Year Moving PCI Average

	2011	2012	2013
BENICIA	61	60	59
DIXON	78	77	77
FAIRFIELD	73	73	71
RIO VISTA	47	51	58
SOLANO COUNTY	68	71	75
SUISUN CITY	68	67	62
VACAVILLE	73	70	68
VALLEJO	51	51	49
COUNTYWIDE	66	66	65

Using a three-year average provides a more accurate picture, since not all jurisdictions submit their streets and roads data at the same time, and a single project can cause a significant jump in the annual PCI score for a small city with just a few miles of streets.

What PCI Looks Like

The photos displayed in figure 1 show streets and roads that represent a PCI rating of Excellent/ Good, At-Risk, and Very/Poor Failed. Most of the streets and roads in Solano County fall under the At-Risk (Fair) category. While this condition category may not look so bad on the surface, the costs associated with falling below this threshold can be rather significant.

Figure 2: PCI Rating and Visual Condition

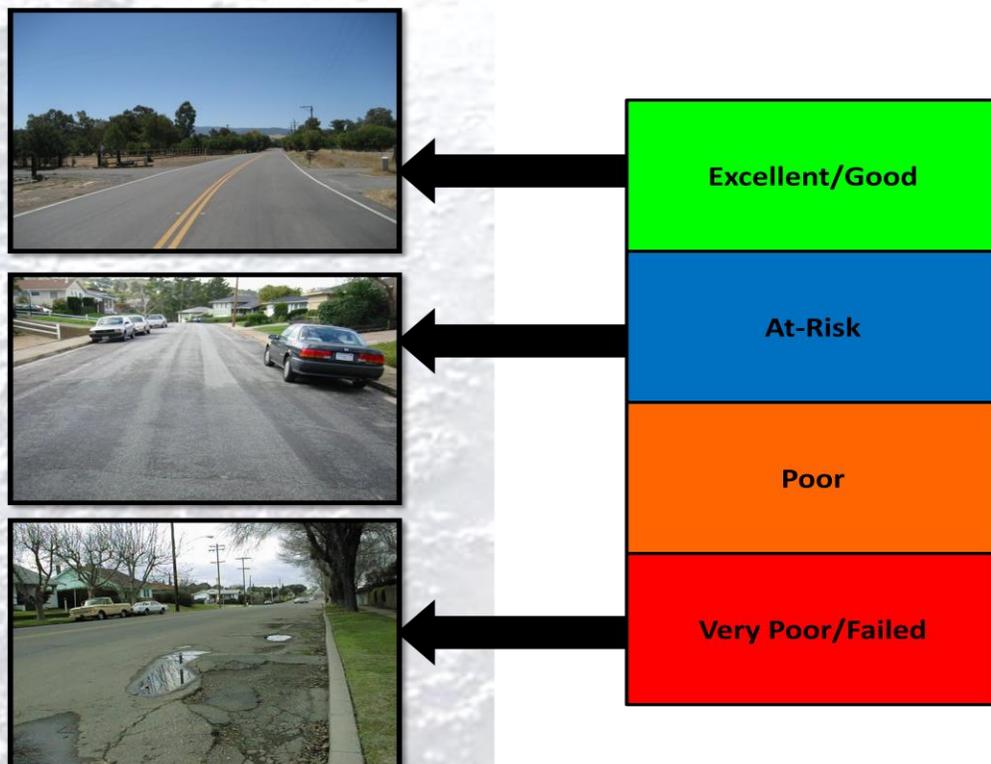
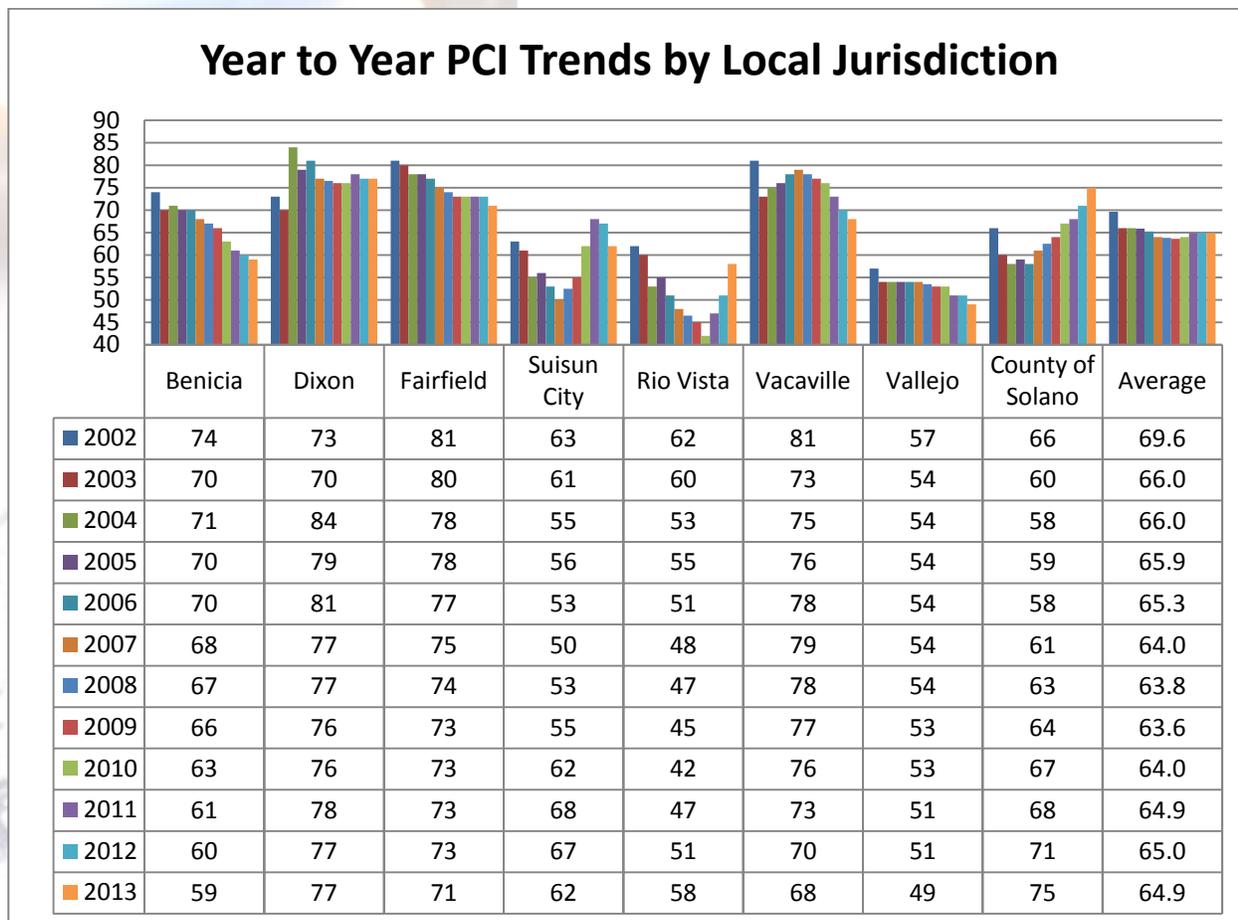


Table 3: Solano County Pavement Condition Index (PCI) from 2001-2013

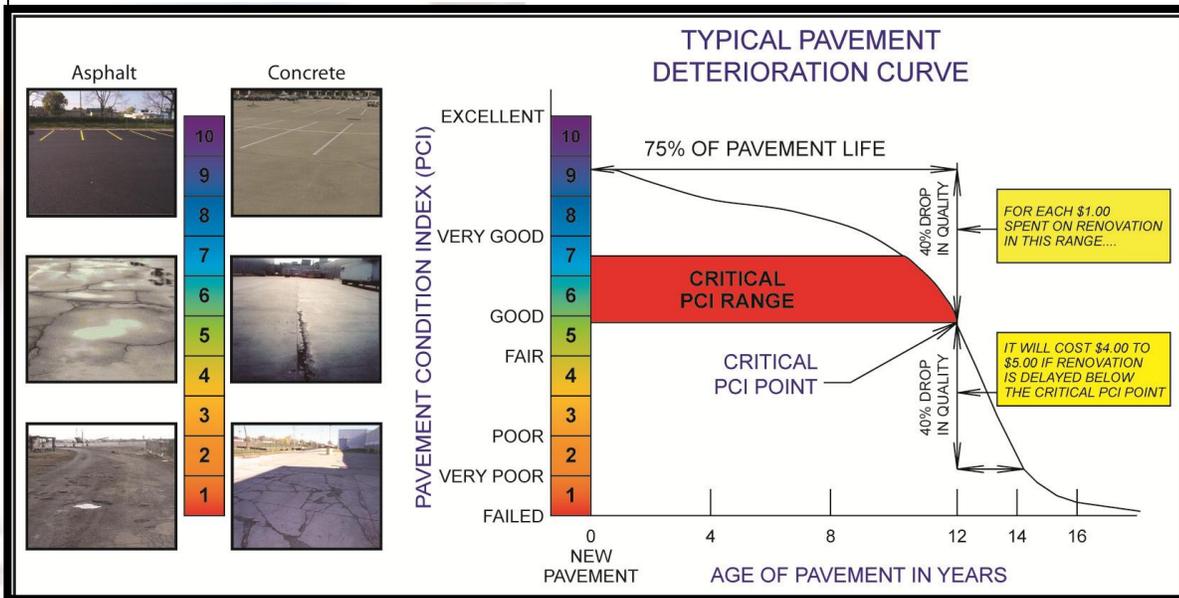


Bad Roads Mean Big Bills

While a PCI Score of 656 is considered “fair” (PCI 60-69), it is also considered an “at-risk” score because of the rapid increase in rehabilitation costs that occurs once below this threshold. Once a pavement’s condition rating reaches 60, it will begin to deteriorate rapidly. As shown in Figure 1, a new pavement will deteriorate slowly for the first 12 years of its standard 20 year life span. Without any intervention, the pavement will drop from the fair category to the “failed” category in the next five years. This deterioration holds serious implications for the cost of system preservation. Pavements that are still in good condition (a PCI of 70 or above) can be preventively maintained at a low cost, whereas pavements that need significant rehabilitation or reconstruction require five to 15 times the amount of funding. Thus, a PCI of 656 should be viewed with caution, as it indicates that our local streets and roads are poised on the edge of a maintenance cliff. “Every dollar invested in maintenance saves taxpayers from future repairs that are 10 times more expensive,” said Caltrans Director Malcolm Dougherty.

The cost of repairing roadways is not the only expense that drivers have to consider. A recent report by the Washington-based research and advocacy group TRIP estimated the additional cost of auto repairs and traffic due to bad roads to be \$2,200 annually per vehicle. This large expense is largely not quantified when it comes to the costs and benefits the quality of our roadways.

Figure 33: PCI Condition and Cost of Rehabilitation

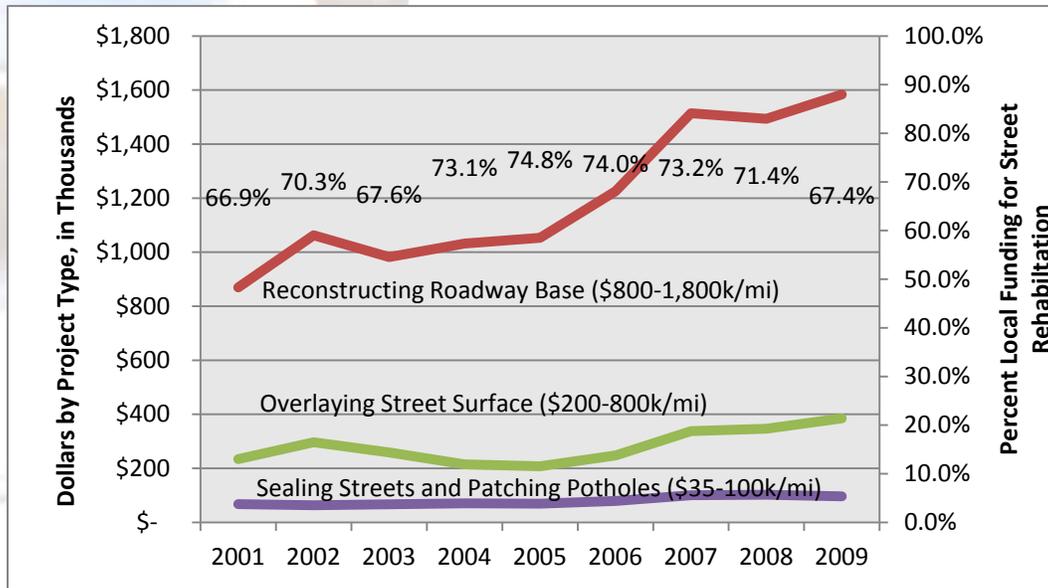


Street Pavement: Local Government Foundations or Credit Cards

By deferring maintenance, cities balloon the cost of street rehabilitation projects, resulting in uncomfortable tradeoffs for cities (e.g., building new community centers vs. repairing failed streets). When cities wait until streets reach critical and expensive maintenance needs, cities must pay for additional labor and materials to rebuild the road pavement asphalt at the going cost of oil, potentially magnifying the cost.

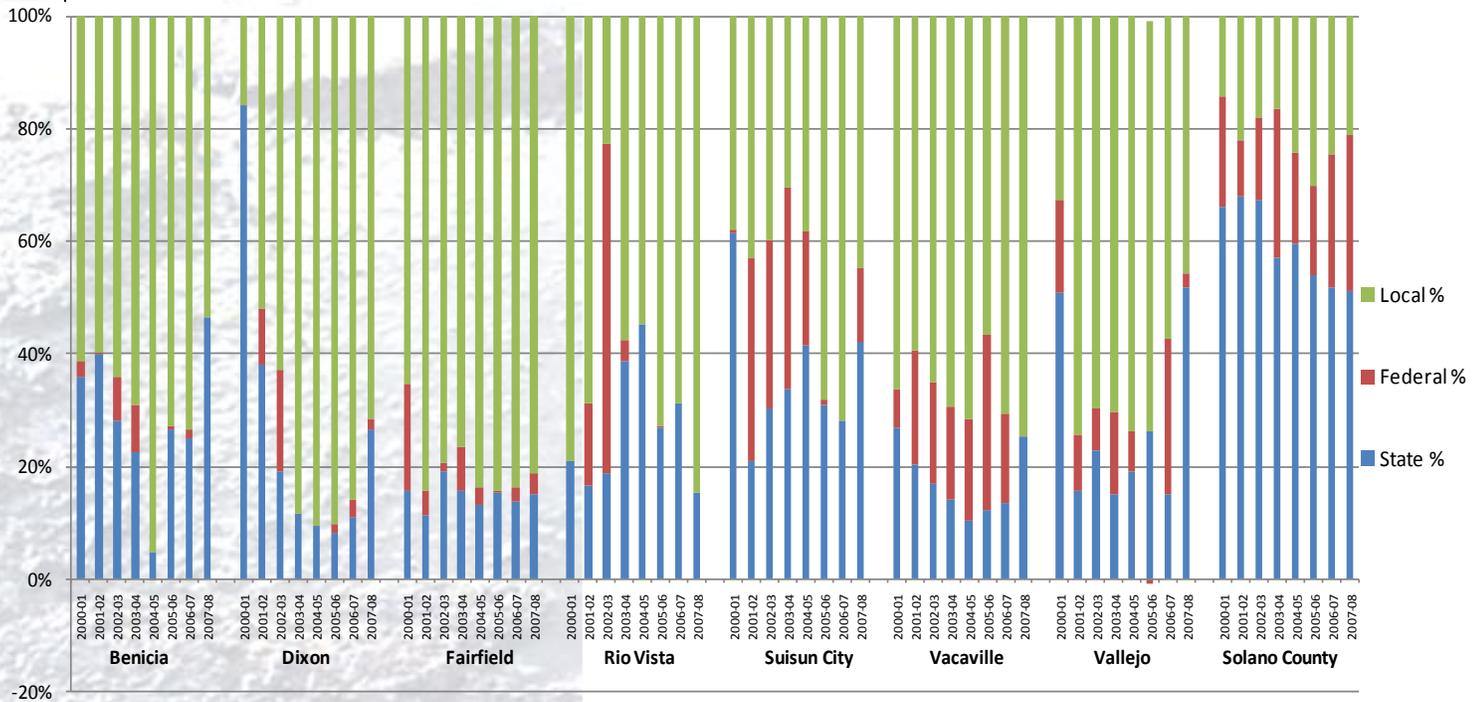
Between 2005 and 2009, California cities paid for a greater number of more expensive street repairs with local funding, not federal or state funds. According to the California State Controller, between 2001 and 2009, about 71% of city street rehabilitation funding comes from local sources.

Figure 45: Local Funding Pays for an Increasing Number of Expensive California City Street Reconstruction Projects



In Solano County, the investments made between 2001-2008 reflect this trend. The chart below illustrates how the majority of city street rehabilitation funding came from local sources. In Solano County, the investments made between 2001-2008 reflect this trend. The chart below illustrates how the majority of city street rehabilitation funding came from local sources.

Figure 5: Local, State and Federal Investments by Solano Jurisdictions, from 2001-2008



6.5 Times More Funding Needed to Cost-effectively Maintain Local Streets and Roads in Solano County

On December 5, 2011, MTC released "Final Draft Local Streets and Roads Long-Range Needs/ Revenue Assessment" for the Plan Bay Area Regional Transportation Plan (RTP). MTC estimated how much funding each Bay Area county needs to maintain current conditions or reach a state of good repair.

Table 44: Draft 28-Year Plan Bay Area LS& R Needs and Revenues (Millions)

Draft 28-Year Plan Bay Area LS&R Capital Needs and Revenues (In Millions)							
County	Revenues for Capital Pavement Rehab Needs*	Cost to "Maintain Existing PCI" Scenario	Cost to reach a "State of Good Repair, PCI 75"	Shortfall, "Maintain Existing PCI" Scenario	Shortfall, "State of Good Repair, PCI 75" Scenario	Ratio of "Maintain Existing PCI" Cost to Revenues	"State of Good Repair, PCI 75" Cost to Revenues
Solano	488	2,186	3,195	1,699	2,707	4.5	6.5
Napa	219	872	1,516	653	1,297	4.0	6.9
Sonoma	994	2,858	5,018	1,863	4,023	2.9	5.0
Marin	393	1,054	1,506	661	852	2.7	3.8
Santa Clara	3,374	8,817	10,894	5,443	7,519	2.6	3.2
Alameda	2,153	5,332	7,798	3,179	5,650	2.5	3.6
San Mateo	1,368	3,317	3,913	1,950	2,471	2.4	2.9
Contra Costa	2,868	4,863	5,786	1,995	2,871	1.7	2.0
San Francisco	2,299	3,263	4,778	965	2,480	1.4	2.1
REGION	14,156	32,563	44,404	18,407	29,869	2.3	3.1

* Revenues include committed sources such as gas taxes, sales taxes, registration fees and other local revenues

Some Solano Cities need as much as 19.7 times more funding

Based on MTC's figures, -countywide local streets and roads faces a funding shortfall over the next 28 years of \$1.7 billion to maintain current conditions and -\$2.7 billion to reach a state of good repair.

Table 5: Draft 28-Year Solano County LS&R Needs and Revenues (in Millions)

Draft 28-Year Solano County LS&R Capital Needs and Revenues (In Millions)							
Solano Agencies	Revenues for Capital Pavement Rehab Needs*	Cost to "Maintain Existing PCI" Scenario	Cost to reach a "State of Good Repair, PCI 75" Scenario	Shortfall, "Maintain Existing PCI" Scenario	Shortfall, "State of Good Repair, PCI 75" Scenario	Ratio of "Maintain Existing PCI" Cost to Revenues	Ratio of "State of Good Repair, PCI 75" Cost to Revenues
Dixon	5.7	100.2	112.2	94.5	106.5	17.6	19.7
Benicia	16.5	137.3	217.0	120.8	200.5	8.3	13.2
Vallejo	60.2	357.9	874.0	297.6	813.8	5.9	14.5
Fairfield	105.9	561.3	664.6	455.3	558.6	5.3	6.3
Vacaville	119.1	515.9	584.0	396.7	464.8	4.3	4.9
Suisun	35.6	116.4	176.7	80.7	141.0	3.3	5.0
Rio Vista	5.6	15.5	61.6	9.9	56.0	2.8	11.0
County	139.1	382.0	504.8	242.9	365.7	2.7	3.6
TOTAL	487.8	2186.4	3194.8	1698.5	2707.0	4.5	6.5

Local Funding Sources for Solano County Roadways

There are a limited number of funding sources that local jurisdictions can access to fund local streets and roads maintenance activities.

As showcased in Figure 5, the majority of funds used for LS&R investments come from local sources. Over the past decade the percentage of funds coming from the federal government has declined and the percentage coming from local sources has increased. The federal gas tax was last raised in 1993, nearly 21 years ago. According to the Federal Highway Administration, the purchasing power of the federal gas tax has dropped approximately 30 percent since 1997. This trend is important going forward as local agencies might have to rely on local funding measures rather than looking to Federal or State sources for their roadway improvement needs.

Federal (10%)

- Surface Transportation Program (STP) – This funding source has most recently been packaged as part of the OneBayArea Grant (OBAG) program.

State (19%)

- Prop 1B – This funding source has been used by local agencies to augment their local streets and roads maintenance budgets since it was passed by voters in 2006. A total of approx. \$5M was allocated to Solano County jurisdictions for roadway maintenance. According to Caltrans Dept of Finance, 85% of Prop 1B funds have been allocated or appropriated as of August 31st, 2013. Most of the remaining funds are earmarked for transit use, not for roadway maintenance.
- Gas Tax – State gas tax revenues are collected by the State and then distributed to local jurisdictions by formula. This is important source of revenue that has held steady due to “Fuel Tax Swap” legislation enacted in 2011.

Local (71%)

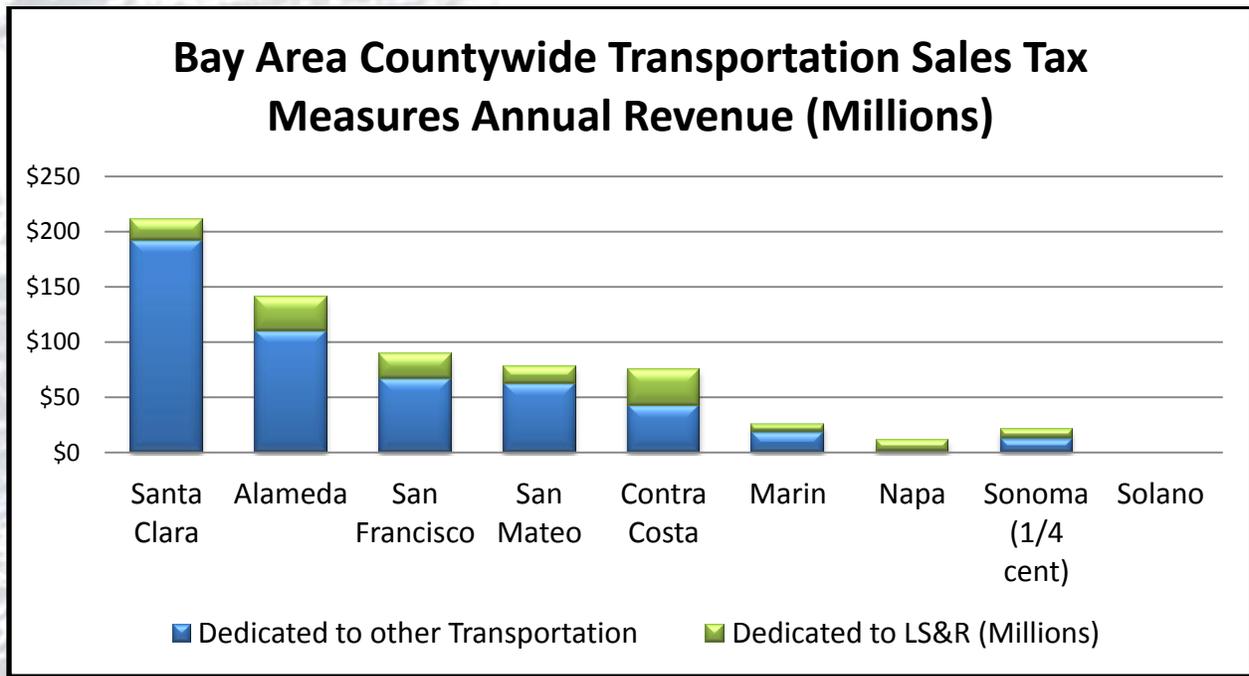
- City or County General Fund
- Regional Transportation Impact Fee – Recently enacted by Solano Board of Supervisors with a \$1,500 per dwelling unit equivalent. This resource is not guaranteed as it is limited to new development.
- Local Sales Tax
 - In order to address the need for more local funding, three cities within Solano County have passed local sales tax measures recently, of which a portion of the funds have been allocated to LS&R maintenance. Vallejo, Fairfield, Vacaville, and Rio Vista all have passed temporary one-cent sales tax measures, which are all currently budgeting a portion of the revenue to LS&R. While these funding sources are helping to meet the need, even with these temporary sales tax measures, all three of these cities are still below the recommended investment needed to keep roads in a “state of good repair” by maintaining their PCI average of 75.

Table 6: Local Jurisdictions with Temporary Sales Tax Measures (No Dedicated Amount to LS&R)

<u>Municipality</u>	<u>Sales Tax Rate</u>	<u>Annual Budgeted to LS&R</u>
<u>Vallejo</u>	<u>1%</u>	<u>~\$2M</u>
<u>Fairfield</u>	<u>1%</u>	<u>~\$1M</u>
<u>Vacaville</u>	<u>1%</u>	<u>~\$2M</u>
<u>Rio Vista</u>	<u>.75%</u>	<u>N/A</u>

While four of the seven cities within Solano County currently have a sales tax, with some of the funds budgeting for LS&R, there is currently no countywide sales tax devoted to transportation improvements. A countywide transportation sales tax would help to alleviate some local shortfalls and would provide a reliable and steady source of revenue for roadway maintenance needs. In fact, Solano County is the only county within the 9 county San Francisco Bay Area that does not have a local sales tax dedicated to transportation improvements and roadway maintenance. How much revenue can a countywide sales tax provide? Figure 6 and accompanying table 7 show that tens, or even hundreds of millions of dollars can be generated annually for transportation projects. Depending on how the measure was written, many of these sales taxes measures have a significant amount dedicated to LS&R maintenance.

Figure 66: Bay Area Countywide Transportation Sales Tax Annual Revenue Estimates (Millions)



*Napa’s Measure T goes into effect in 2018.

Table 5: Bay Area County’s Transportation Sales Tax Percentage Dedicated to LS&R

Table 7: Bay Area County's Transportation Sales Tax Percentage Dedicated to LS&R

County	Santa Clara	Alameda	San Francisco	San Mateo	Contra Costa	Marin	Napa*	Sonoma (1/4 cent)	Solano
2014 Revenue Est. (Millions)	\$ 211	\$ 141	\$ 89	\$ 78	\$ 75	\$ 25	\$ 11	\$ 21	\$ -
Dedicated to LS&R (Millions)	\$ 19	\$ 31	\$ 22	\$ 16	\$ 32	\$ 7	\$ 10	\$ 8	\$ -
Percentage to LS&R	9%	22%	25%	20%	43%	27%	92%	40%	0%

Most of the Bay Area counties have devoted between 20 and 40% of their transportation sales tax revenue to LS&R, with the exception of Santa Clara dedicating a far lower percentage and Napa dedicating a much lower percentage. Solano County, as the only Bay Area County to not have a transportation sales tax measure, is currently not receiving any dedicated LS&R revenue, this has helped result in a back-log of roadway maintenance needs that will have to be addressed in future years, at increased cost.

Exploring New Technologies to Save Tax Dollars

New technologies, such as improved chip seal polymer, Cold In-Place Recycling (CIR) and Full Depth Reclamation (FDR) pavement technology can recycle pavement and cut project costs in half. A chip seal can extend its life by several years. New polymer chip seals can have improved durability and have been shown to extend pavement life 7-12 years over pavements in good condition; 5-7 years on pavements in fair condition; 3-5 years for pavements in poor condition. This declining return on investment for this technology is another reason to address in roadway maintenance before costs rise.

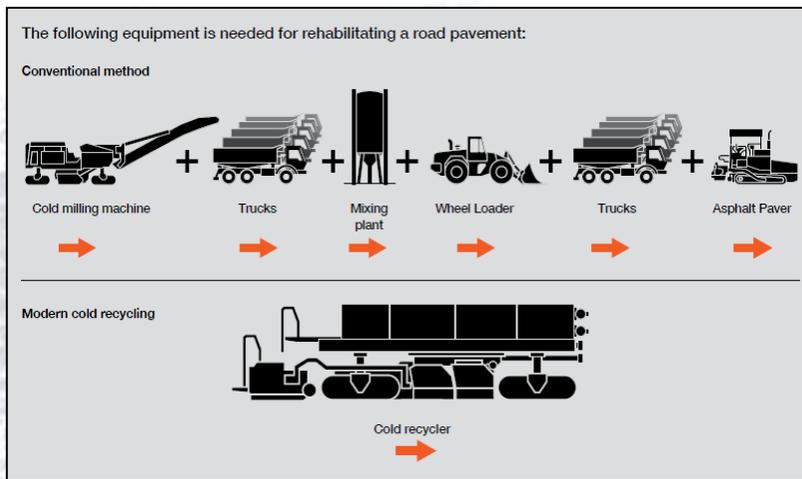


Figure 76: Conventional Method vs. CIR (Source: MTC)

Several Bay Area municipalities already are experimenting with a relatively new technology known as Cold In-Place Recycling (CIR), which eliminates the need for the extraction and processing of raw materials, as well as the transportation and lay-down of finished asphalt-concrete. MTC previously awarded a \$2 million grant through its Climate Initiatives Program to help finance a joint CIR demonstration project by Sonoma County and the city of Napa, with the intention of piloting the use of this technology for possible applications elsewhere in the Bay Area. Solano County and its cities can should take advantage of available grant opportunities and explore the possibility of implementing CIR technology on its road rehabilitation projects.

Full depth reclamation is a recycling method where all of the existing asphalt pavement is pulverized, combined with underlying materials, and treated with additives, such as asphalt emulsions and chemical

agents such as calcium chloride, portland cement, fly ash and lime, to obtain an improved base. This method has been recommended by the US Department of Transportation for pavements with deep rutting, load-associated cracks, nonload associated thermal cracks, reflection cracks, and pavements with maintenance patches such as spray, skin, pothole, and deep hot mix. It is particularly recommended for pavements having a base or subgrade problem. The engineering costs are low for this method and allow for lower material expense during reconstruction.

Innovative Methods to Maintain or Increase PCI Scores

With state and federal investment in local LS&R decreasing, cities are using innovative methods to maintain or increase their PCI scores. While these methods might be effective in the short-term, they are not sustainable in the long-term.

1. New Growth Communities – Certain cities within Solano County have a healthy growth rate, with new roads and houses being built on an annual basis. These newly constructed roads, with PCI around 100, help to boost the average PCI score for a city overall. There is a serious issue with this approach, as new residential roads only carry a small percentage of a city’s traffic. A city’s collector and arterial roads carry the bulk of traffic, yet are given the same average PCI weighting as a new residential road, which serves to skew the average PCI score of a city.
2. One-Time Funds – The most recent example of one-time funds is the Federal Stimulus that was passed in 2008. These funds helped to make up for a decrease in local streets and roads funding during the economic downturn. The Federal Stimulus assisted in funding projects for approximately two years, but these funds are no longer available.

Another example of one-time funds is California’s Prop 1B transportation bond. This transportation bond was approved by popular vote in 2006 and only a portion was allocated to local streets and roads maintenance. Over the course of the bond, Solano County was allocated a total of approximately \$5M. According to Caltrans Dept of Finance, 85% of Prop 1B funds have been allocated or appropriated as of August 31st, 2013. Most of the remaining funds are earmarked for transit use, not for roadway maintenance.

3. Alternative/New Technologies – Solano County roads have experienced a gradual and steady increase in PCI over the last 7 years lifting the County’s index from 61 to 78. County staff primarily attributes the 3.6% annual average PCI increase to the County’s aggressive chip seal program. Every year nearly half of the County’s 460 centerline miles of paved roads are physically driven and 40 miles are identified for chip seal in the CIP. County crews spend about 3 months each spring preparing the selected road segments by digging out failed pavement sections, blade patching, and crack sealing. Crews have successfully addressed structural distresses in advance of the surface treatment and paid equal attention to maintaining smooth profiles to make the Solano County chip seal program a great success.

Summary and Conclusion

Whether commuting to work, dropping the kids off at school, or making a quick stop at the grocery store, nearly every trip begins and ends on local roadways. This is arguably one of the most important infrastructure investments a city can make. How and when we invest in our roads can have major implications on future budgets. Spending \$1 now on timely maintenance to keep a section of roadway in good condition would cost \$5 to restore the same road if the pavement deteriorates to the point of needing major rehabilitation. A quality roadway network promotes the movement of goods and services, which has a positive effect on economic activity.

As of 2014³, Solano County and its 7 cities are cumulatively investing \$18.5M annually in maintaining local streets and roads. In order to achieve an average countywide PCI goal of 60⁵, an additional \$18M annually is needed over the next 15 years. This amount is twice as much as we are now spending just to maintain local streets and roads in “fair condition.” Since the costs of roadway rehabilitation increase substantially when PCI drops below 60 (roads categorized as “at-risk”), having a countywide goal of 60⁵ would poise our roads on the edge of a maintenance cliff. To reach the higher PCI goal of 75, as stated in the Solano Comprehensive Transportation Plan, \$49⁷M additional funds are needed annually over the next 15 years to reach a ‘state of good repair’ – two and a half times more than our current investment.

“Strategic investment in infrastructure produces a foundation for long-term growth.”

-Roger McNamee

Without a healthy investment in our roadway infrastructure, Solano County will continue its downward trend in pavement quality. This deterioration hinders Solano County from attracting new jobs, housing, tourism, and business investment. More money spent now in long-term roadway maintenance can save our Solano County and the seven cities millions in the future and strengthen our local economy.

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Appendix

Local Agency Handouts Describing Pavement Conditions, Pavement Maps, and Finances

Each local agency handout will describe each agency's unique approach to pavement management, including

- Brief introductions to general pavement conditions and issues
- Brief narrative describing the local agency's pavement maintenance and rehabilitation approach
- Current Pavement Condition Maps
- Charts showing the last 5 years of pavement investments
 - Includes non-pavement investments (i.e., curbs and gutters, sidewalks, storm drains, traffic signs, signals and lights)
- Future Pavement and Revenue Needs
- PCI Projection Maps for 2014, 2018, 2023, and 2028 using Current Budget Scenario.
- Budget Scenarios:
 - Current Budget
 - Maintain Current PCI
 - Target PCI 75

15 Year Pavement Cost Projections by Jurisdiction

City of Benicia Pavement Condition

The City of Benicia is responsible for the management, repair, and maintenance of 189 lane miles of pavement, or 552 pavement sections. The table below summarizes the length of the road and 2013 pavement condition index (PCI) by functional class.

Functional Class	Sections	Centerline Miles	Lane Miles	2013 PCI
Arterial	56	17.14	36.57	59
Collector	45	15.44	30.88	75
Residential/Local	451	61.18	122.24	53
Total	552	93.76	189.70	59 (3 yr avg)

The PCI is a measurement of pavement grade or condition and ranges from 0 to 100. The average 2013 PCI (based on a 3-year moving average) of the street network of the City is 59. This PCI score is considered “at-risk” and Benicia’s PCI has dropped from the previous year two years (61 in 2011 and PCI 60 in 2012). Currently, 26% of the City’s pavement area falls under “Excellent or Very Good”, 36% falls under “Good or Fair” and 38% falls under “Poor or Failed”. Again, compared with previous years, this shows a general trend towards the poorer pavement condition categories. If these are not addressed, the quality of the road network will inevitably decline. In order to correct these deficiencies, a cost-effective funding, maintenance and rehabilitation strategy must be implemented.

The City has been utilizing crack seals and surface treatments, such as slurry seals, as a means of preventive maintenance when the pavements are in “fair” condition or above. When the pavement condition deteriorates to lower levels, overlays and reconstruction have been performed.



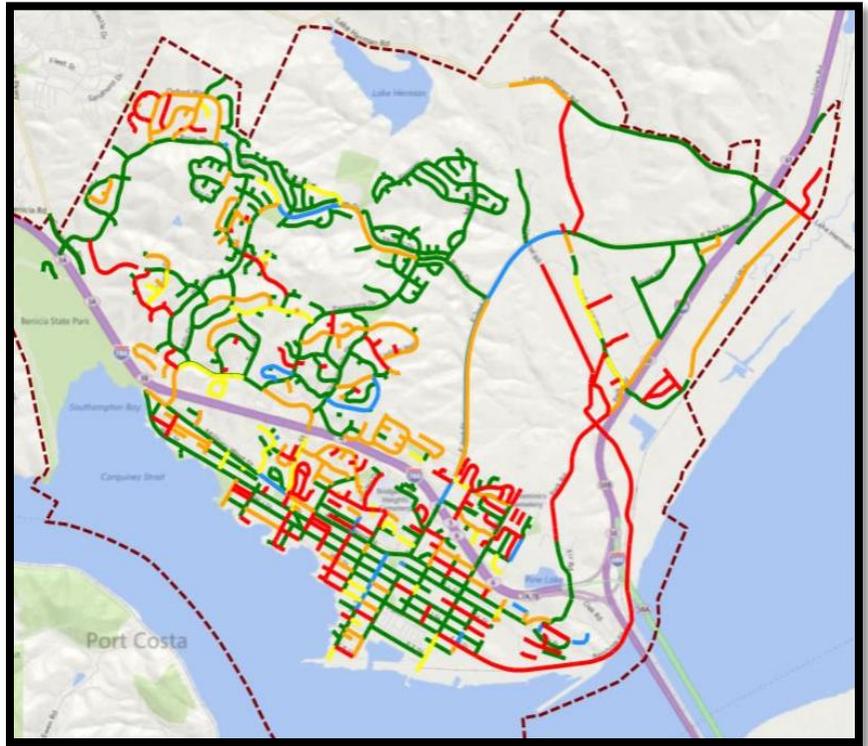
Poor/Failed Pavement Condition



Excellent/Very Good Pavement Condition

Current Pavement Condition Index (PCI) Map

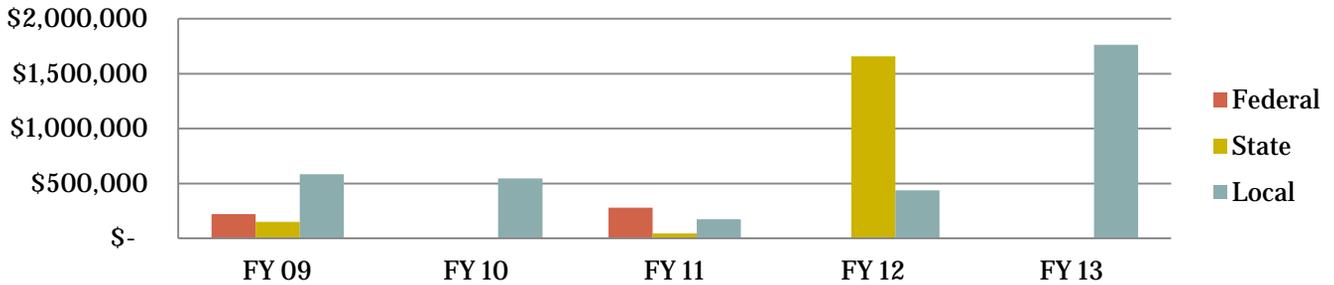
- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor



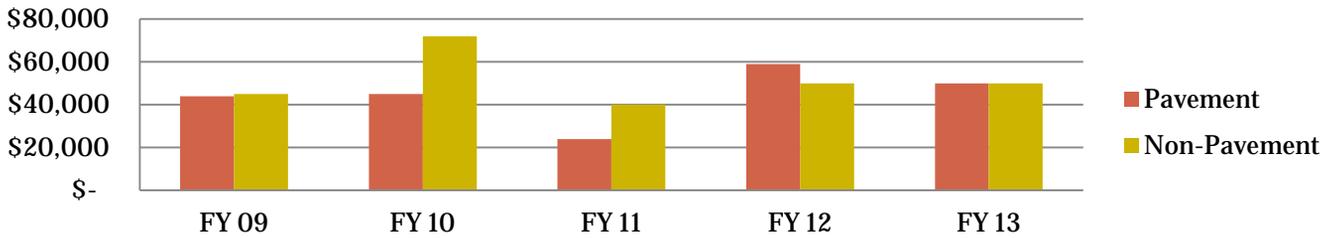
Past Streets and Roads Investments

The current PCI reflects the past investments made in Benicia's streets and roads network. The following charts show 5-year (2009-2013) revenue and expenditure histories for both pavement maintenance and capital projects in Benicia.

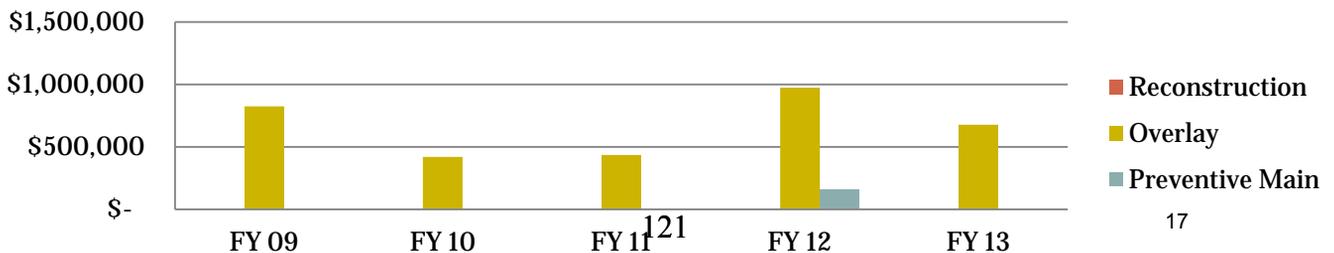
Benicia Total Revenue



Benicia Maintenance Expenditures



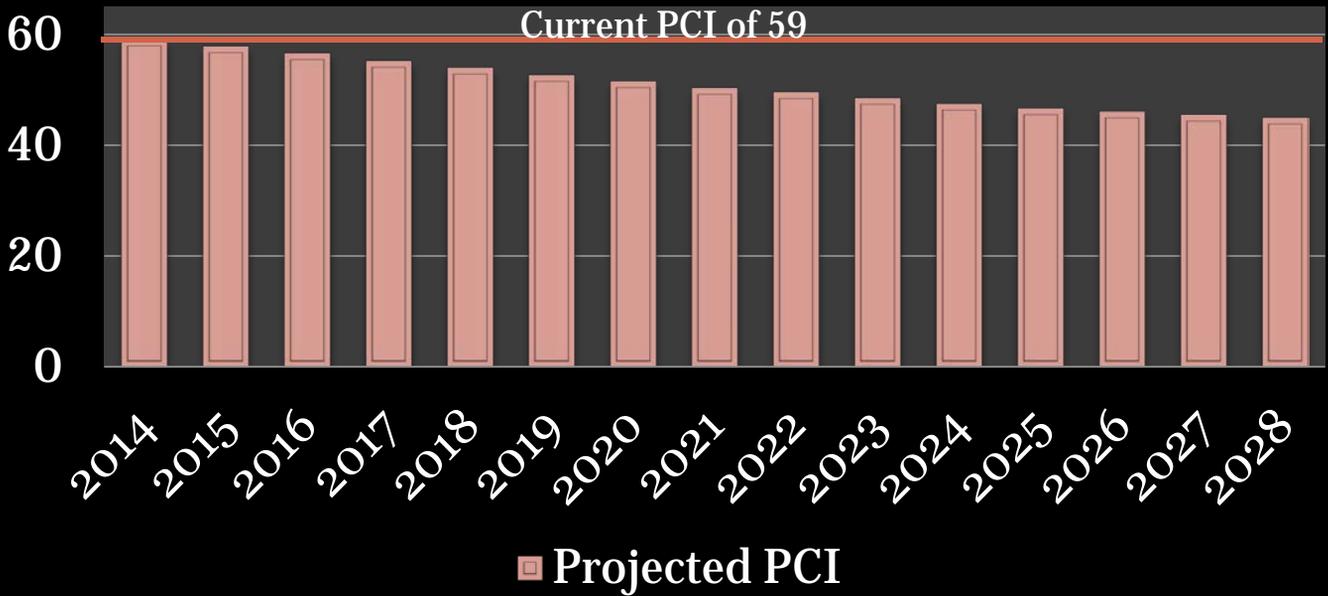
Benicia Capitol Improvement Expenditures



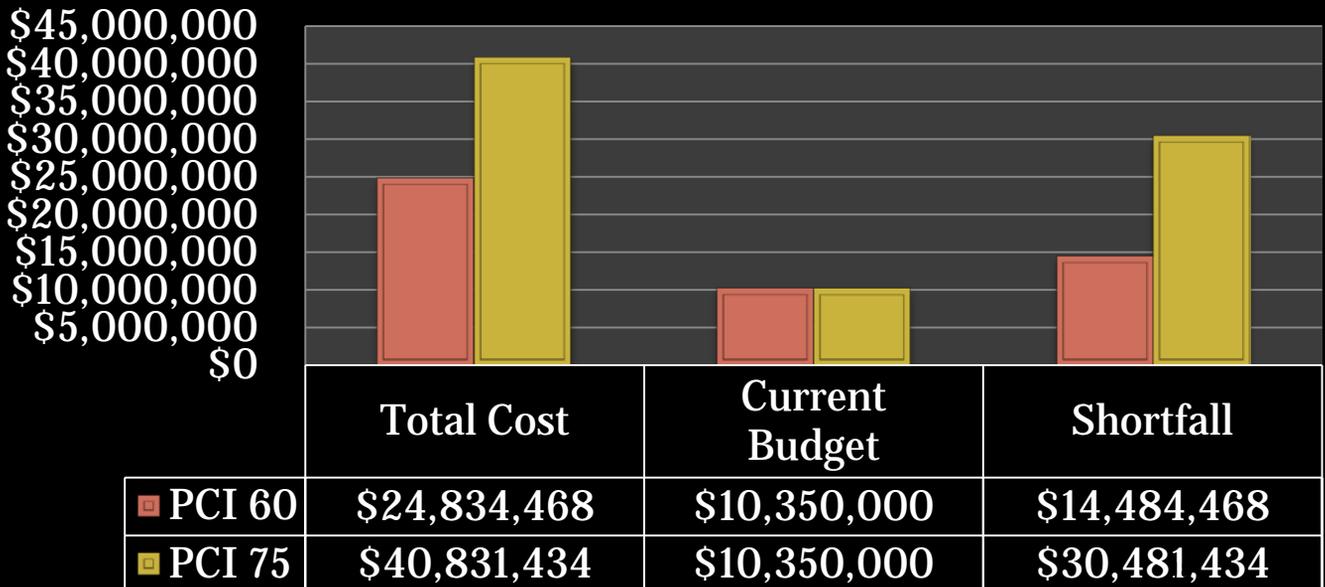
Future Pavement and Revenue Needs

In 2013 Benicia's average PCI was 59, with budget for roadway maintenance of \$690,000 per year. If that current level of funding were to be applied through the year 2028 (15 years) the average PCI for the City would drop from its current average rating of 59 (At-Risk) to 45 (Poor). **To maintain an average PCI rating of 60 in the City of Benicia**, approximately \$24.8M would need to be spent over the next 15 years. The current budget provides approximately \$10.3M over 15 years, leaving a funding shortfall of approximately \$14.5M. To reach the higher PCI goal of 75, as stated in the Solano Comprehensive Transportation Plan, \$30M more than what is currently being budgeted would need to be invested in Benicia's roads over the next 15 years.

Projected PCI



15 Year Outlook



Where Do We Go From Here?

Timely investment in roadway preservation can save cities millions of tax dollars in long-term maintenance costs. A municipality that spends \$1 on timely maintenance to keep a section of roadway in good condition would have to spend \$5 to restore the same road if the pavement is allowed to deteriorate to the point where major rehabilitation is necessary (MTC, 2011). Pavements that are still in good condition (a PCI of 70 or above) can be preventively maintained at a low cost, whereas pavements that need significant rehabilitation or reconstruction require five to 15 times the amount of funding. Thus, **Benicia's current PCI of 59 should be viewed with caution, as it indicates that its local streets and roads are poised on the edge of a maintenance cliff.**

Benicia is currently on track to invest less than 1/2 of the required \$24.8M necessary to maintain the city's average PCI at 60 over the next 15 years. If the city were to raise its average PCI to 75, the goal stated in the Countywide Transportation Plan, then the city would need to invest an additional \$30M more than the \$10M they are currently on track to spend over the next 15 years.

*“Strategic investment in infrastructure produces a foundation for long-term growth.”
-Roger McNamee*

Without a healthy investment in its roadway infrastructure, the City of Benicia will continue its downward trend in pavement quality. This deterioration hinders Benicia from attracting new jobs, housing, tourism, and business investment. More money spent now in long-term roadway maintenance can save Benicia millions in the future and strengthen its local economy.



Potholes can grow into major obstacles if not treated quickly.



*Investing in caution signs is a poor substitute for roadway maintenance. *(Sign not located in Benicia)*

SOLONO TRANSPORTATION AUTHORITY

5 Year Local Streets and Roads Budget Info

Fiscal Years 2009 - 2013

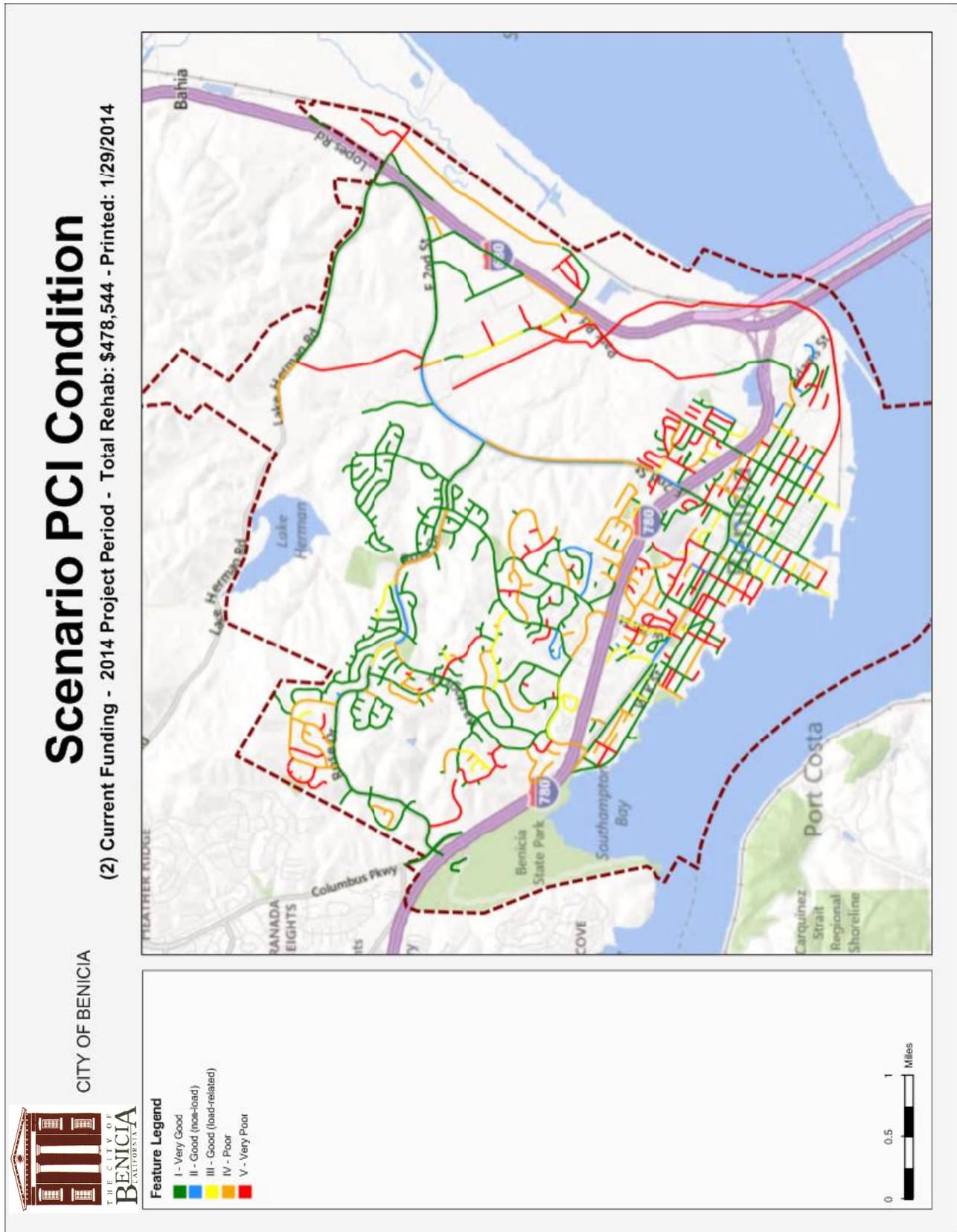
CITY OF BENICIA

REVENUES							
	FY 09	FY 10	FY 11	FY 12	FY 13	TOTAL	
<i>Total Revenue</i>							
Federal	\$ 220,000	\$ -	\$ 280,000	\$ -		\$	500,000
State	\$ 150,000		\$ 46,000	\$ 1,658,000		\$	1,854,000
Local	\$ 585,000	\$ 547,000	\$ 174,000	\$ 438,000	\$ 1,764,300	\$	3,508,300
TOTAL BY FISCAL YEAR	\$ 955,000	\$ 547,000	\$ 500,000	\$ 2,096,000	\$ 1,764,300	\$	5,862,300

EXPENDITURES							
	FY 09	FY 10	FY 11	FY 12	TOTAL		
<i>Maintenance and Operations</i>							
Pavement	\$ 44,000	\$ 45,000	\$ 24,000	\$ 59,000	\$ 50,000	\$	226,000
Non-Pavement	\$ 45,000	\$ 72,000	\$ 40,000	\$ 50,000	\$ 50,000	\$	276,000
<i>Capital Improvement Program</i>							
Reconstruction	\$ -	\$ -	\$ -	\$ -		\$	-
Overlay	\$ 826,000	\$ 420,000	\$ 436,000	\$ 976,000	\$ 679,300	\$	3,337,300
Preventive Mair	\$ -	\$ -	\$ -	\$ 160,000		\$	160,000
Non-Pavement	\$ 40,000	\$ 10,000	\$ 46,000	\$ 851,000	\$ 985,100		
TOTAL BY FISCAL YEAR	\$ 955,000	\$ 547,000	\$ 500,000	\$ 2,096,000	\$ 1,764,400	\$	3,999,300

What will Benicia's Streets look like in the Future using Current Budget Scenarios?

The PCI maps below illustrate what streets currently look like and will look like, using current budget scenarios, today (2014), 4 years out (2018), nine years out (2023) and 14 years out (2028).

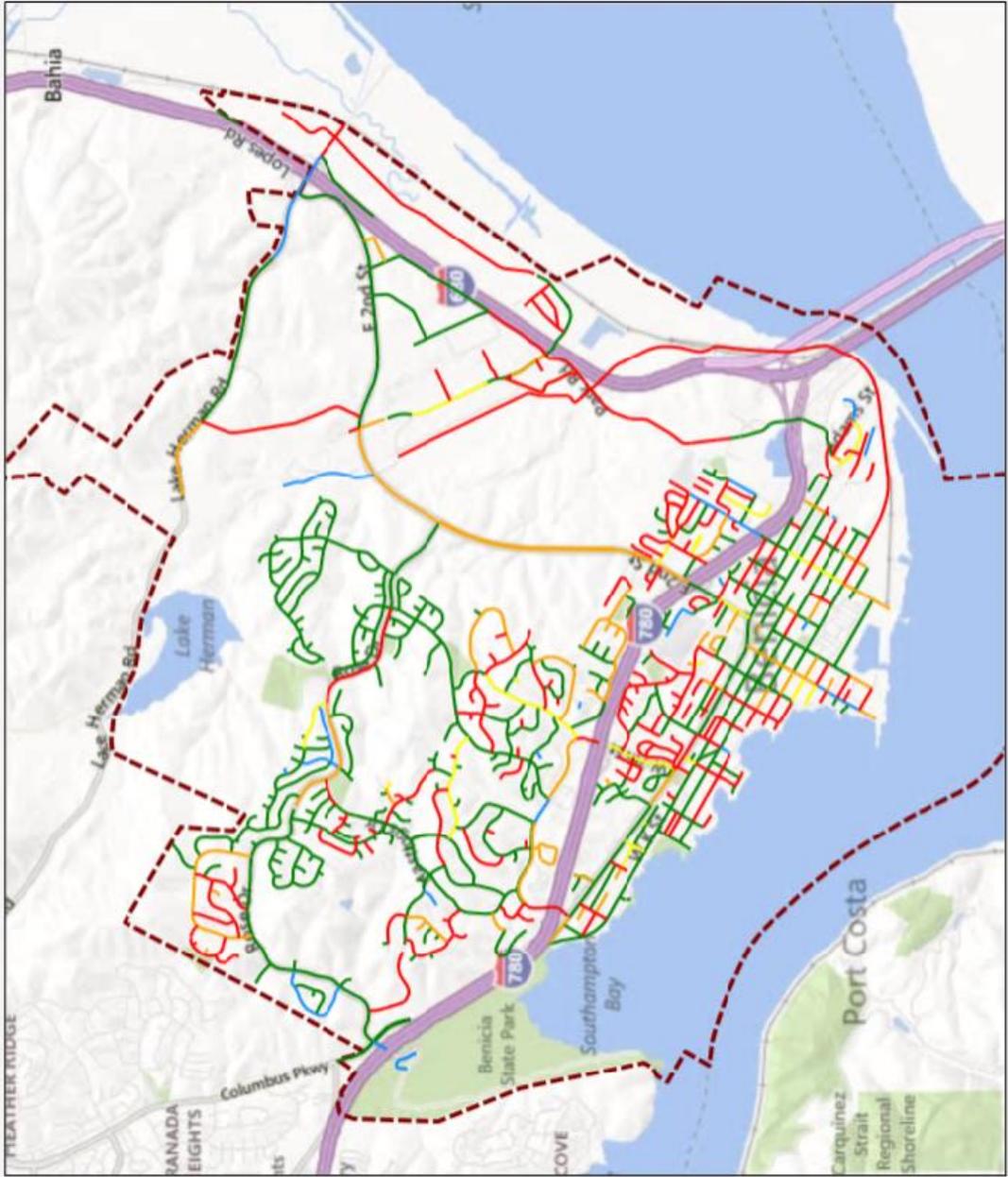




CITY OF BENICIA

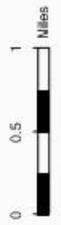
Scenario PCI Condition

(2) Current Funding - 2018 Project Period - Total Rehab: \$475,585 - Printed: 1/29/2014



Feature Legend

- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor

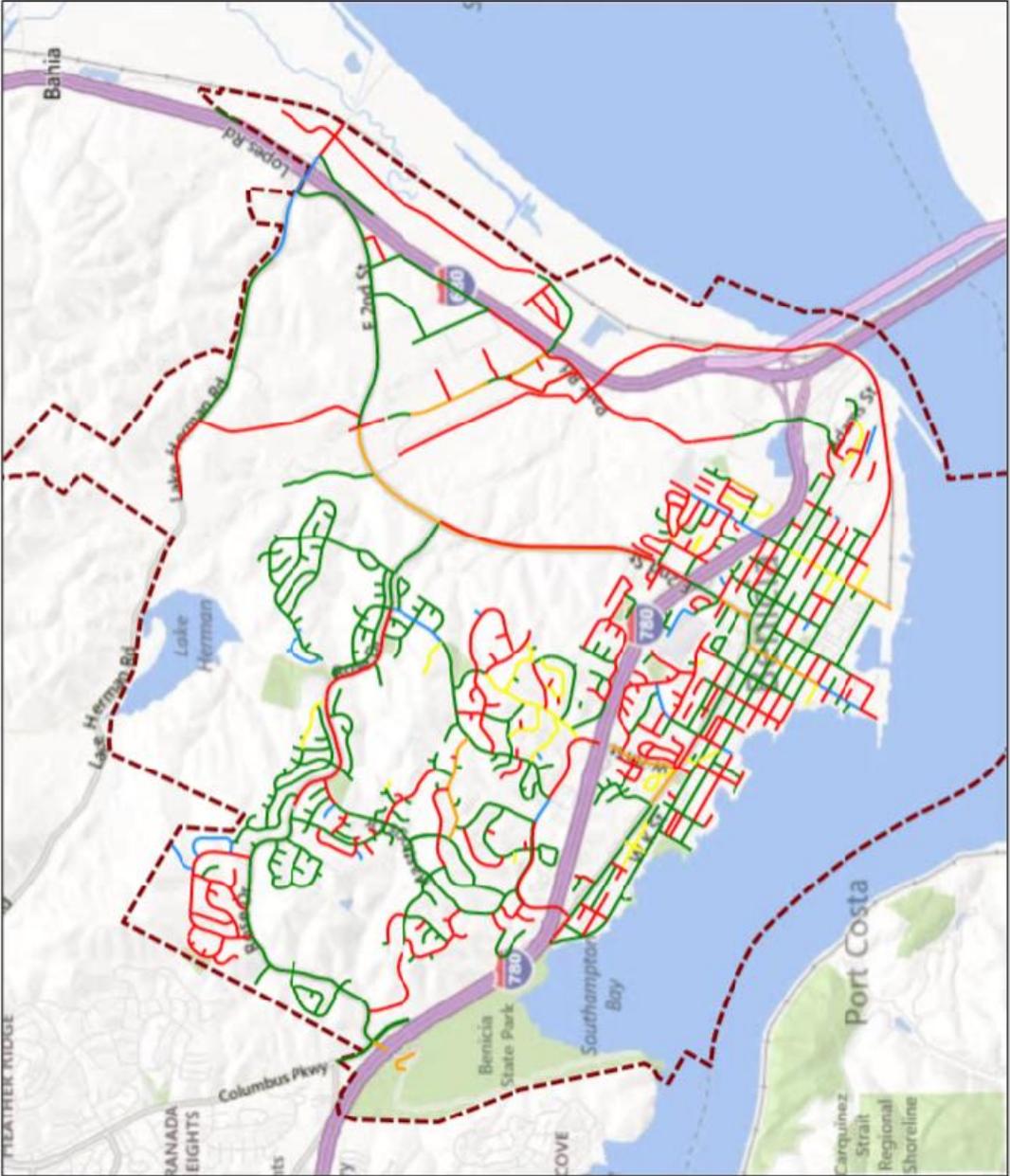




CITY OF BENICIA

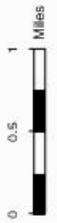
Scenario PCI Condition

(2) Current Funding - 2023 Project Period - Total Rehab: \$463,438 - Printed: 1/29/2014



Feature Legend

- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor

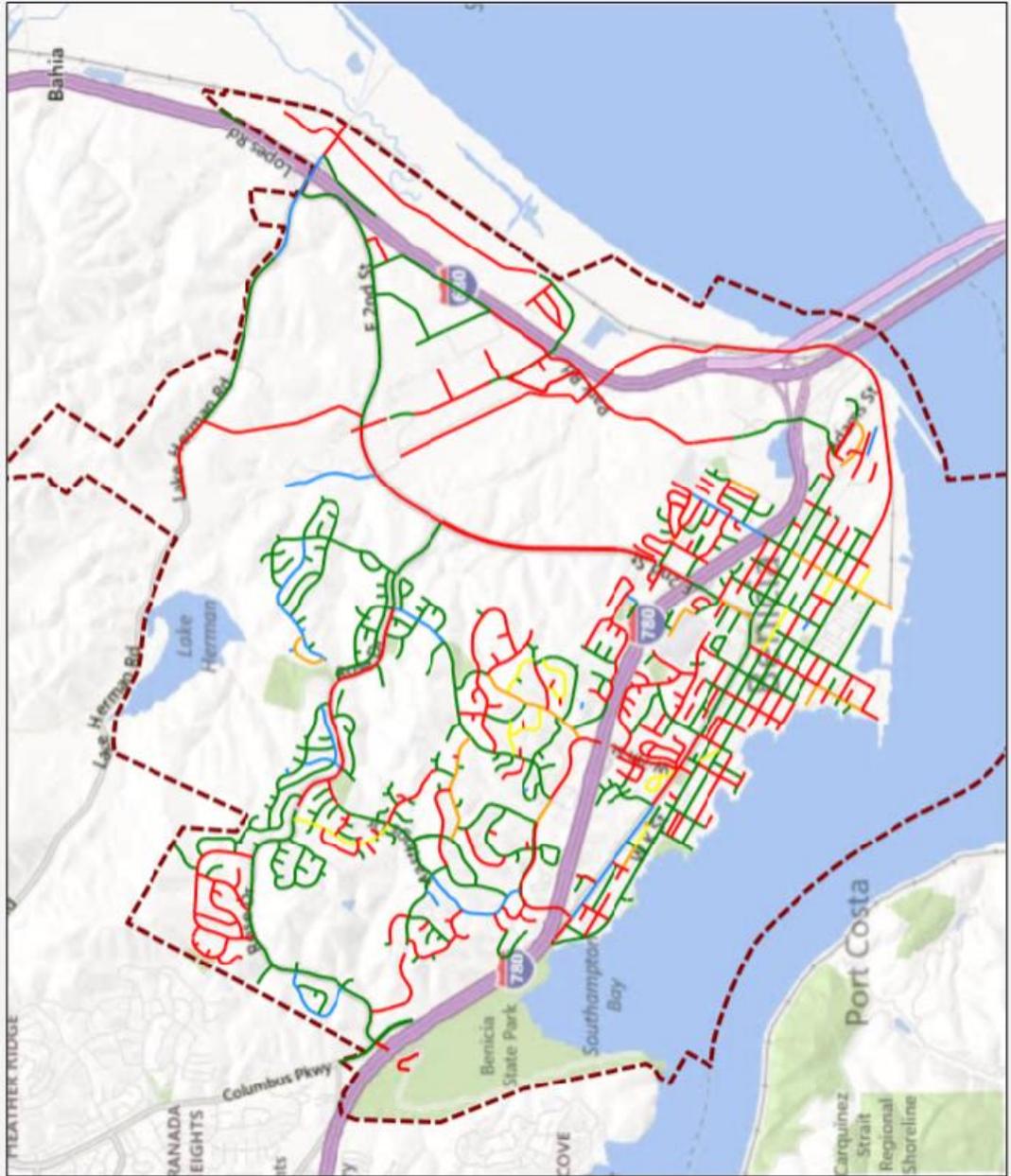




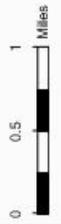
CITY OF BENICIA

Scenario PCI Condition

(2) Current Funding - 2028 Project Period - Total Rehab: \$474,444 - Printed: 1/29/2014



- Feature Legend**
- I - Very Good
 - II - Good (non-load)
 - III - Good (load-related)
 - IV - Poor
 - V - Very Poor



City of Dixon

The City of Dixon is responsible for the management, repair, and maintenance of 125 lane miles of pavement, or 288 pavement sections. Table 1 summarizes the length of the road and 2013 pavement condition index (PCI) by functional class.

Table 1

Functional Class	Sections	Centerline Miles	Lane Miles	2013 PCI
Arterial	22	5.55	13.71	75
Collector	68	14.89	30.40	76
Residential/Local	198	40.78	80.52	76
Total	288	62.11	124.6	77 (3 yr avg)

The PCI is a measurement of pavement grade or condition and ranges from 0 to 100. The average 2013 PCI (based on a 3-year moving average) of the street network of the City is 77. This network PCI score is considered good, and Dixon’s PCI has stayed the same as it was the previous year (PCI 77 in 2012). Currently, 61% of the City’s pavement area falls under “Excellent or Very Good”, 28% falls under “Good or Fair” and 11% falls under “Poor or Failed”. Compared to previous years this shows a general trend of sustaining good pavement condition categories.

While the City maintains an aggressive preventative maintenance program to address shortfalls in the residential and collector streets, particular focus on arterials will be needed due to the heavy traffic load on its arterial roadways.

Excellent/Very Good Pavement Condition



Poor/Failed Pavement Condition

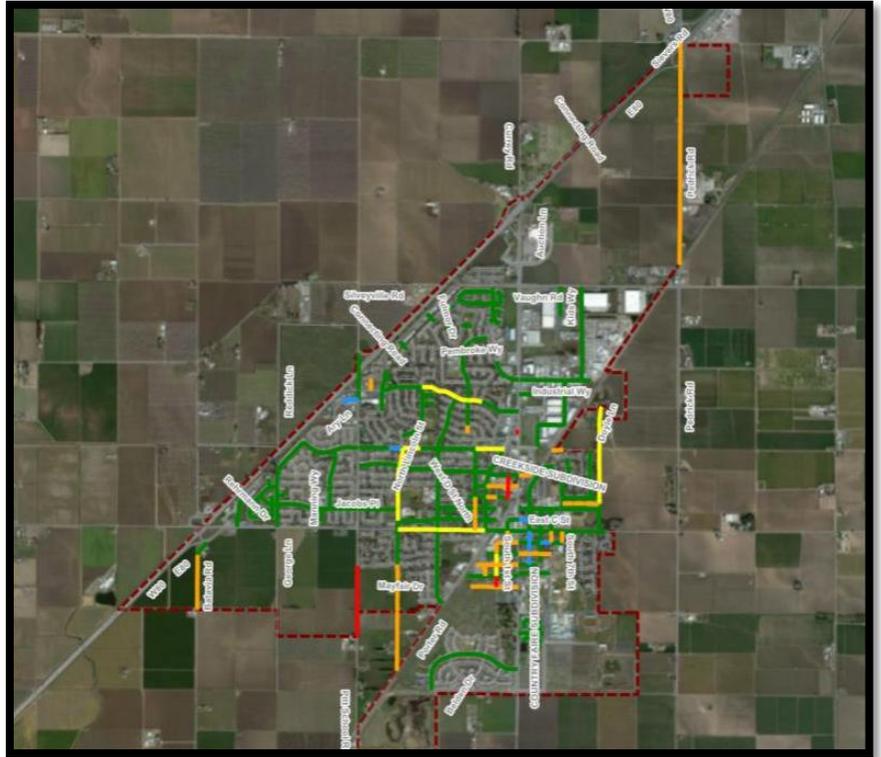


Current Pavement Condition Index (PCI) Map

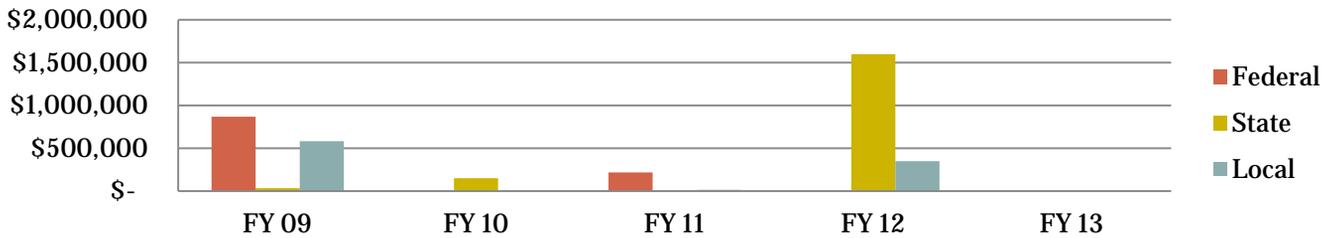
- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor

Past Streets and Roads Investments

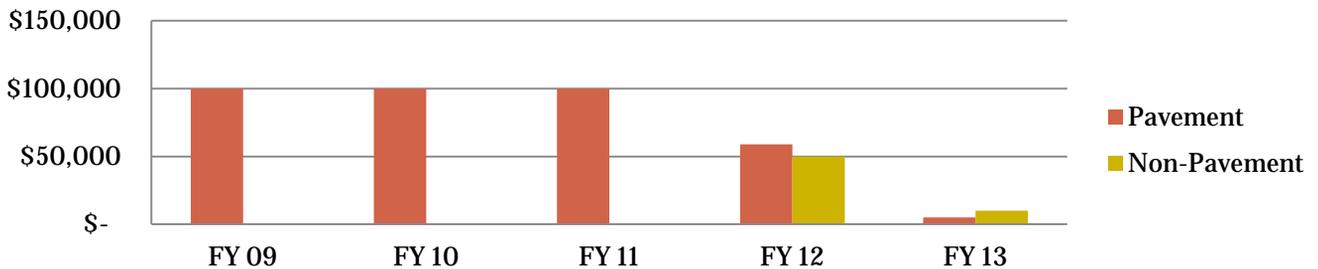
The current PCI reflects the past investments made in Dixon's streets and roads network. The following charts show 5-year (2009-2013) revenue and expenditure histories for both pavement maintenance and capital projects in Dixon.



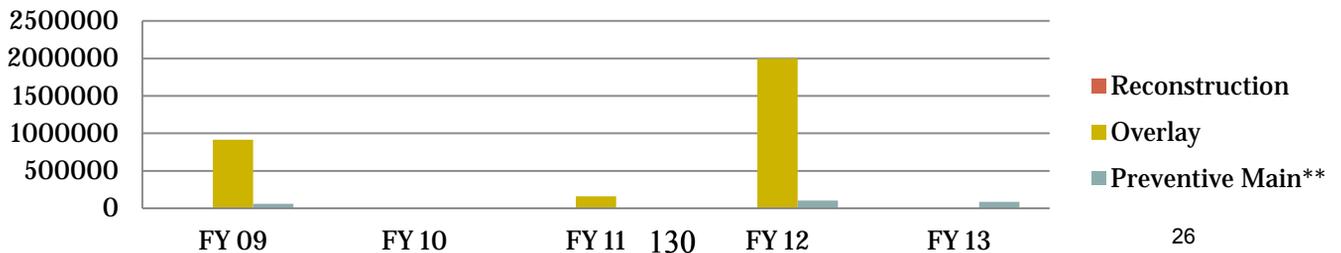
Dixon Total Revenue



Dixon Maintenance Expenditures



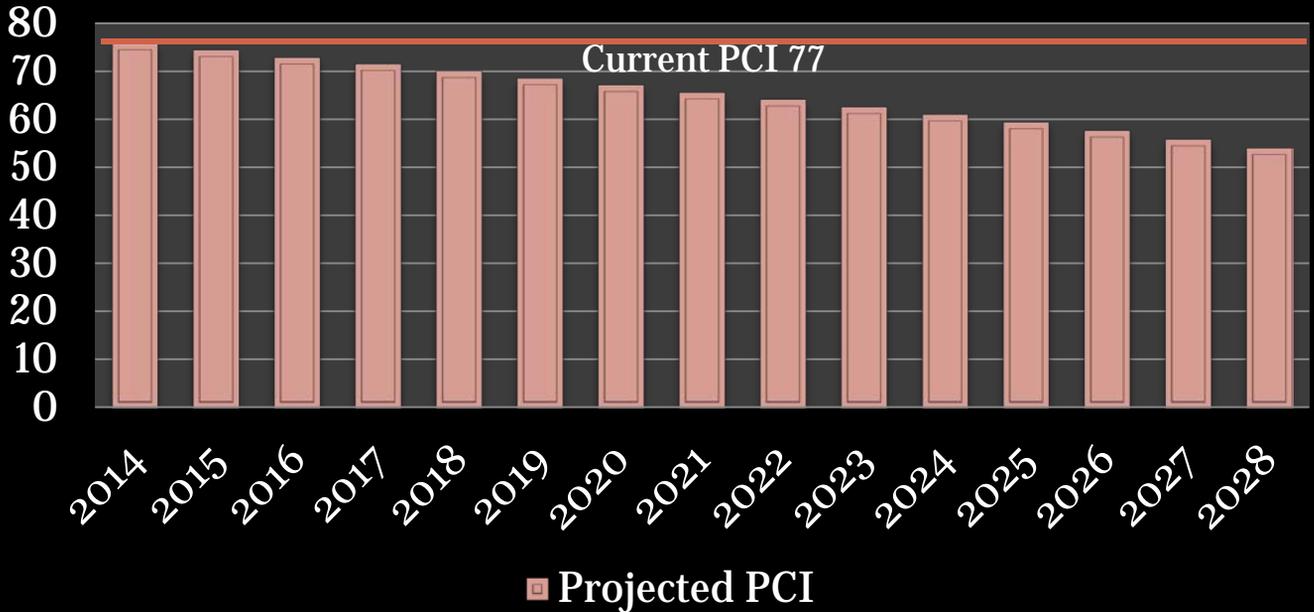
Dixon Capital Improvement Expenditures



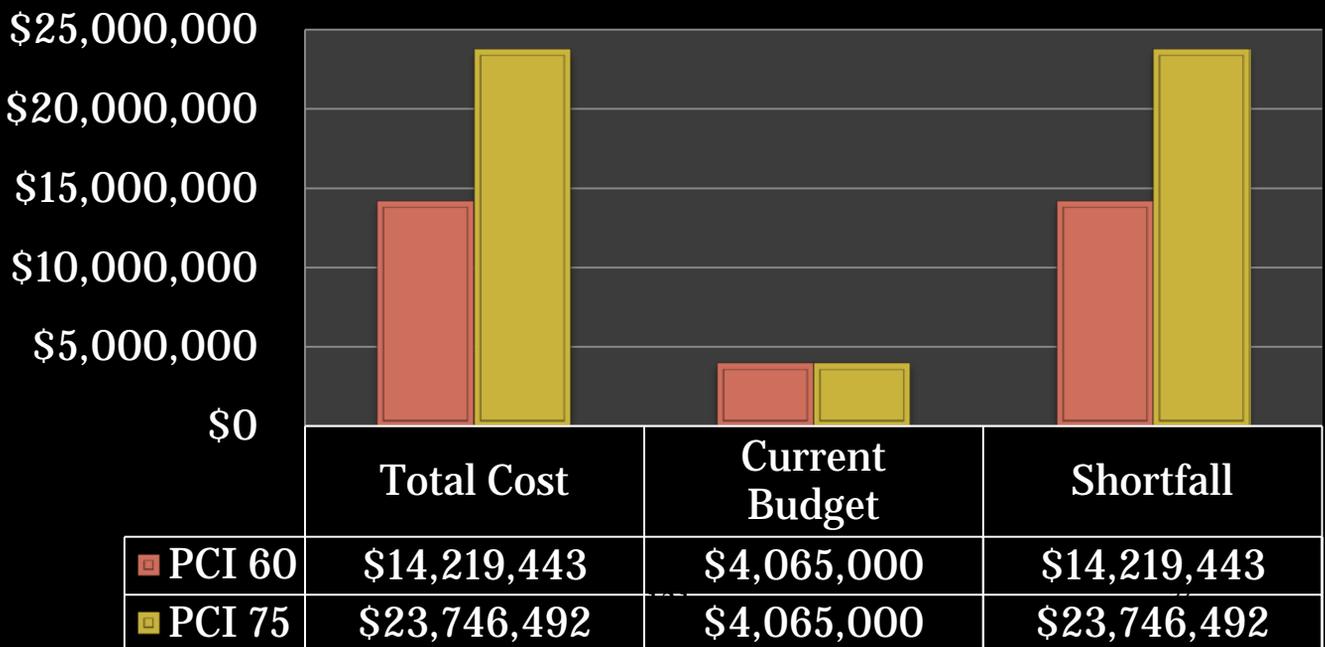
Future Pavement and Revenue Needs

In 2013 Dixon's average PCI was 77, with a budget for roadway maintenance of \$271,000 per year. If that current level of funding were to be applied through the year 2028 (15 years) the average PCI for the City would drop from its current average rating of 77 (Good) to 54 (At Risk). **To maintain a minimum average PCI rating of 60 in the City of Dixon**, approximately \$14M would need to be spent over the next 15 years. The current budget provides \$4M over 15 years, leaving a funding shortfall of approximately \$10M. To reach the higher PCI goal of 75, as stated in the Solano Comprehensive Transportation Plan, \$19M more than what is currently being budgeted would need to be invested in Dixon's roads over the next 15 years.

PCI with Current Budget (\$271,000 Annually)



15 Year Outlook



Where Do We Go From Here?

Timely investment in roadway preservation can save cities millions of tax dollars in long-term maintenance costs. A municipality that spends \$1 on timely maintenance to keep a section of roadway in good condition would have to spend \$5 to restore the same road if the pavement is allowed to deteriorate to the point where major rehabilitation is necessary (MTC, 2011). Pavements that are still in good condition (a PCI of 70 or above) can be preventively maintained at a low cost, whereas pavements that need significant rehabilitation or reconstruction require five to 15 times the amount of funding. Thus, **Dixon's current PCI of 77 should be viewed with an understanding that maintaining this "good" classification will be cheaper in the long-term than maintaining the roads at a lower PCI score.**

Dixon is currently on track to invest less than 1/3rd of the required \$14M necessary to keep the city's PCI at 60 over the next 15 years. If the city were to maintain its average PCI to 75, the goal stated in the Countywide Transportation Plan, then the city would need to invest an additional \$19M more than the \$4M they are currently on track to spend over the next 15 years.

*"Strategic investment in infrastructure produces a foundation for long-term growth."
-Roger McNamee*

Without a healthy investment in its roadway infrastructure, the City of Dixon will continue its downward trend in pavement quality. This deterioration hinders Dixon from attracting new jobs, housing, tourism, and business investment. More money spent now in long-term roadway maintenance can save Dixon millions in the future and strengthen its local economy.



Potholes can grow into major obstacles if not treated quickly.



*Investing in caution signs is a poor substitute for roadway maintenance. *(Sign not located in Dixon)*

SOLONO TRANSPORTATION AUTHORITY

5 Year Local Streets and Roads Budget Info

Fiscal Years 2009 - 2013

CITY OF DIXON

REVENUES							
	FY 09	FY 10	FY 11	FY 12	FY 13	TOTAL	
<i>Total Revenue</i>							
Federal	\$ 870,000		\$ 218,000			\$	1,088,000
State	\$ 33,338	\$ 150,000		\$ 1,600,000		\$	1,783,338
Local	\$ 581,891		\$ 15,000	\$ 350,000		\$	946,891
TOTAL BY FISCAL YEAR	\$ 1,485,229	\$ 150,000	\$ 233,000	\$ 1,950,000		\$	3,818,229

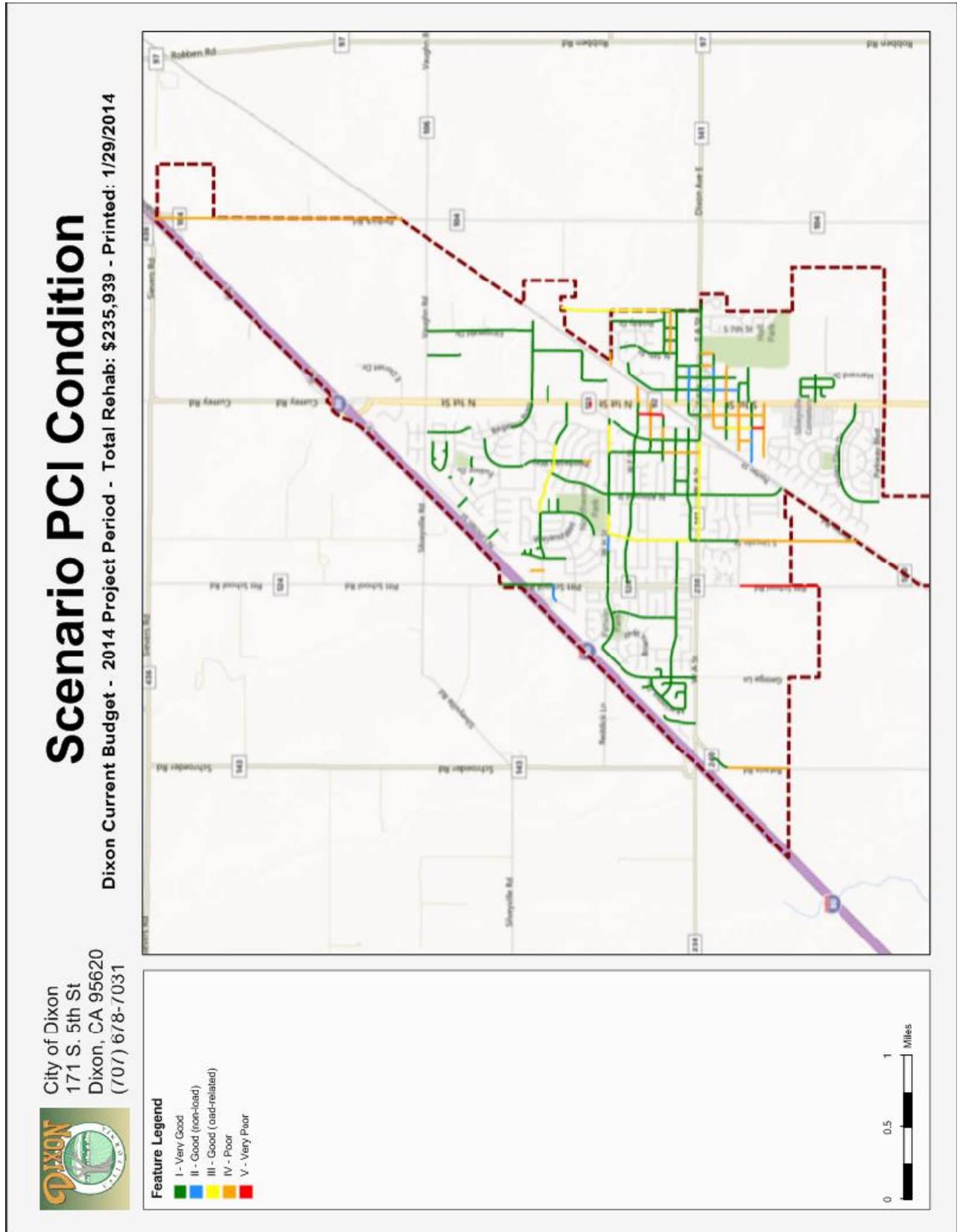
EXPENDITURES							
	FY 09	FY 10	FY 11	FY 12	FY 13	TOTAL	
<i>Maintenance and Operations*</i>							
Pavement	\$ 100,000	\$ 100,000	\$ 100,000	\$ 59,000	\$ 5,000	\$	364,000
Non-Pavement	\$ -	\$ -	\$ -	\$ 50,000	\$ 10,000	\$	60,000
<i>Capital Improvement Program</i>							
Reconstruction						\$	-
Overlay	\$ 915,229	\$ -	\$ 158,868	\$ 2,000,000		\$	3,074,097
Preventive Main**	\$ 60,000			\$ 105,000	\$ 87,000	\$	252,000
Non-Pavement							
TOTAL BY FISCAL YEAR	\$ 1,075,229	\$ 100,000	\$ 258,868	\$ 2,214,000	\$ 102,000	\$	3,750,097

* 30% of \$362,071 annual maintenance budget

** No Preventive Maintenance work done between FY08-12. Used a 3yr floating average from 2 slurry seal projects from FY07 & FY13

What will Dixon's Streets look like in the Future using Current Budget Scenarios?

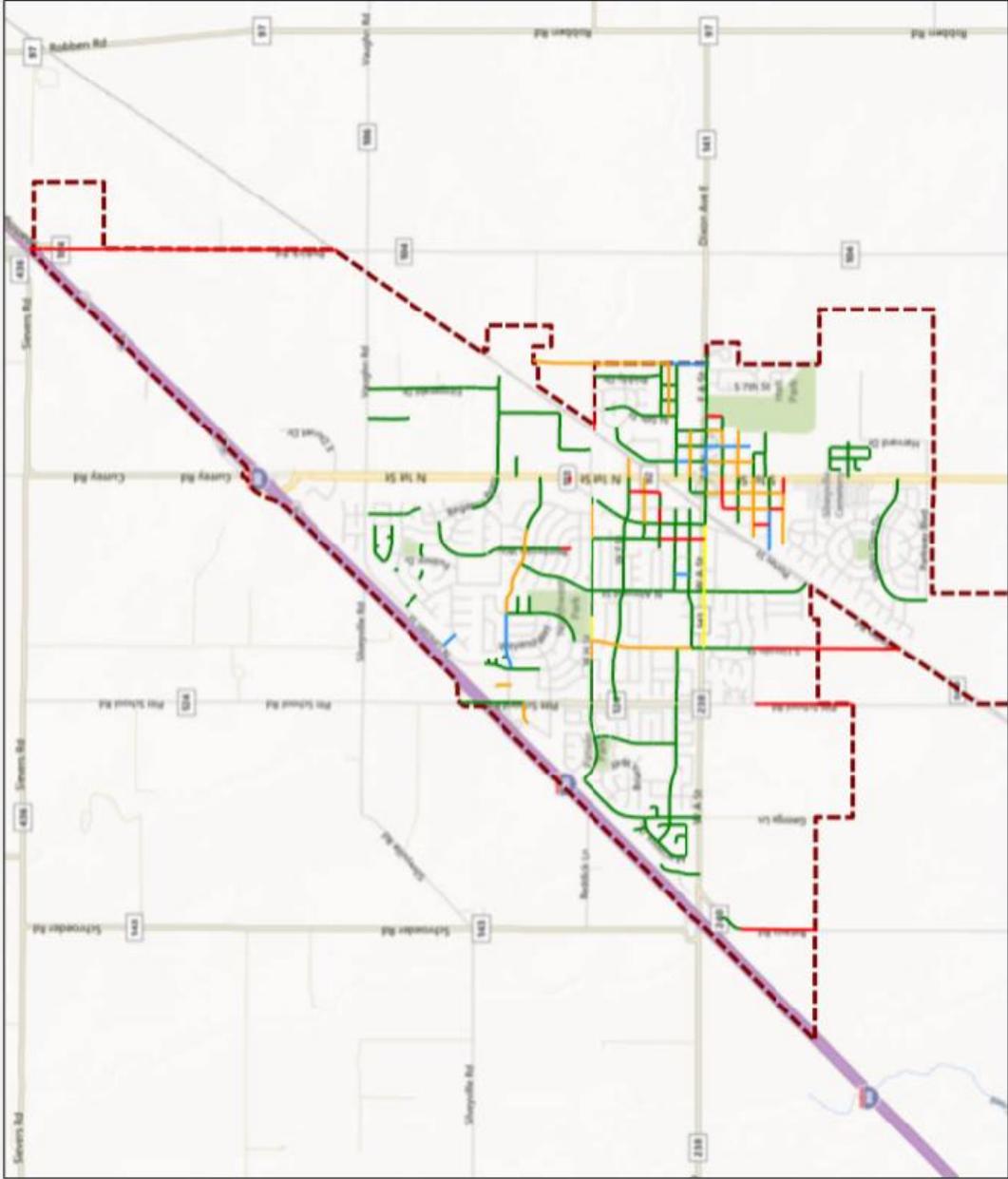
The PCI maps below illustrate what streets currently look like and will look like, using current budget scenarios, today (2014), 4 years out (2018), nine years out (2023) and 14 years out (2028).



Scenario PCI Condition

Dixon Current Budget - 2018 Project Period - Total Rehab: \$237,459 - Printed: 1/29/2014

City of Dixon
 171 S. 5th St
 Dixon, CA 95620
 (707) 678-7031



Feature Legend

- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor

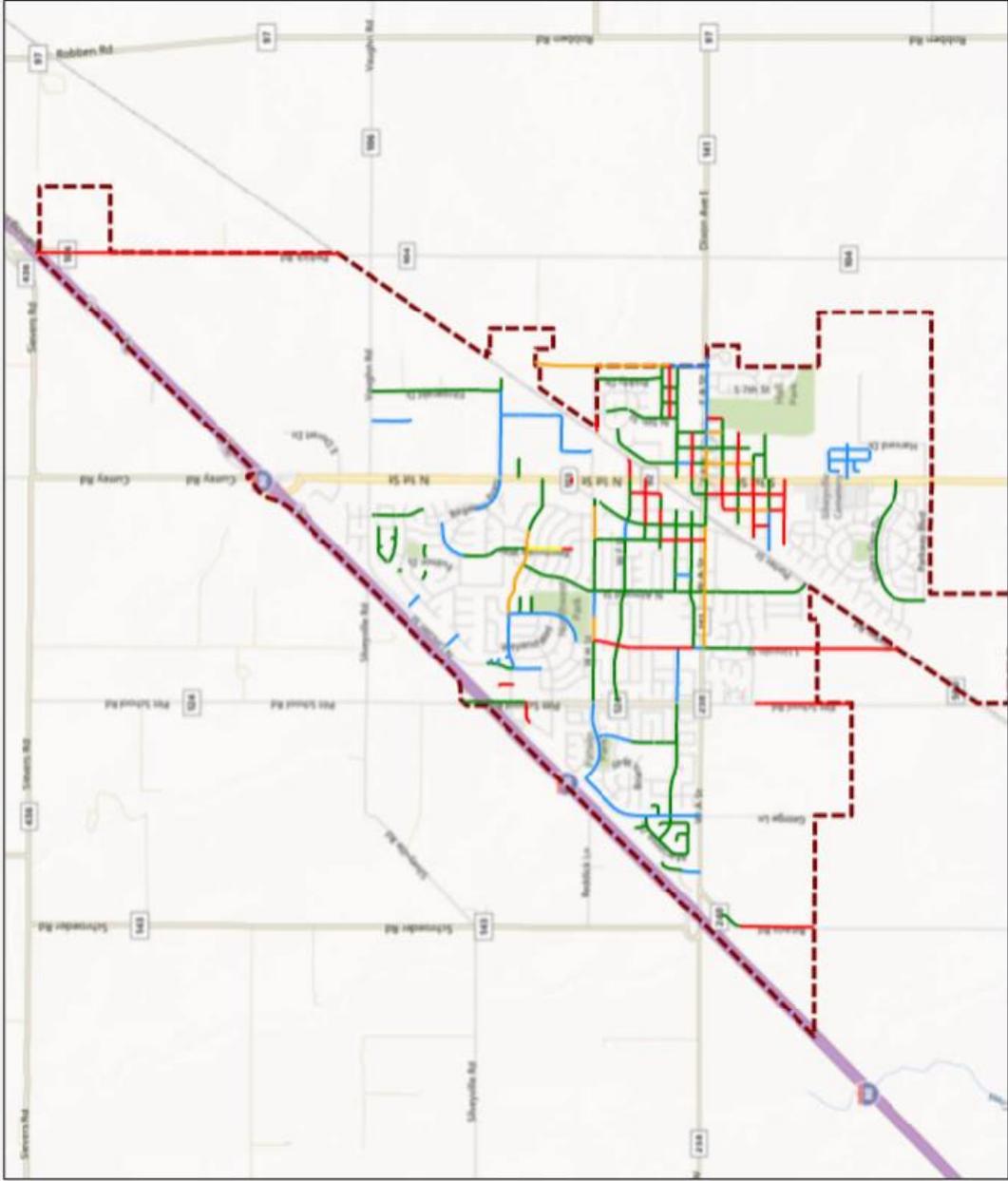




City of Dixon
 171 S. 5th St
 Dixon, CA 95620
 (707) 678-7031

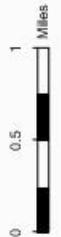
Scenario PCI Condition

Dixon Current Budget - 2023 Project Period - Total Rehab: \$235,845 - Printed: 1/29/2014



Feature Legend

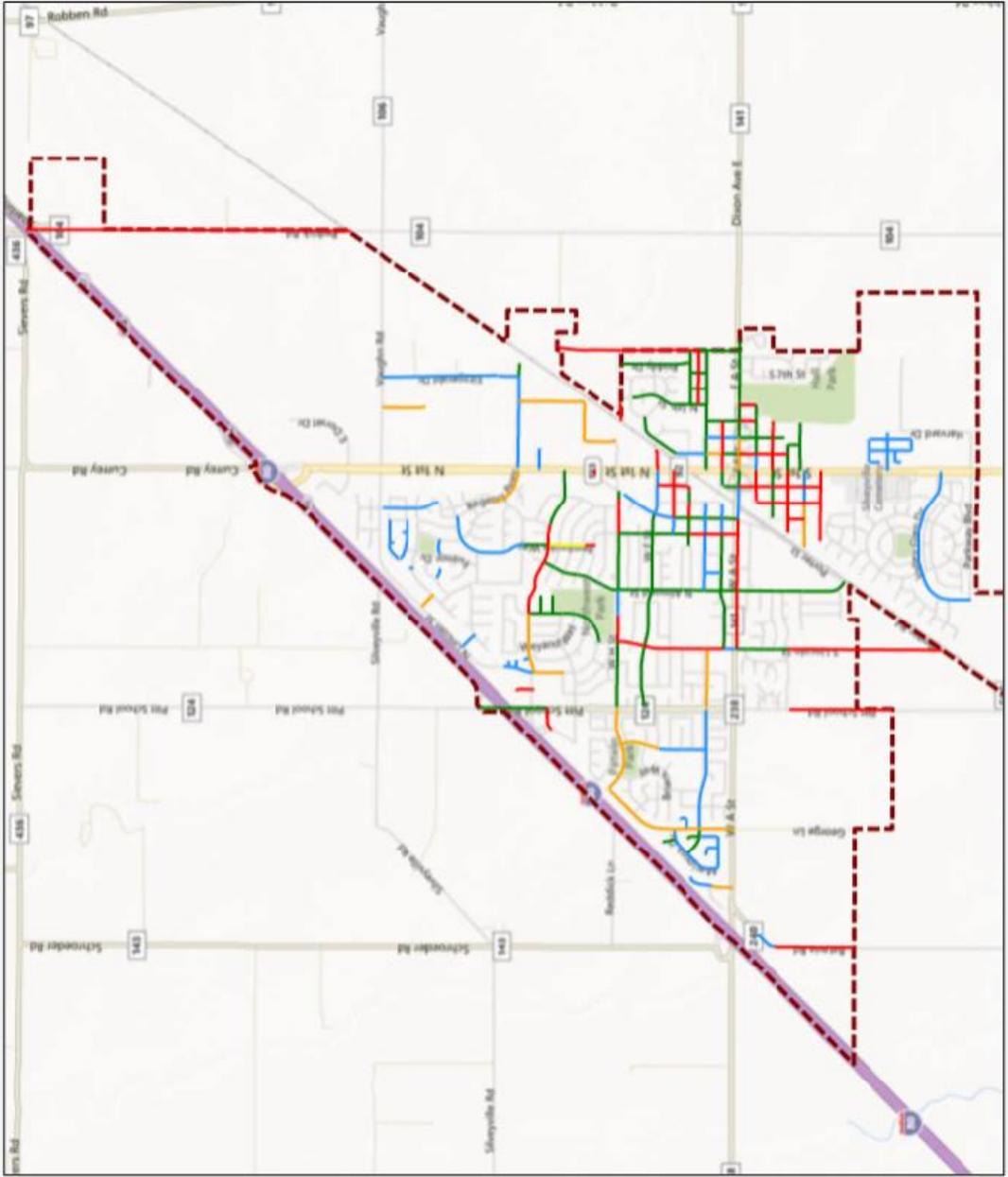
- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor



Scenario PCI Condition

Dixon Current Budget - 2028 Project Period - Total Rehab: \$233,101 - Printed: 1/29/2014

City of Dixon
 171 S. 5th St
 Dixon, CA 95620
 (707) 678-7031



Feature Legend

- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor



City of Fairfield

The City of Fairfield is responsible for the management, repair, and maintenance of 713 lane miles of pavement, or 1,640 pavement sections. Table 1 summarizes the length of the road and 2013 pavement condition index (PCI) by functional class.

Table 1

Functional Class	Sections	Centerline Miles	Lane Miles	2013 PCI
Arterial	88	57.8	166.2	69
Collector	122	52.1	124.1	65
Residential/Local	1368	200.94	404.1	69
Other (Parking lot, alleys)	62	12.3	18.6	N/A
Total	1640	323.14	713	71 (3 yr avg)

The PCI is a measurement of pavement grade or condition and ranges from 0 to 100. The average 2013 PCI (based on a 3-year moving average) of the street network of the City is 71. This network PCI score is considered good, but Fairfield’s PCI fallen from the previous year (PCI 73 in 2012). Currently, 33% of the City’s pavement area falls under “Excellent or Very Good”, 36% falls under “Good or Fair” and 13% falls under “Poor or Failed”. Again, compared with previous years, this shows a consistency in pavement condition categories.

Historically, the City utilizes a program of surface seals and overlays as maintenance and rehabilitation strategies. Surface treatments, such as slurry seals and cape seals, have been usually utilized as a preventive maintenance technique when the pavements are in “Good” condition or above. When the pavement condition deteriorates to lower levels, thin and thick overlays have been performed. Base repairs were typically used as preparation prior to overlays and surface seals as necessary.



Poor/Failed Pavement Condition

Excellent/Very Good Pavement Condition

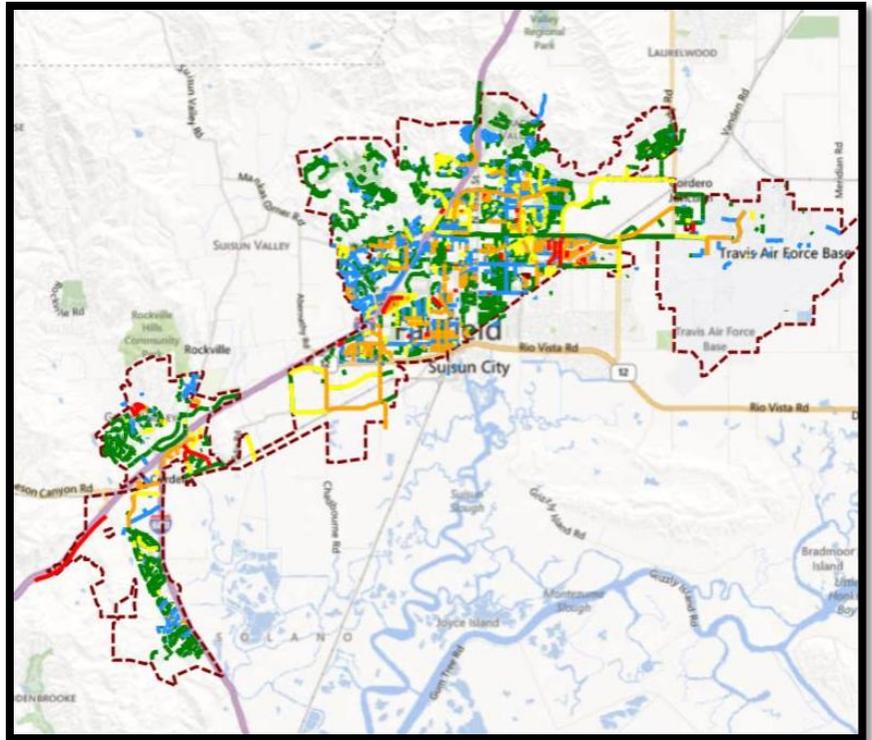


Current Pavement Condition Index (PCI) Map

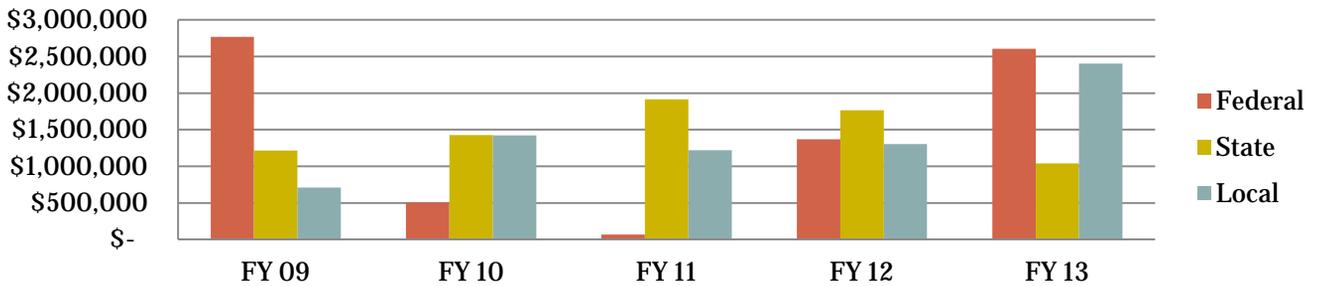
- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor

Past Streets and Roads Investments

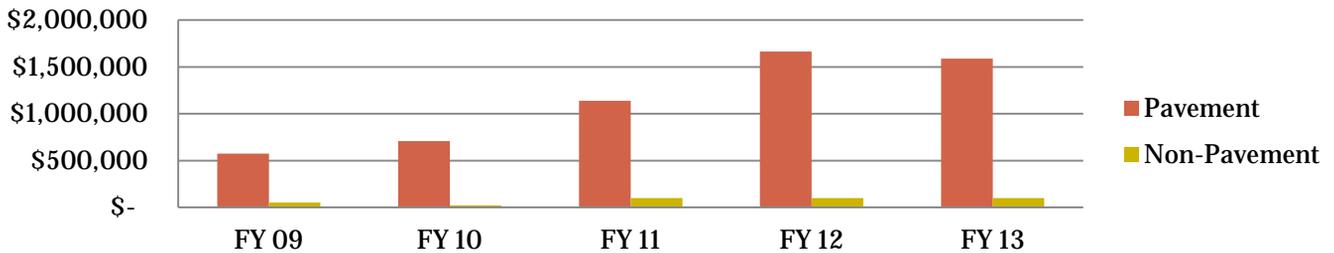
The current PCI reflects the past investments made in Fairfield's streets and roads network. The following charts show 5-year (2009-2013) revenue and expenditure histories for both pavement maintenance and capital projects in Fairfield.



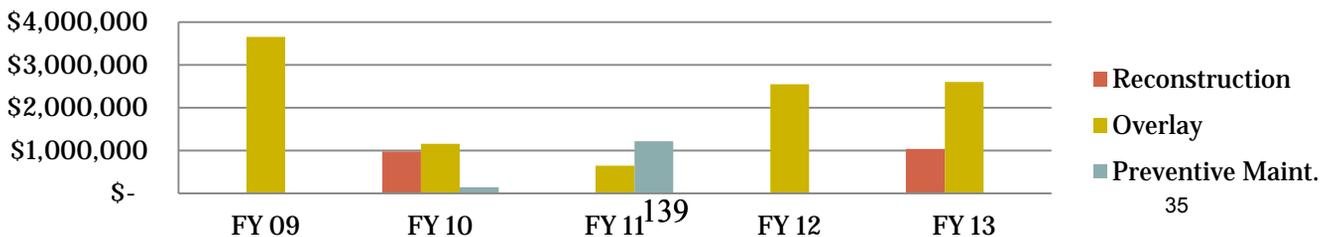
Fairfield Total Revenue



Fairfield Maintenance Expenditures



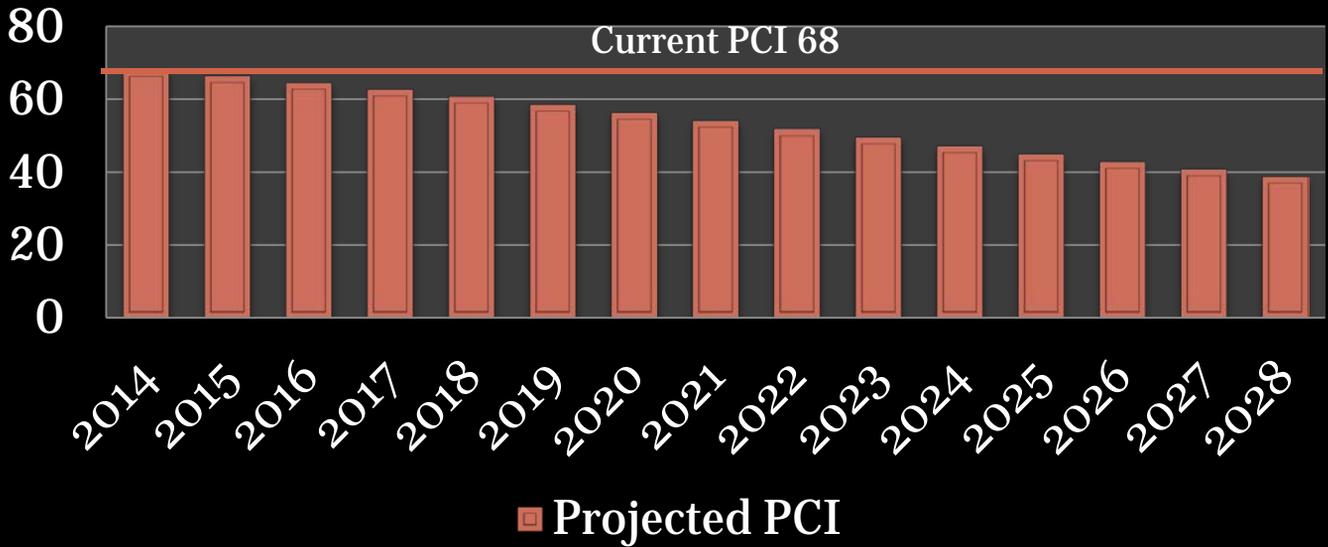
Fairfield Capital Improvement Expenditures



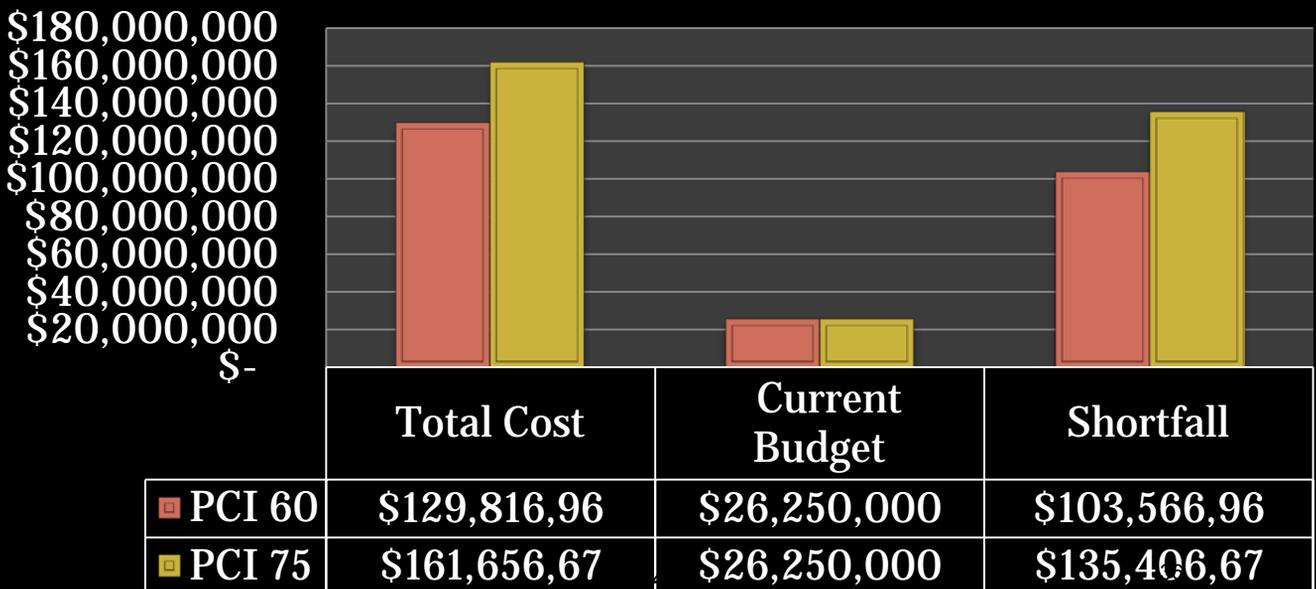
Future Pavement and Revenue Needs

In 2013 Fairfield's average PCI was 68, with a budget for roadway maintenance of \$1,750,000 per year. If that current level of funding were to be applied through the year 2028 (15 years) the average PCI for the City would drop from its current average rating of 68 (Good) to 39 (Poor). **To maintain a minimum average PCI rating of 60 in the City of Fairfield**, approximately \$140M would need to be spent over the next 15 years. The current budget provides \$22.5M over 15 years, leaving a funding shortfall of approximately \$117.6M. To reach the higher PCI goal of 75, as stated in the Solano Comprehensive Transportation Plan, \$15M more than what is currently being budgeted would need to be invested in Fairfield's roads over the next 15 years.

PCI with Current Budget (1,750,000 Annually)



15 Year Outlook



Where Do We Go From Here?

Timely investment in roadway preservation can save cities millions of tax dollars in long-term maintenance costs. A municipality that spends \$1 on timely maintenance to keep a section of roadway in good condition would have to spend \$5 to restore the same road if the pavement is allowed to deteriorate to the point where major rehabilitation is necessary (MTC, 2011). Pavements that are still in good condition (a PCI of 70 or above) can be preventively maintained at a low cost, whereas pavements that need significant rehabilitation or reconstruction require five to 15 times the amount of funding. Thus, **Fairfield's current PCI of 68 should be viewed with an understanding that maintaining this "good" classification will be cheaper in the long-term than maintaining the roads at a lower PCI score.**

Fairfield is currently on track to invest approximately 1/5th of the required \$130M necessary to keep the city's PCI at 60 over the next 15 years. If the city were to raise its average PCI to 75, the goal stated in the Countywide Transportation Plan, then the city would need to invest an additional \$135M more than the \$26M they are currently on track to spend over the next 15 years.

*"Strategic investment in infrastructure produces a foundation for long-term growth."
-Roger McNamee*

Without a healthy investment in its roadway infrastructure, the City of Fairfield will continue its downward trend in pavement quality. This deterioration hinders Fairfield from attracting new jobs, housing, tourism, and business investment. More money spent now in long-term roadway maintenance can save Fairfield millions in the future and strengthen its local economy.



Potholes can grow into major obstacles if not treated quickly.



*Investing in caution signs is a poor substitute for roadway maintenance. *(Sign not located in Fairfield)*

SOLANO TRANSPORTATION AUTHORITY

5 Year Local Streets and Roads Budget Info

Fiscal Years 2009 - 2013

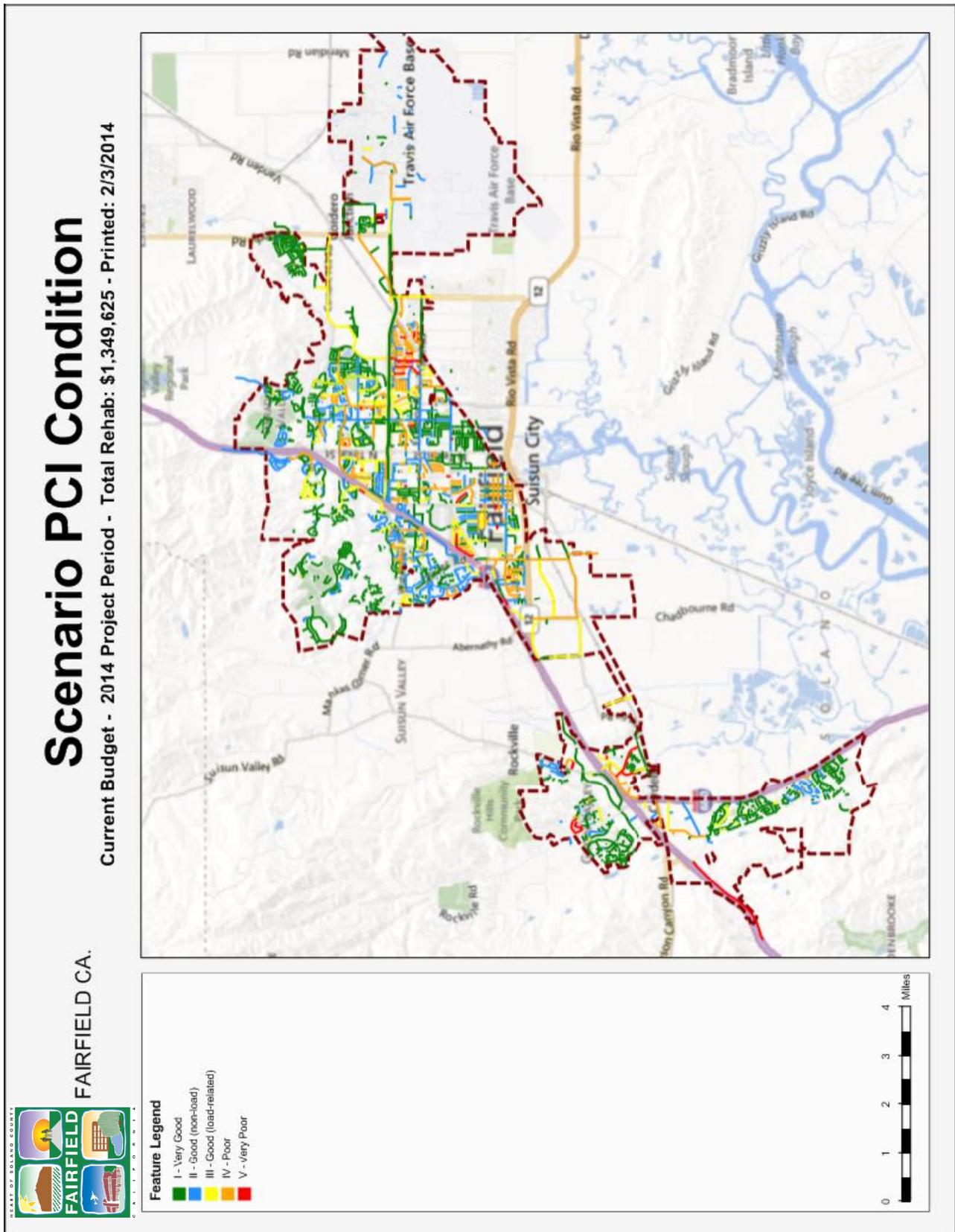
CITY OF FAIRFIELD

REVENUES							
	FY 09	FY 10	FY 11	FY 12	FY 13	TOTAL	
<i>Total Revenue</i>							
Federal	\$ 2,766,917	\$ 502,905	\$ 68,400	\$ 1,370,000	\$ 2,605,000	\$ 7,313,222	
State	\$ 1,216,828	\$ 1,426,426	\$ 1,912,733	\$ 1,766,000	\$ 1,038,000	\$ 7,359,987	
Local	\$ 709,178	\$ 1,420,971	\$ 1,219,797	\$ 1,304,210	\$ 2,402,000	\$ 7,056,156	
TOTAL BY FISCAL YEAR	\$ 4,692,923	\$ 3,350,302	\$ 3,200,930	\$ 4,440,210	\$ 6,045,000	\$ 21,729,365	

EXPENDITURES							
	FY 09	FY 10	FY 11	FY 12	FY 13	TOTAL	
<i>Maintenance and Operations</i>							
Pavement	\$ 575,000	\$ 708,000	\$ 1,140,000	\$ 1,666,000	\$ 1,590,000	\$ 5,679,000	
Non-Pavement	\$ 51,000	\$ 20,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 371,000	
<i>Capital Improvement Program</i>							
Reconstruction	\$ -	\$ 982,214	\$ -	\$ -	\$ 1,042,000	\$ 2,024,214	
Overlay	\$ 3,657,116	\$ 1,159,931	\$ 648,733	\$ 2,554,310	\$ 2,601,000	\$ 10,621,090	
Preventive Maint.	\$ -	\$ 144,069	\$ 1,219,797	\$ -	\$ -	\$ 1,363,866	
Non-Pavement	\$ 409,807	\$ 336,088	\$ 92,400	\$ 119,900	\$ 712,000	\$ 1,670,195	
TOTAL BY FISCAL YEAR	\$ 4,692,923	\$ 3,350,302	\$ 3,200,930	\$ 4,440,210	\$ 6,045,000	\$ 21,729,365	

What will Fairfield's Streets look like in the Future using Current Budget Scenarios?

The PCI maps below illustrate what streets currently look like and will look like, using current budget scenarios, today (2014), 4 years out (2018), nine years out (2023) and 14 years out (2028).

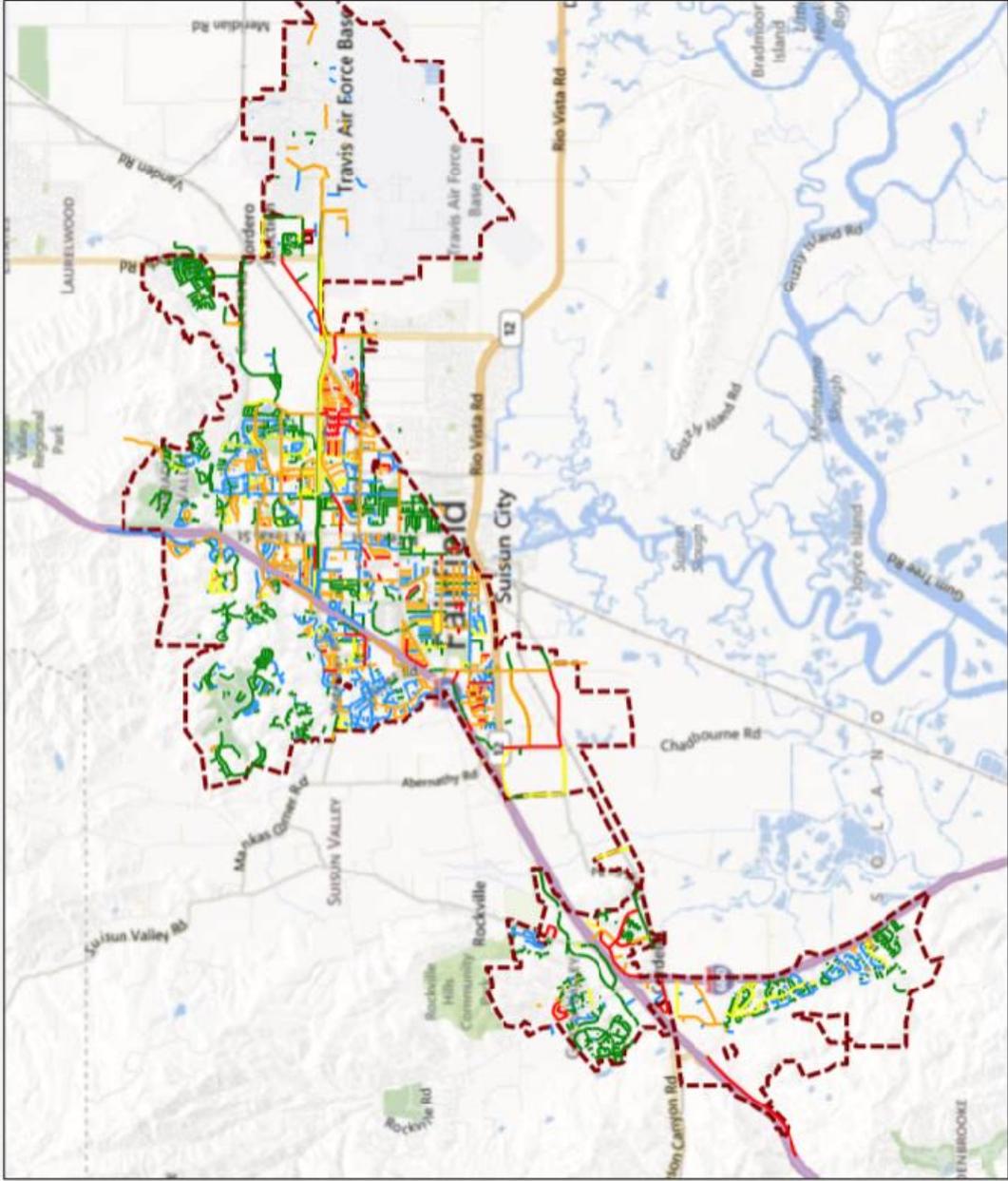




HEART OF SOLANO COUNTY
FAIRFIELD CA.
 A L I C E S O L A N O C O U N T Y

Scenario PCI Condition

Current Budget - 2018 Project Period - Total Rehab: \$1,349,897 - Printed: 2/3/2014



Feature Legend

- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor

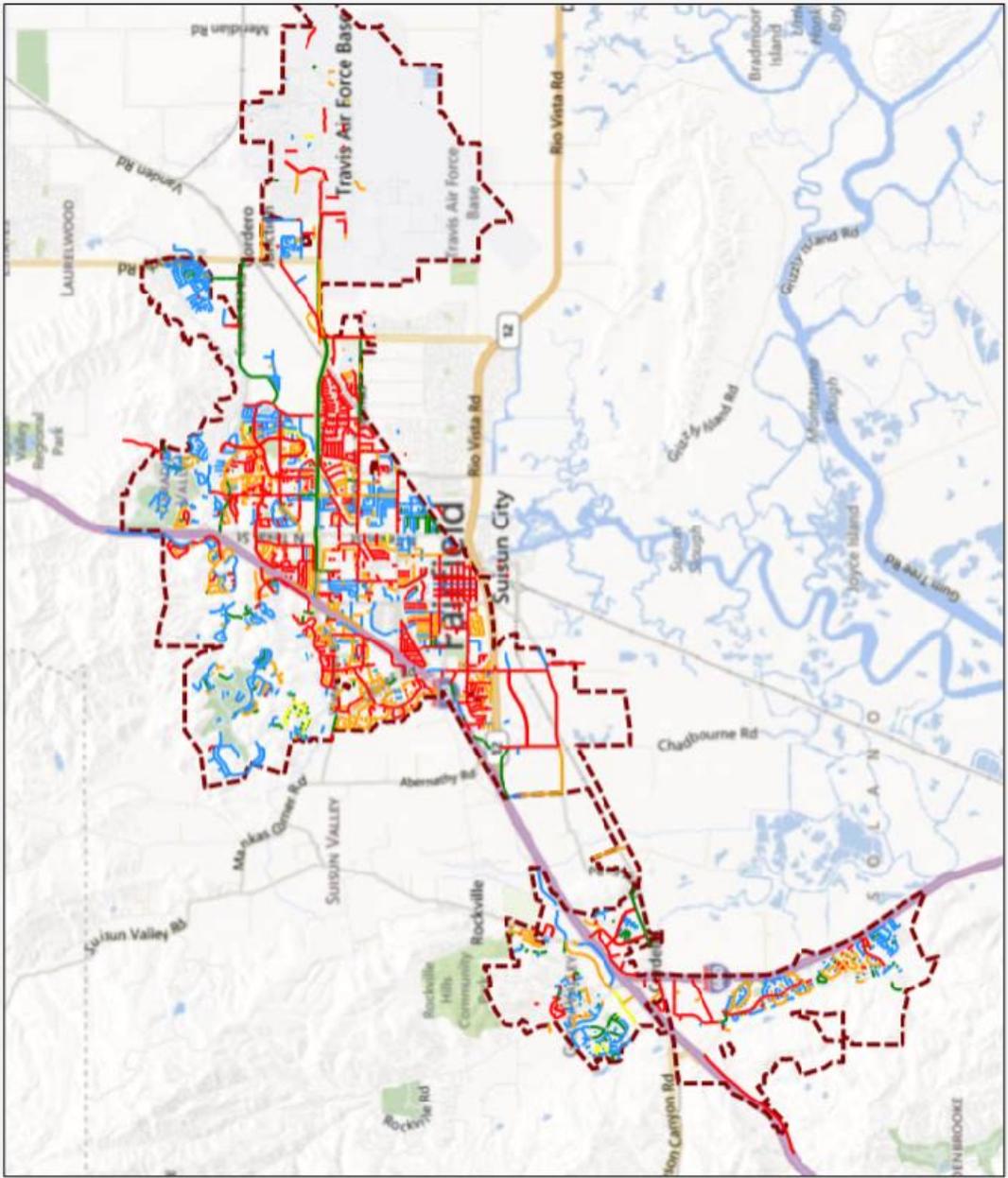




HEART OF SOLANO COUNTY
FAIRFIELD
 COUNTY CALIFORNIA

Scenario PCI Condition

Current Budget - 2028 Project Period - Total Rehab: \$1,344,230 - Printed: 2/3/2014



Feature Legend

- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor



City of Rio Vista

The City of Rio Vista is responsible for the management, repair, and maintenance of 46 lane miles of pavement, or 146 pavement sections. Table 1 summarizes the length of the road and 2012 pavement condition index (PCI) by functional class.

Table 1

Functional Class	Sections	Centerline Miles	Lane Miles	2013 PCI
Arterial	7	1.15	2.30	74
Collector	27	8.98	17.97	70
Residential/Local	112	12.81	25.63	48
Total	146	22.94	45.89	58 (3 yr avg)

The PCI is a measurement of pavement grade or condition and ranges from 0 to 100. The average 2013 PCI (based on a 3-year moving average) of the street network of the City is 58. Rio Vista’s PCI has increased the previous two years average PCI score (PCI 47 in 2011 and 51 in 2012), it is still considered “at-risk.” Currently, 39% of the City’s pavement area falls under “Excellent or Very Good”, 22% falls under “Good or Fair” and 39% falls under “Poor or Failed.” Again, compared with previous years, this shows an improvement in pavement condition categories; however deficiencies in the overall network will need to be addressed. If these are not addressed, the quality of the road network will inevitably decline. In order to correct these deficiencies, a cost-effective funding, maintenance and rehabilitation strategy will need to be implemented.

The Rio Vista development, “Trilogy” is a private development, and does not have any affect on the PCI scores in the City of Rio Vista; therefore these new roads which are rated “excellent condition” have not added to the City’s PCI score increase.



At-Risk/Poor Pavement Condition

Excellent/Very Good Pavement Condition

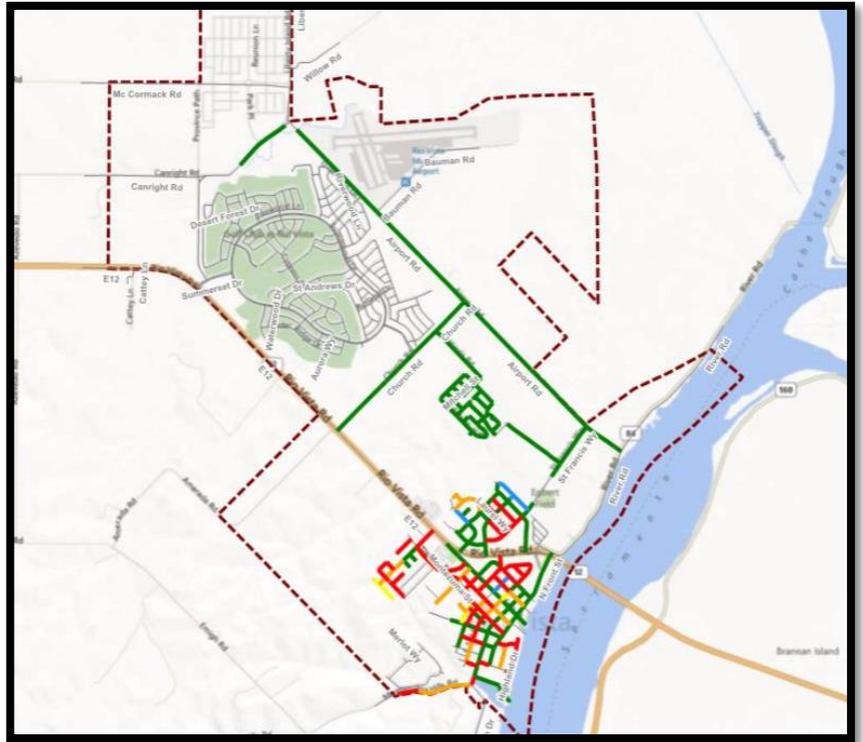


Current Pavement Condition Index (PCI) Map

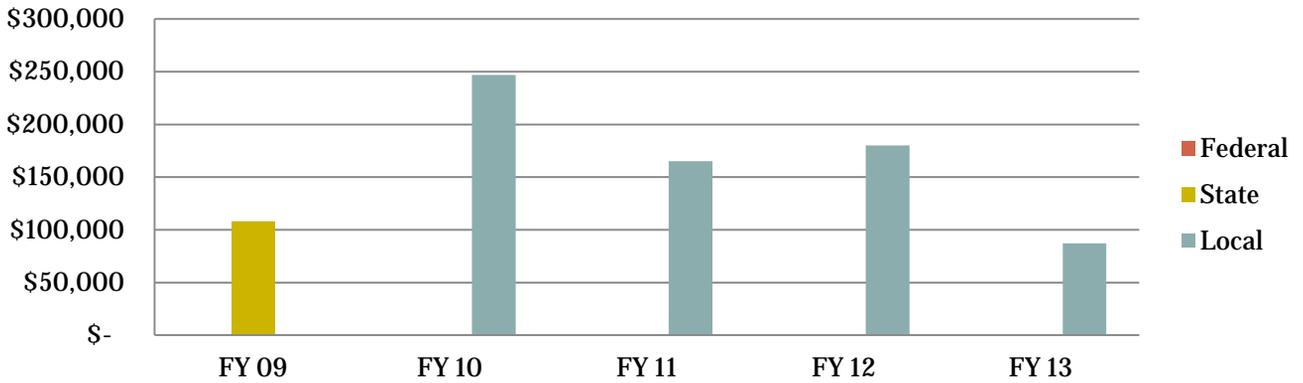
- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor

Past Streets and Roads Investments

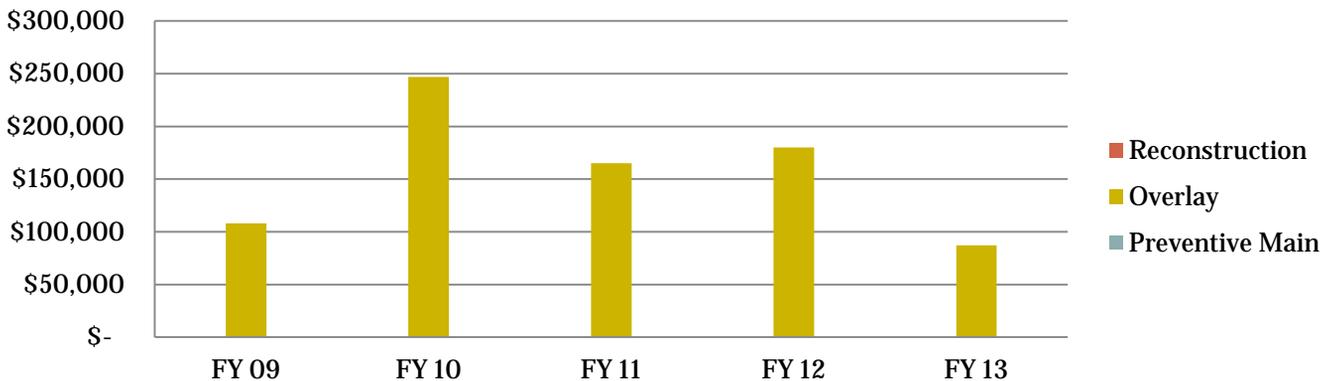
The current PCI reflects the past investments made in Rio Vista's streets and roads network. The following charts show 5-year (2009-2013) revenue and expenditure histories for both pavement maintenance and capital projects in Rio Vista.



Rio Vista Total Revenue



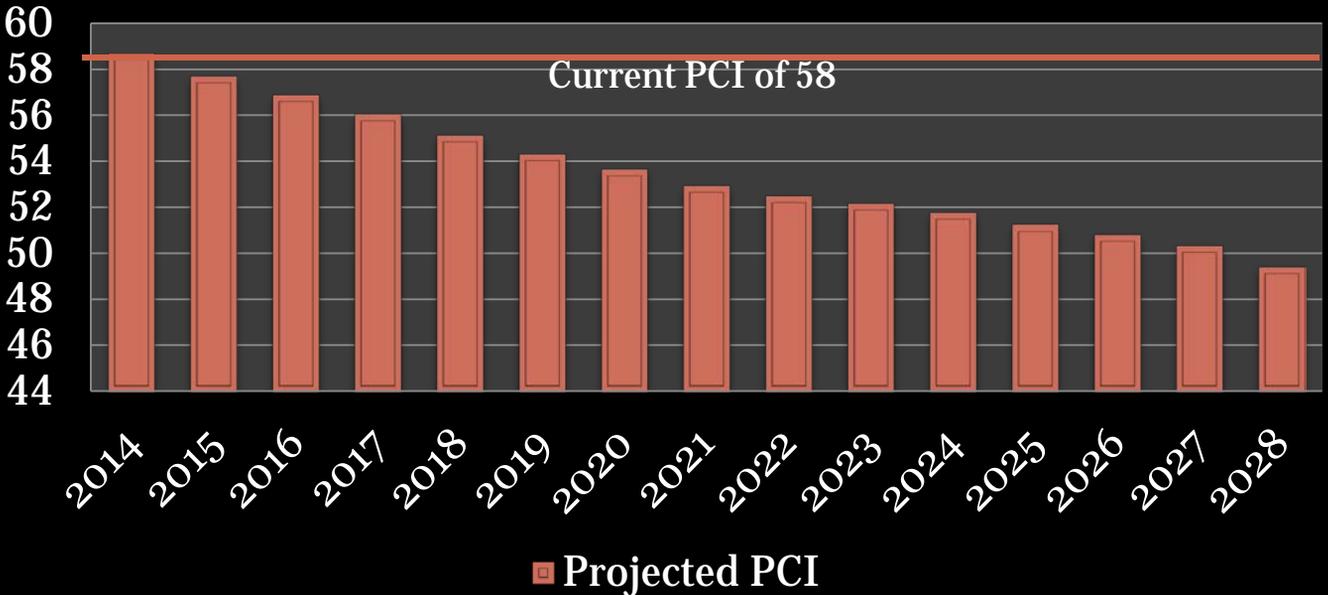
Rio Vista Capital Improvement Expenditures



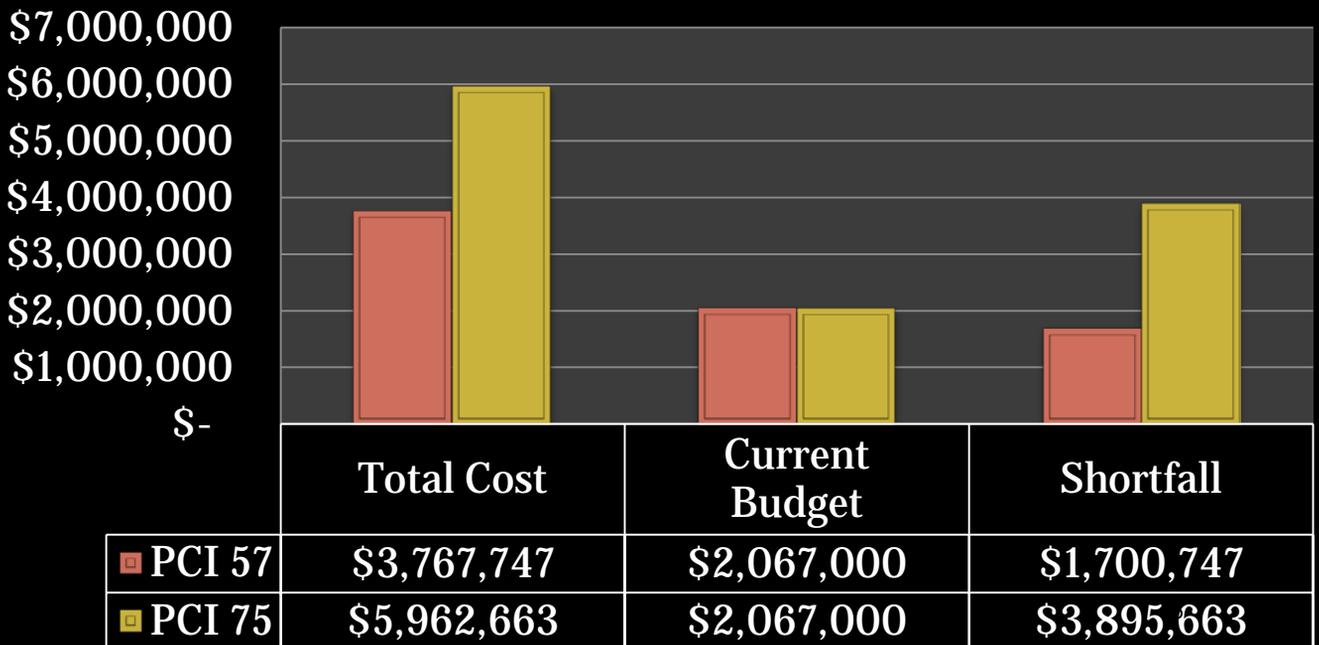
Future Pavement and Revenue Needs

In 2013 Rio Vista's average PCI was 58, with a budget for roadway maintenance of \$138,000 per year. If that current level of funding were to be applied through the year 2028 (15 years) the average PCI for the City would drop from its current average rating of 57 (At Risk) to 44 (Poor). **To maintain an average PCI rating of 60 in the City of Rio Vista**, approximately \$3.7M would need to be spent over the next 15 years. The current budget provides approximately \$2M over 15 years, leaving a funding shortfall of approximately \$1.7M. To reach the higher PCI goal of 75, as stated in the Solano Comprehensive Transportation Plan, approximately \$4M more than what is currently being budgeted would need to be invested in Fairfield's roads over the next 15 years.

PCI with Current Budget (\$138,000 Annually)



15 Year Outlook



Where Do We Go From Here?

Timely investment in roadway preservation can save cities millions of tax dollars in long-term maintenance costs. A municipality that spends \$1 on timely maintenance to keep a section of roadway in good condition would have to spend \$5 to restore the same road if the pavement is allowed to deteriorate to the point where major rehabilitation is necessary (MTC, 2011). Pavements that are still in good condition (a PCI of 70 or above) can be preventively maintained at a low cost, whereas pavements that need significant rehabilitation or reconstruction require five to 15 times the amount of funding. Thus, **Rio Vista's current PCI of 58 should be viewed with caution, as it indicates that its local streets and roads are poised on the edge of a maintenance cliff.**

Rio Vista is currently on track to invest less than approximately 1/2 of the required \$3.75M necessary to keep the city's PCI at 60 over the next 15 years. If the city were to raise its average PCI to 75, the goal stated in the Countywide Transportation Plan, then the city would need to invest an additional \$4M more than the \$2M they are currently on track to spend over the next 15 years.

*"Strategic investment in infrastructure produces a foundation for long-term growth."
-Roger McNamee*

Without a healthy investment in its roadway infrastructure, the City of Rio Vista will continue its downward trend in pavement quality. This deterioration hinders Rio Vista from attracting new jobs, housing, tourism, and business investment. More money spent now in long-term roadway maintenance can save Rio Vista millions in the future and strengthen its local economy.



Potholes can grow into major obstacles if not treated quickly.



*Investing in caution signs is a poor substitute for roadway maintenance. *(Sign not located in Rio Vista)*

SOLONO TRANSPORTATION AUTHORITY

5 Year Local Streets and Roads Budget Info

Fiscal Years 2009 - 2013

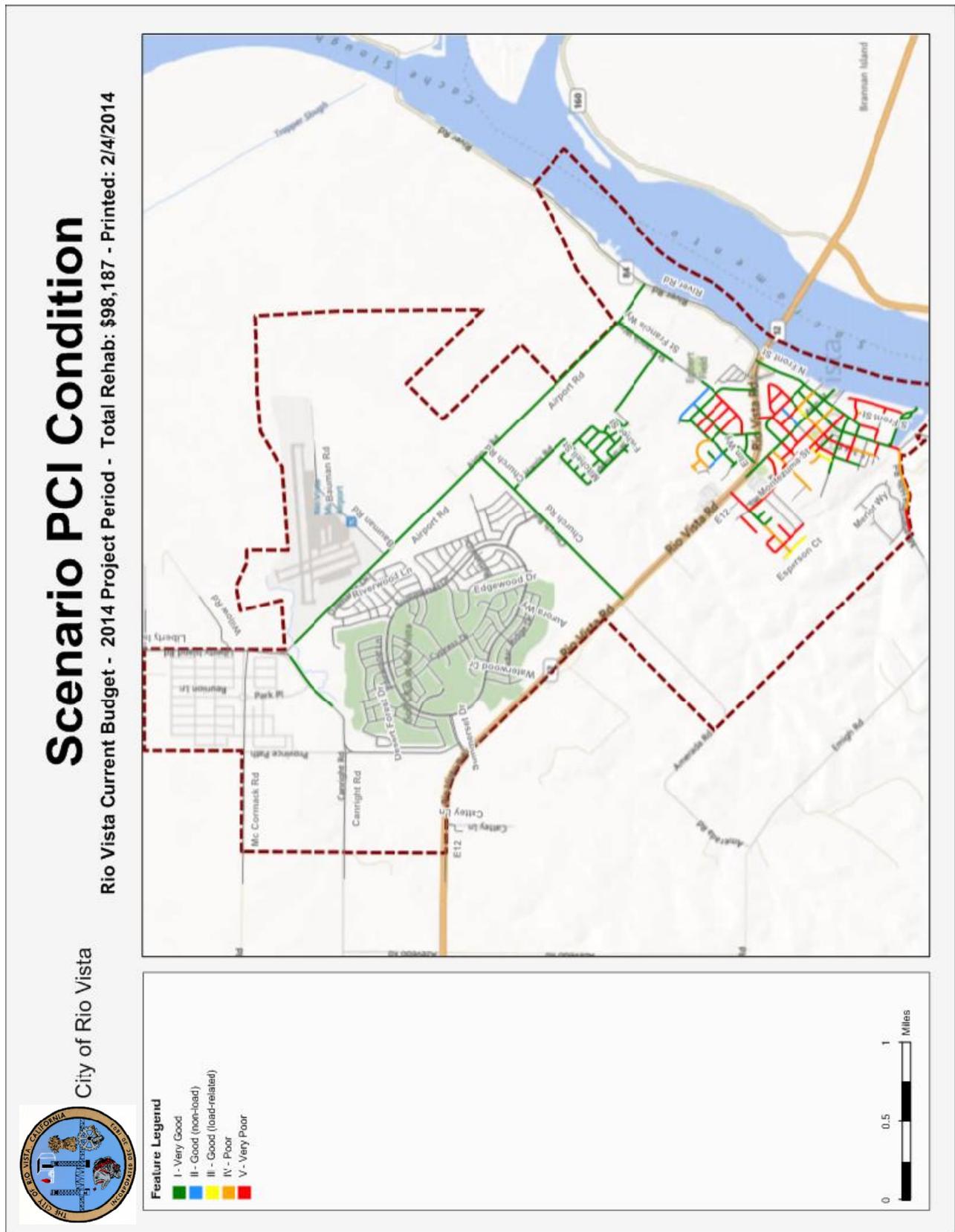
CITY OF RIO VISTA

REVENUES							
	FY 09	FY 10	FY 11	FY 12	FY 13	TOTAL	
<i>Total Revenue</i>							
Federal	\$ -	\$ -	\$ -	\$ -		\$ -	
State	\$ 108,000	\$ -	\$ -	\$ -		\$ 108,000	
Local	\$ -	\$ 247,000	\$ 165,000	\$ 180,000	\$ 87,000	\$ 679,000	
TOTAL BY FISCAL YEAR	\$ 108,000	\$ 247,000	\$ 165,000	\$ 180,000	\$ 87,000	\$ 787,000	

EXPENDITURES							
	FY 09	FY 10	FY 11	FY 12	FY 13	TOTAL	
<i>Maintenance and Operations</i>							
Pavement	\$ -	\$ -	\$ -	\$ -		\$ -	
Non-Pavement	\$ -	\$ -	\$ -	\$ -		\$ -	
<i>Capital Improvement Program</i>							
Reconstruction	\$ -	\$ -	\$ -	\$ -		\$ -	
Overlay	\$ 108,000	\$ 247,000	\$ 165,000	\$ 180,000	\$ 87,000	\$ 787,000	
Preventive Mair	\$ -	\$ -	\$ -	\$ -		\$ -	
Non-Pavement							
TOTAL BY FISCAL YEAR	\$ 108,000	\$ 247,000	\$ 165,000	\$ 180,000	\$ 87,000	\$ 787,000	

What will Rio Vista's Streets look like in the Future using Current Budget Scenarios?

The PCI maps below illustrate what streets currently look like and will look like, using current budget scenarios, today (2014), 4 years out (2018), nine years out (2023) and 14 years out (2028).

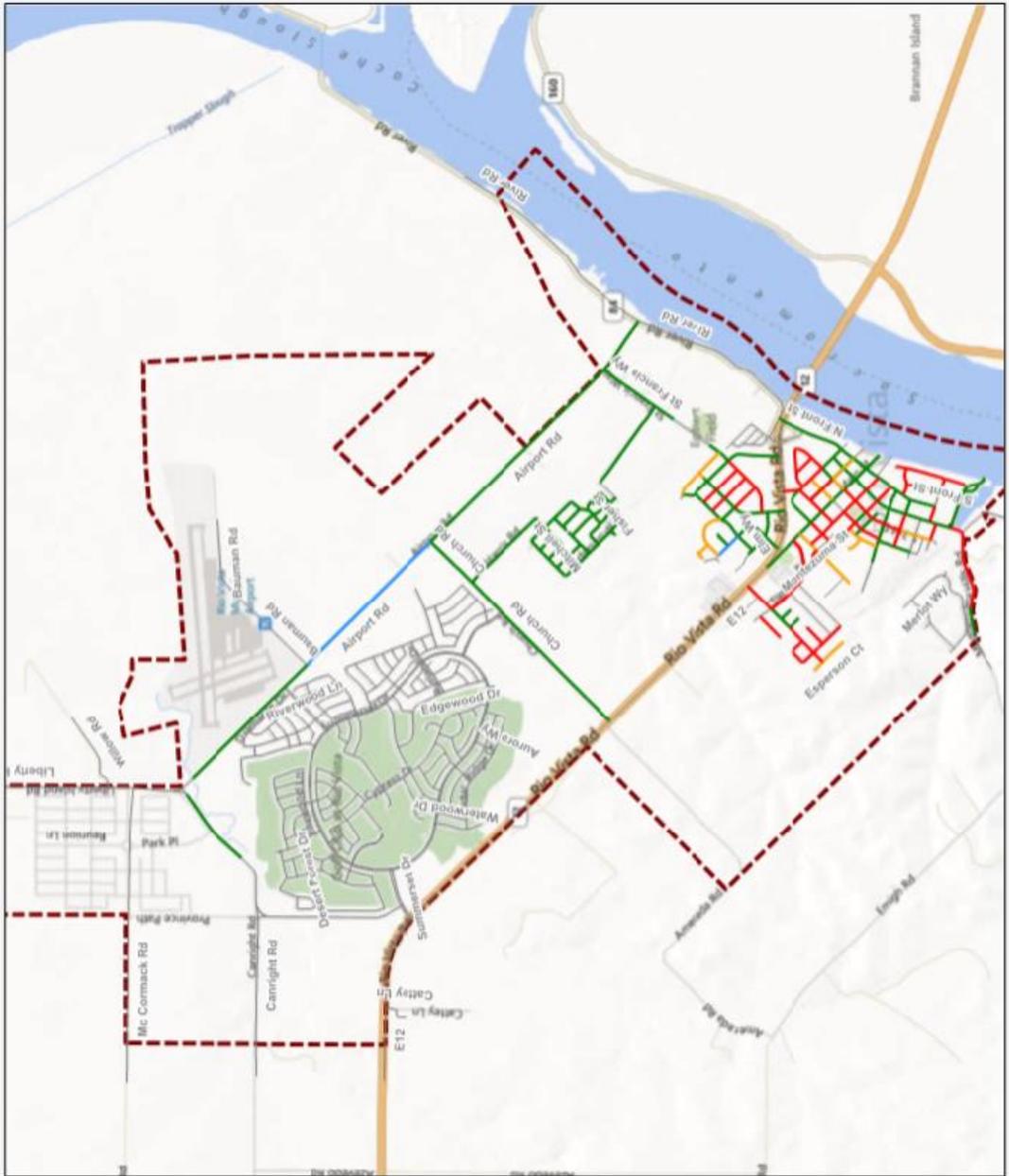




City of Rio Vista

Scenario PCI Condition

Rio Vista Current Budget - 2018 Project Period - Total Rehab: \$99,190 - Printed: 2/4/2014



Feature Legend

- I - Very Good
- II - Good (non-load)
- IV - Poor
- V - Very Poor

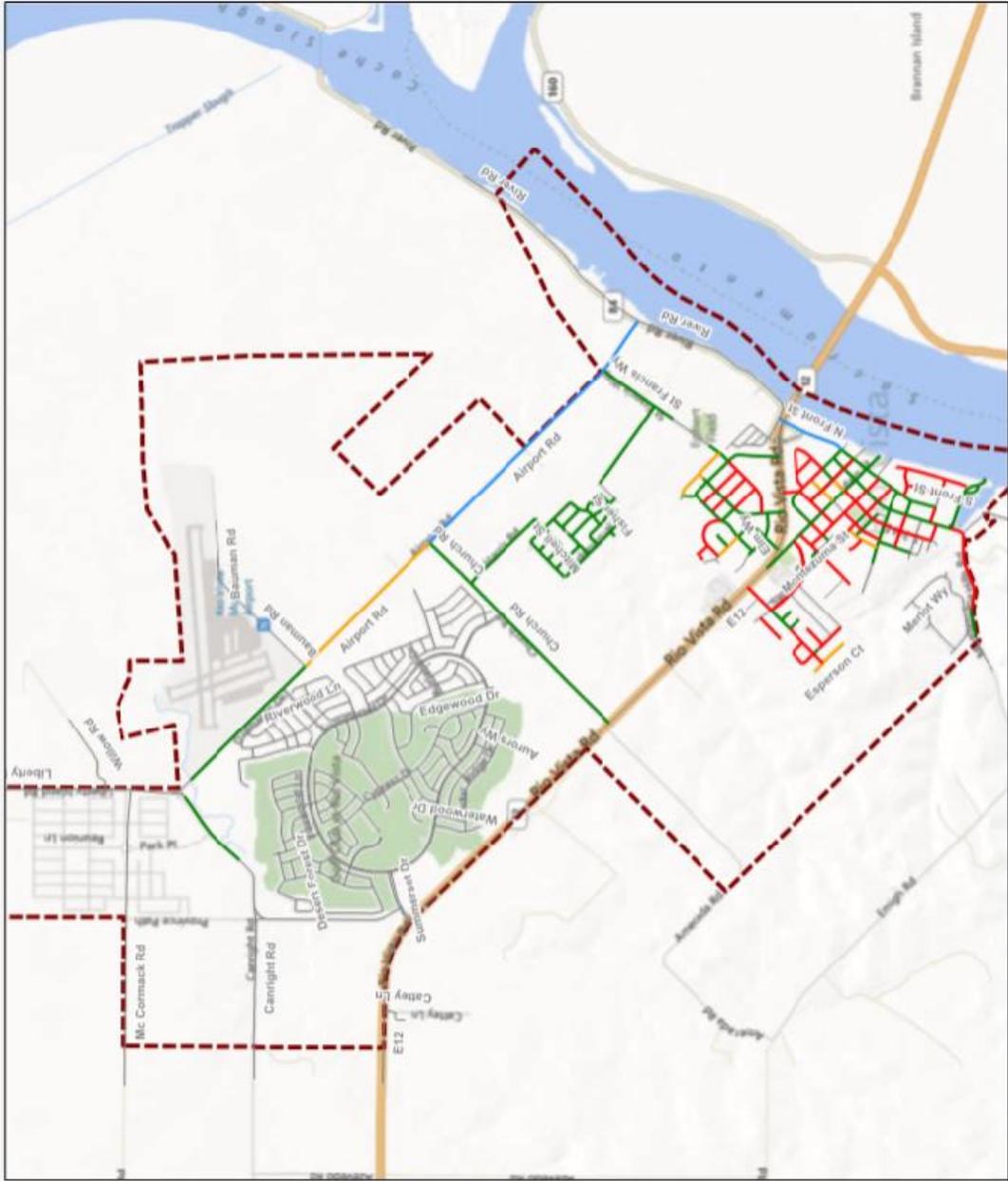




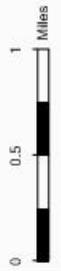
City of Rio Vista

Scenario PCI Condition

Rio Vista Current Budget - 2023 Project Period - Total Rehab: \$77,185 - Printed: 2/4/2014



- Feature Legend**
- I - Very Good
 - II - Good (non-load)
 - IV - Poor
 - V - Very Poor

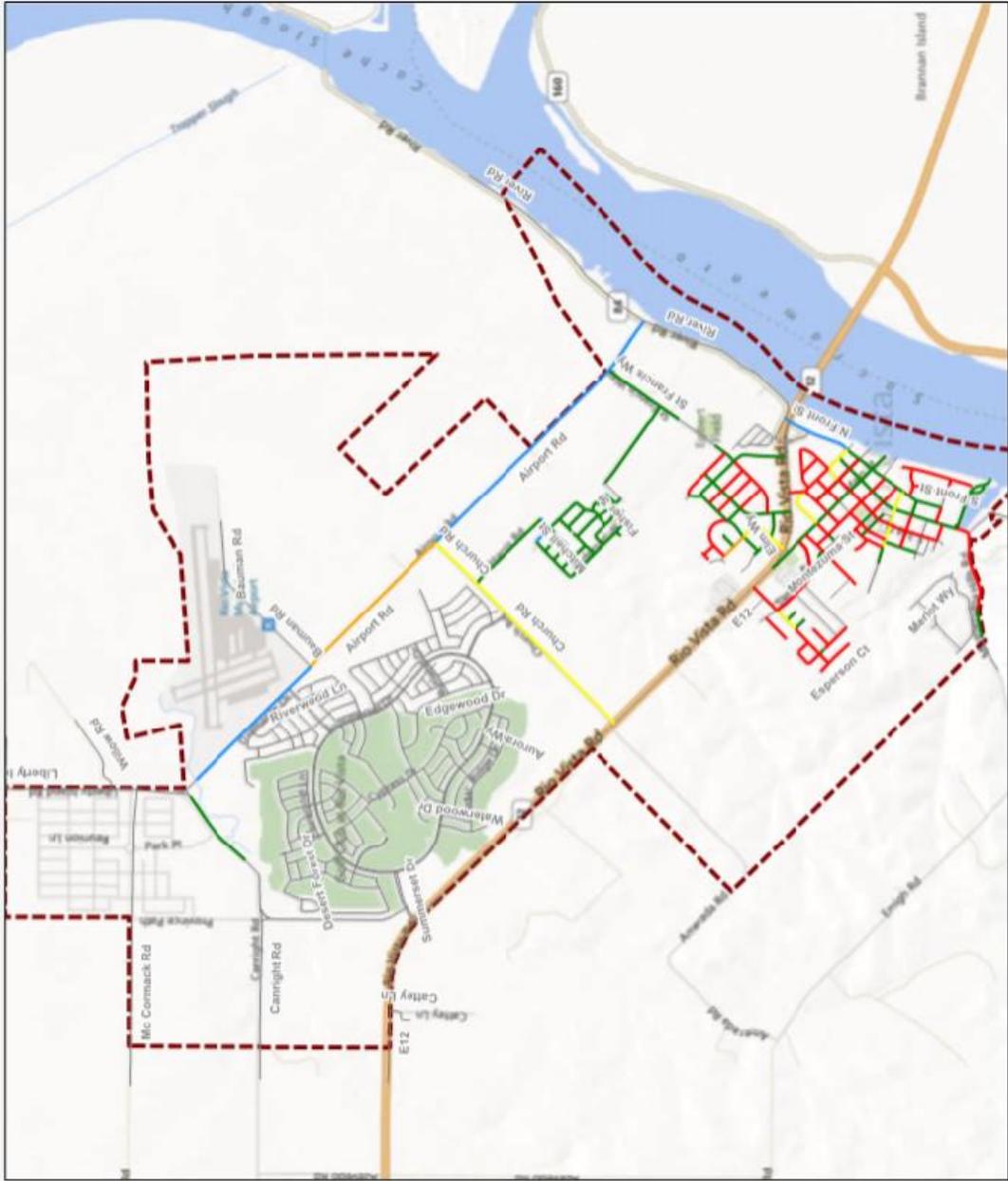




City of Rio Vista

Scenario PCI Condition

Rio Vista Current Budget - 2028 Project Period - Total Rehab: \$98,112 - Printed: 2/4/2014



Feature Legend

- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor



Solano County

The County of Solano is responsible for the management, repair, and maintenance of 937 lane miles of pavement, or 685 pavement sections. Table 1 summarizes the length of the road and 2012 pavement condition index (PCI) by functional class.

Table 1

Functional Class	Sections	Centerline Miles	Lane Miles	2012 PCI
Arterial	25	12	28.31	81
Collector	274	209.2	419.19	82
Residential/Local	377	238.9	477.82	71
Other	9	5.53	11.26	N/A*
Total	685	465.63	936.58	75 (3 yr avg)

The PCI is a measurement of pavement grade or condition and ranges from 0 to 100. The average 2013 PCI (based on a 3-year moving average) of the street network of the County is 75; actual 2013 PCI is 78. Solano County roads have experienced a gradual and steady increase in PCI over the last 7 years, lifting the County’s PCI from 61 to 78 (actual 2013 PCI). County staff primarily attributes the 3.6% annual average PCI increase to the County’s aggressive chip seal program. Every year nearly half of the paved roads are physically driven and 40 miles are identified for chip seal in the Capitol Improvement Plan. County crews spend about 3 months each spring preparing the selected road segments by digging out failed pavement sections, blade patching, and crack sealing. Crews have successfully addressed structural distresses in advance of the surface treatment and paid equal attention to maintaining smooth profiles to make the Solano County chip seal program a great success.

Currently, 48% of the City’s pavement area falls under “Excellent or Very Good”, 46% falls under “Good or Fair” and 6% falls under “Poor or Failed”. Again, compared with previous years, this shows an overall improvement in pavement condition categories.



Poor/Failed Pavement Condition

Excellent/Very Good Pavement Condition

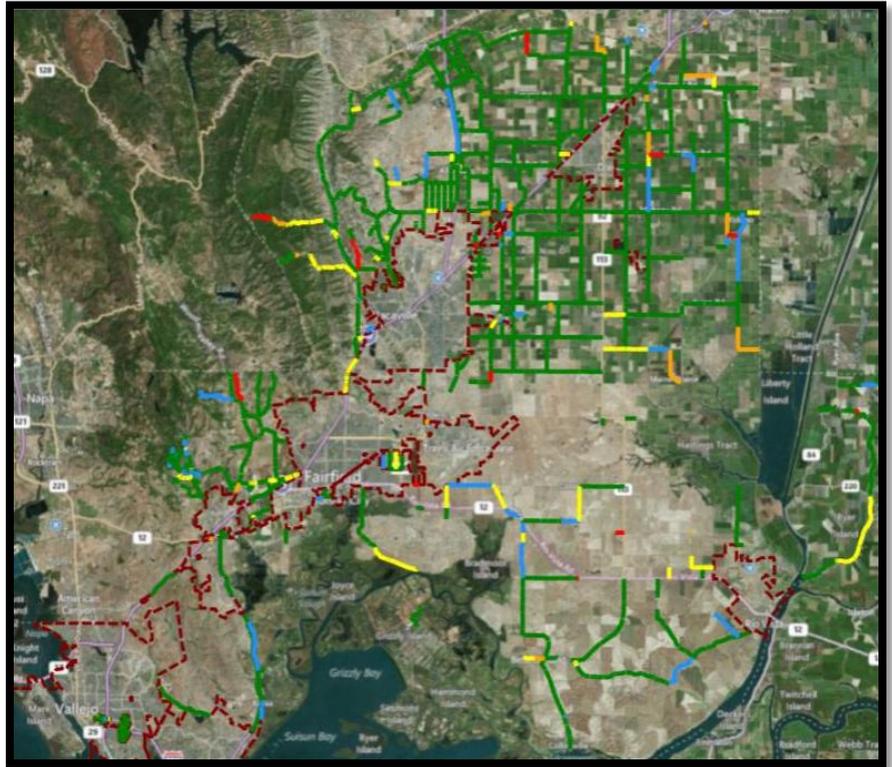


Current Pavement Condition Index (PCI) Map

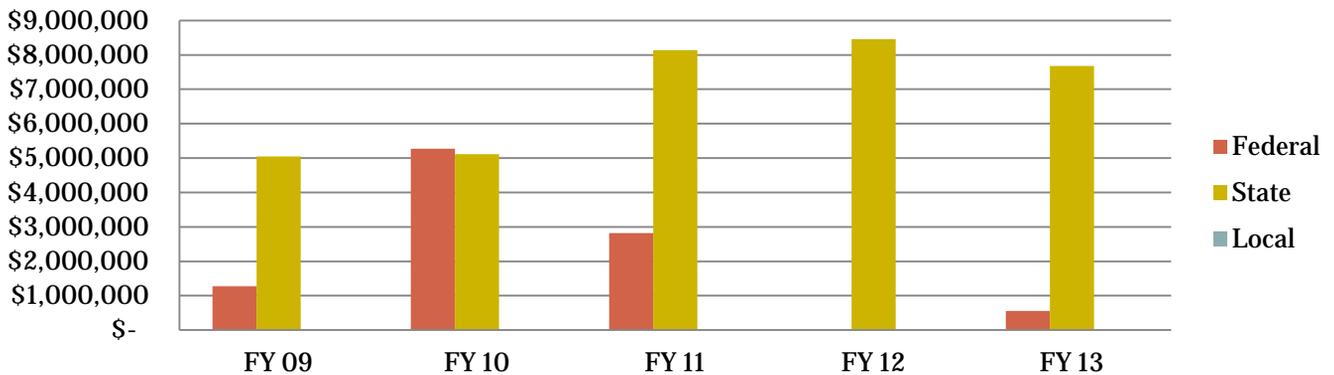
- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor

Past Streets and Roads Investments

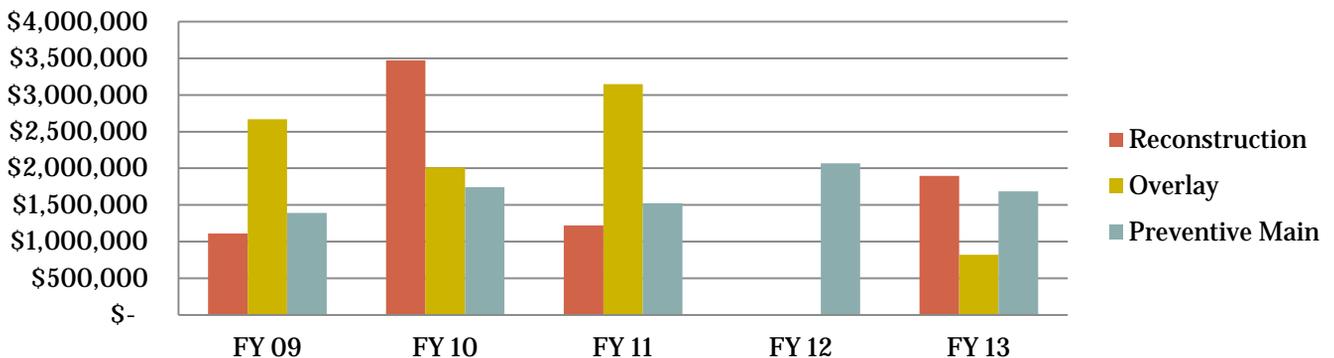
The current PCI reflects the past investments made in Solano County's streets and roads network. The following charts show 5-year (2009-2013) revenue and expenditure histories for both pavement maintenance and capital projects in the County.



Solano County Total Revenue



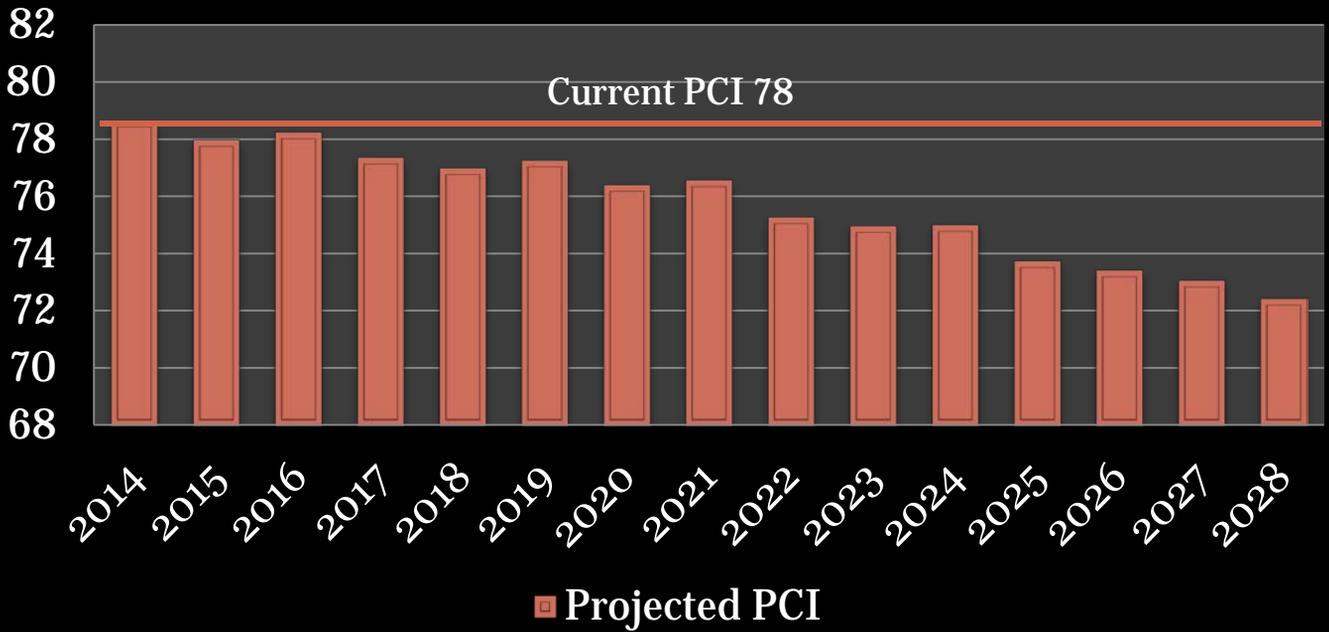
Solano County Capitol Improvement Expenditures



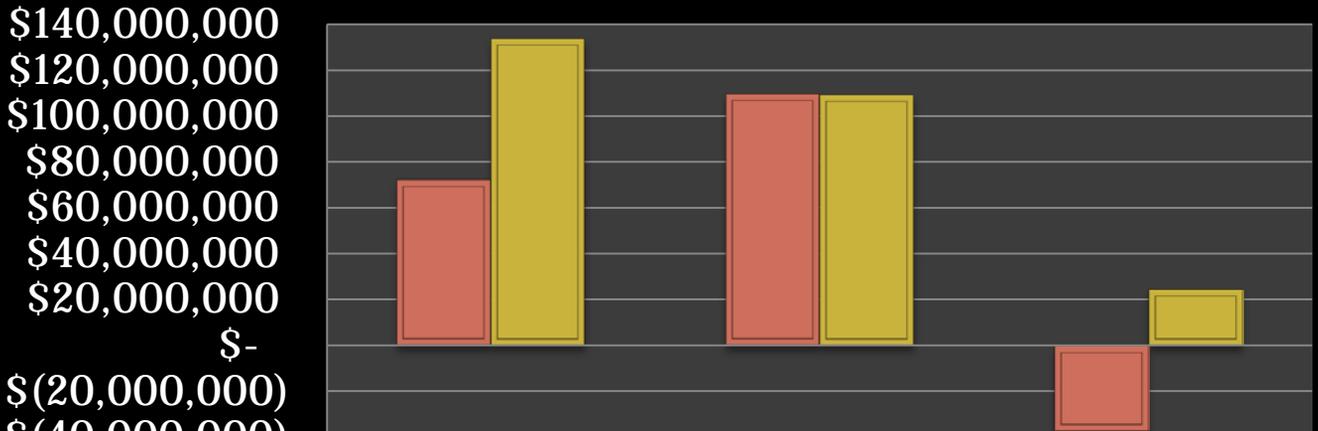
Future Pavement and Revenue Needs

In 2013 Solano County's PCI was 78, with a budget for roadway maintenance of \$7,285,000 per year. If that current level of funding were to be applied through the year 2028 (15 years) the average PCI for the County would drop from its current average rating of 78 (Good) to 72 (Good). To maintain an average PCI rating of 75 in Solano County approximately \$134M would need to be spent over the next 15 years. The current budget provides approximately \$109M over 15 years, leaving a funding shortfall of approximately \$25M.

PCI with Current Budget (\$7,285,000 Annually)



15 Year Outlook



	Total Cost	Current Budget	Shortfall
■ PCI 60	\$72,068,098	\$109,275,00	\$(37,206,90)
■ PCI 75	\$133,823,91	\$109,275,00	\$24,548,919

Where Do We Go From Here?

Timely investment in roadway preservation can save cities millions of tax dollars in long-term maintenance costs. A municipality that spends \$1 on timely maintenance to keep a section of roadway in good condition would have to spend \$5 to restore the same road if the pavement is allowed to deteriorate to the point where major rehabilitation is necessary (MTC, 2011). Pavements that are still in good condition (a PCI of 70 or above) can be preventively maintained at a low cost, whereas pavements that need significant rehabilitation or reconstruction require five to 15 times the amount of funding. Thus, **Solano County's current PCI of 78 should be viewed with an understanding that maintaining this "good" classification will be cheaper in the long-term than maintaining the roads at a lower PCI score.**

Solano County is currently on track to invest approximately 4/5th of the required \$134M necessary to keep the County's PCI at 75 over the next 15 years. The County needs to invest an additional \$25M more than the \$109M they are currently on track to spend over the next 15 years.

*"Strategic investment in infrastructure produces a foundation for long-term growth."
-Roger McNamee*

Without a healthy investment in its roadway infrastructure, the City of Solano County will continue its downward trend in pavement quality. This deterioration hinders Solano County from attracting new jobs, housing, tourism, and business investment. More money spent now in long-term roadway maintenance can save Solano County millions in the future and strengthen its local economy.



Potholes can grow into major obstacles if not treated quickly.



*Investing in caution signs is a poor substitute for roadway maintenance. *(Sign not located in Solano County)*

SOLONO TRANSPORTATION AUTHORITY

5 Year Local Streets and Roads Budget Info

Fiscal Years 2009 - 2013

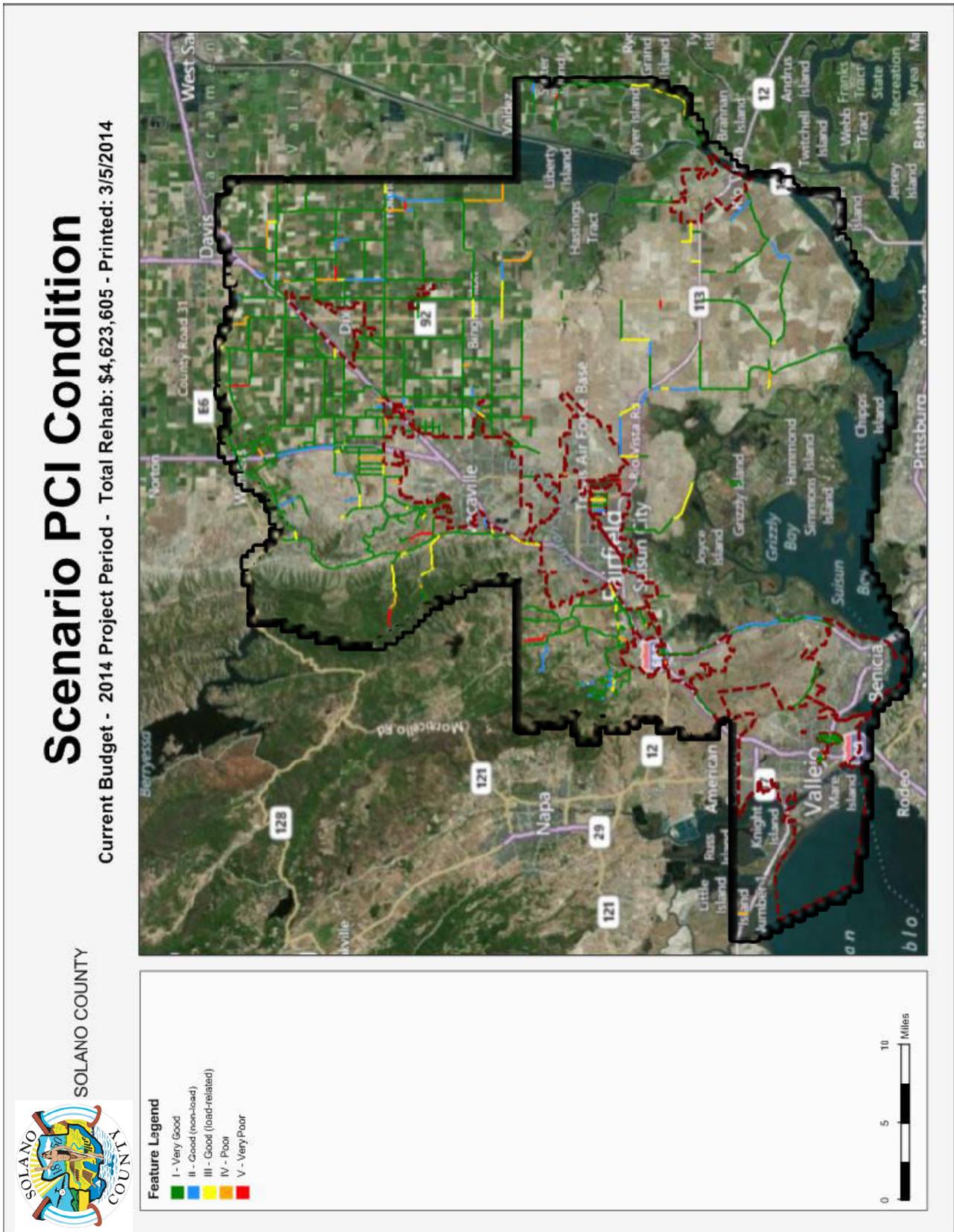
SOLANO COUNTY

REVENUES							
	FY 09	FY 10	FY 11	FY 12	FY 13	TOTAL	
<i>Total Revenue</i>							
Federal	\$ 1,279,191	\$ 5,271,460	\$ 2,815,542		\$ 550,000	\$	9,916,193
State	\$ 5,042,888	\$ 5,112,976	\$ 8,136,594	\$ 8,452,018	\$ 7,681,412	\$	34,425,888
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
TOTAL BY FISCAL YEAR	\$ 6,322,079	\$ 10,384,436	\$ 10,952,136	\$ 8,452,018	\$ 8,231,412	\$	44,342,081

EXPENDITURES							
	FY 09	FY 10	FY 11	FY 12	FY 13	TOTAL	
<i>Maintenance and Operations</i>							
Pavement	\$ 757,744	\$ 456,427	\$ 528,802	\$ 765,111	\$ 610,278	\$	3,118,362
Non-Pavement	\$ 3,496,412	\$ 3,540,526	\$ 2,955,052	\$ 2,853,767	\$ 3,179,155	\$	16,024,912
<i>Capital Improvement Program</i>							
Reconstruction	\$ 1,112,000	\$ 3,474,000	\$ 1,221,000	\$ -	\$ 1,895,000	\$	7,702,000
Overlay	\$ 2,671,000	\$ 2,012,000	\$ 3,146,000	\$ -	\$ 822,000	\$	8,651,000
Preventive Mair	\$ 1,391,262	\$ 1,743,316	\$ 1,522,013	\$ 2,067,131	\$ 1,687,891	\$	8,411,613
Non-Pavement						\$	-
TOTAL BY FISCAL YEAR	\$ 9,428,418	\$ 11,226,269	\$ 9,372,867	\$ 5,686,009	\$ 8,194,324	\$	43,907,887

What will Solano County's Streets look like in the Future using Current Budget Scenarios?

The PCI maps below illustrate what streets currently look like and will look like, using current budget scenarios, today (2014), 4 years out (2018), nine years out (2023) and 14 years out (2028).



City of Suisun City

The City of Suisun City is responsible for the management, repair, and maintenance of 152 lane miles of pavement, or 512 pavement sections. Table 1 summarizes the length of the road and 2013 pavement condition index (PCI) by functional class.

Table 1

Functional Class	Sections	Centerline Miles	Lane Miles	2013 PCI
Arterial	18	6.44	13.85	67
Collector	199	37.63	72.29	57
Residential/Local	295	34	66.07	53
Total	512	78.07	152	62 (3 yr avg)

The PCI is a measurement of pavement grade or condition and ranges from 0 to 100. The average 2013 PCI (based on a 3-year moving average) of the street network of the City is 62. While this network PCI score is considered “fair”, Suisun’s average PCI has dropped the previous two years (PCI 68 in 2011 and PCI 65 in 2012). Currently, 36% of the City’s pavement area falls under “Excellent or Very Good”, 35% falls under “Good or Fair” and 29% falls under “Poor or Failed”.

According to MTC’s 2013 Regional Pavement Summary, Suisun City recently experienced a rather large 9 point PCI drop from 2012 to 2013, going from 65 to 56. This drop can be explained by a complete re-inspection of all of its streets and full update of its Pavement Management Program (PMP). This work was completed by a consultant thanks to funding from MTC’s Pavement Management Technical Assistance Program (P-TAP). Inspections for the previous four years were performed by City staff. Due to the subjective nature of visual pavement assessments and the passage of time, the consultant’s PCIs were notably lower than the City’s PCIs of the previous four years. Also 32 of the pavement network’s segments were either combined or deleted, between 2011-2013. These factors resulted in a notably lower PCI score in the PMP than the previous year, while according to the hired consultant, the actual PCI drop is closer 2 points. Suisun City will continue to work with MTC to address this discrepancy.



Poor/Failed Pavement Condition

Excellent/Very Good Pavement Condition

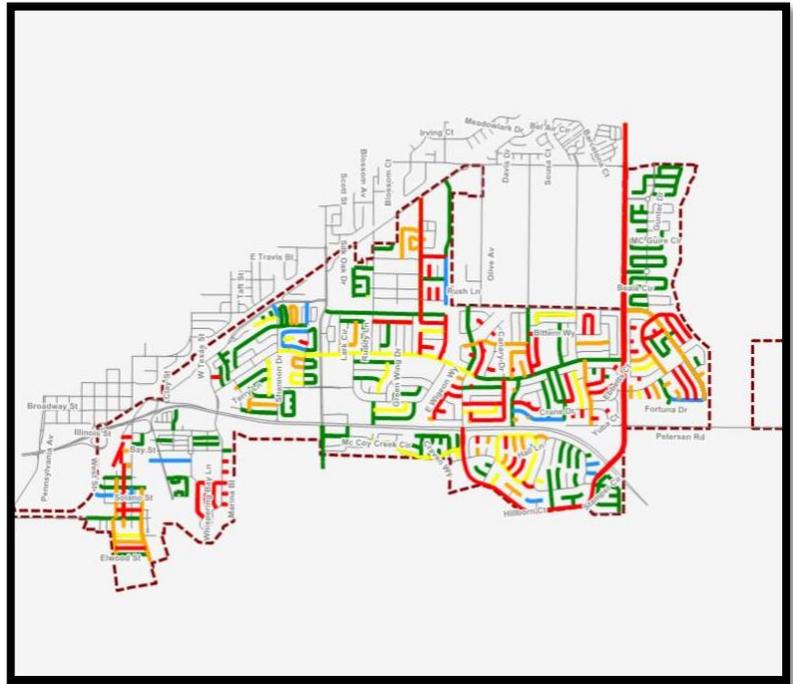


Current Pavement Condition Index (PCI) Map

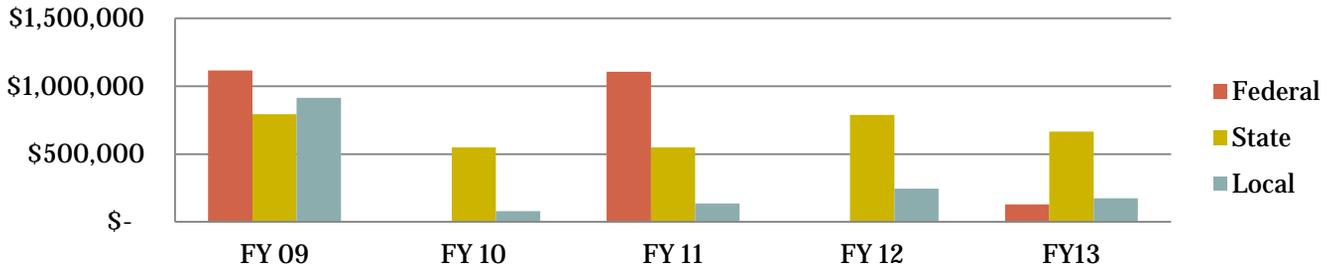
- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor

Past Streets and Roads Investments

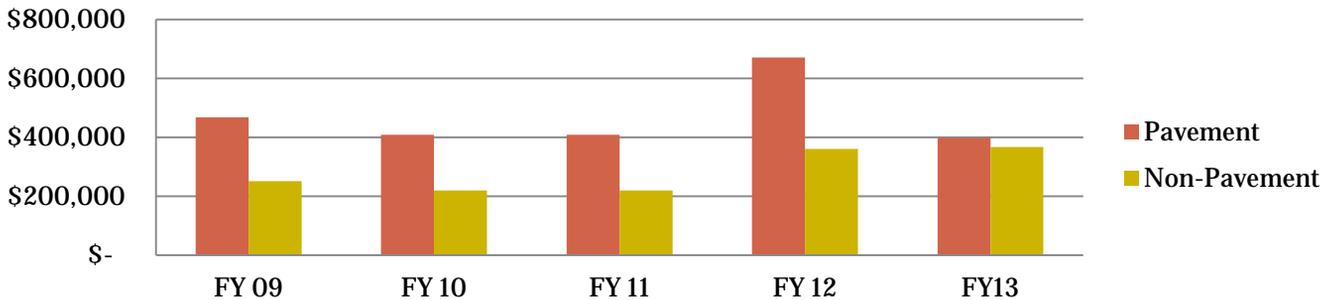
The current PCI reflects the past investments made in Suisun's streets and roads network. The following charts show 5-year (2009-2013) revenue and expenditure histories for both pavement maintenance and capital projects in Suisun.



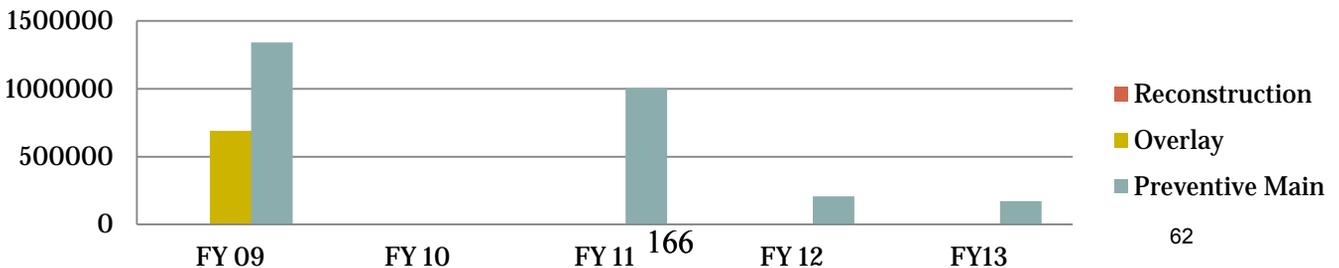
Suisun Total Revenue



Suisun Maintenance Expenditures



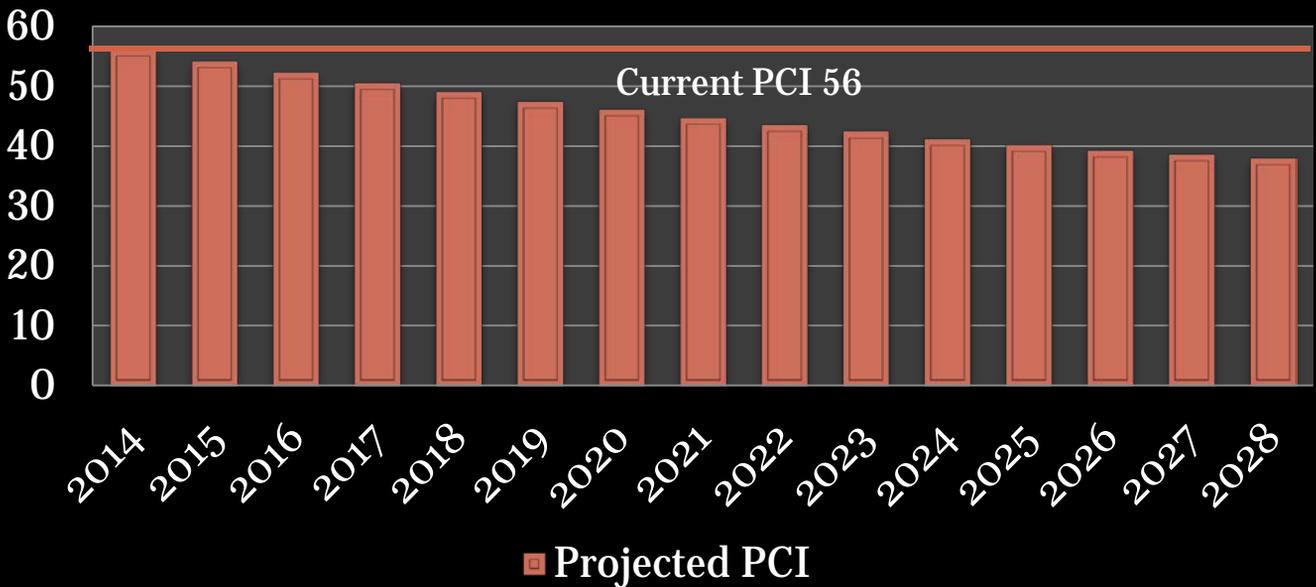
Suisun Capital Improvement Expenditures



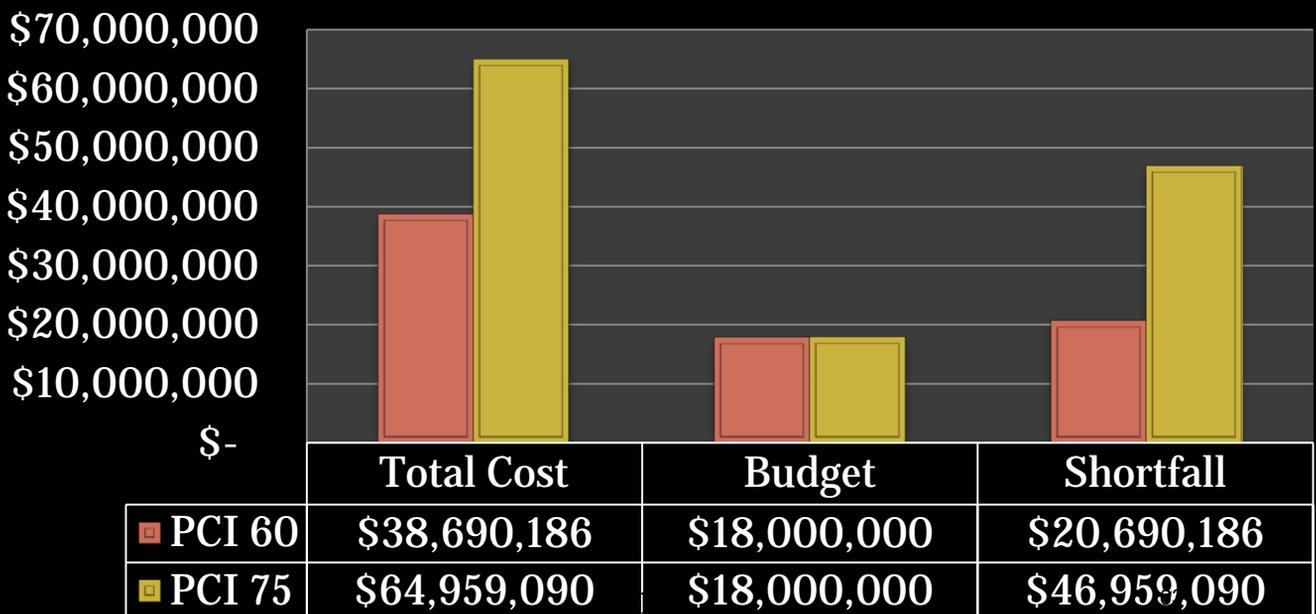
Future Pavement and Revenue Needs

In 2013 Suisun City's average PCI was 56, with a budget for roadway maintenance of \$1,200,000 per year. If that current level of funding were to be applied through the year 2028 (15 years) the average PCI for the City would drop from its current average rating of 56 (At-Risk) to 38 (Poor). **To maintain a minimum average PCI rating of 60 in the City of Suisun City**, approximately \$38.7M would need to be spent over the next 15 years. The current budget provides approximately \$18M over 15 years, leaving a funding shortfall of approximately \$20.7M. To reach the higher PCI goal of 75, as stated in the Solano Comprehensive Transportation Plan, approximately \$47M more than what is currently being budgeted would need to be invested in Suisun City's roads over the next 15 years.

PCI with Current Budget (\$1,200,000 Annually)



15 Year Outlook



Where Do We Go From Here?

Timely investment in roadway preservation can save cities millions of tax dollars in long-term maintenance costs. A municipality that spends \$1 on timely maintenance to keep a section of roadway in good condition would have to spend \$5 to restore the same road if the pavement is allowed to deteriorate to the point where major rehabilitation is necessary (MTC, 2011). Pavements that are still in good condition (a PCI of 70 or above) can be preventively maintained at a low cost, whereas pavements that need significant rehabilitation or reconstruction require five to 15 times the amount of funding. Thus, **Suisun City's current PCI of 62 should be viewed with caution, as it indicates that its local streets and roads are poised on the edge of a maintenance cliff.**

Since last year, the projected 15-year cost of Suisun City to maintain its roads has increase substantially due to lower PCI scores. Suisun City is currently on track to invest approximately 1/2 of the required \$38M necessary to maintain the city's PCI at 60 over the next 15 years. If the city were to raise its average PCI to 75, the goal stated in the Countywide Transportation Plan, then the city would need to invest an additional \$47M more than the \$18M they are currently on track to spend over the next 15 years.

*"Strategic investment in infrastructure produces a foundation for long-term growth."
-Roger McNamee*

Without a healthy investment in its roadway infrastructure, the City of Suisun City will continue its downward trend in pavement quality. This deterioration hinders Suisun City from attracting new jobs, housing, tourism, and business investment. More money spent now in long-term roadway maintenance can save Suisun City millions in the future and strengthen its local economy.



Potholes can grow into major obstacles if not treated quickly.



*Investing in caution signs is a poor substitute for roadway maintenance. *(Sign not located in Suisun City)*

SOLONO TRANSPORTATION AUTHORITY

5 Year Local Streets and Roads Budget Info

Fiscal Years 2008 - 2013

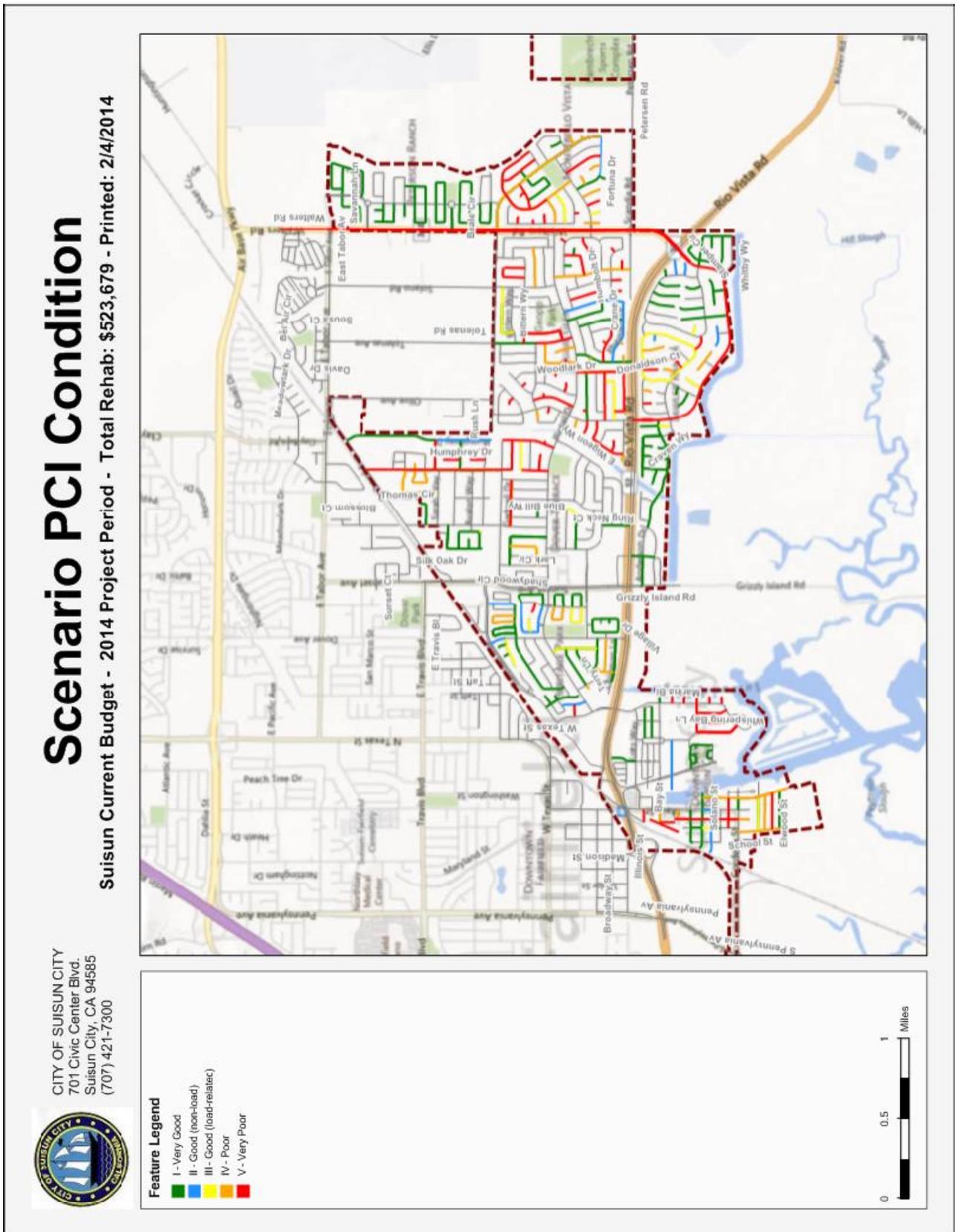
CITY OF SUISUN CITY

REVENUES							
	FY 09	FY 10	FY 11	FY 12	FY13	TOTAL	
<i>Total Revenue</i>							
Federal	\$ 1,115,960	\$ -	\$ 1,107,000	\$ -	\$ 129,669	\$	2,352,629
State	\$ 794,124	\$ 548,600	\$ 548,600	\$ 788,200	\$ 665,600	\$	3,345,124
Local	\$ 915,098	\$ 80,000	\$ 137,000	\$ 244,700	\$ 173,200	\$	1,549,998
TOTAL BY FISCAL YEAR	\$ 2,825,182	\$ 628,600	\$ 1,792,600	\$ 1,032,900	\$ 968,469	\$	7,247,751

EXPENDITURES							
	FY 09	FY 10	FY 11	FY 12	FY13	TOTAL	
<i>Maintenance and Operations</i>							
Pavement	\$ 468,138	\$ 408,590	\$ 408,590	\$ 671,385	\$ 399,326	\$	2,356,029
Non-Pavement	\$ 252,138	\$ 220,010	\$ 220,010	\$ 361,515	\$ 367,152	\$	1,420,825
<i>Capital Improvement Program</i>							
Reconstruction					\$ -		
Overlay	\$ 687,304				\$ -	\$	687,304
Preventive Mair	\$ 1,341,297		\$ 1,005,300	\$ 206,999	\$ 172,366	\$	2,725,962
Non-Pavement	\$ 69,000		\$ 328,500	\$ 49,500	\$ 129,700	\$	576,700
TOTAL BY FISCAL YEAR	\$ 2,817,877	\$ 628,600	\$ 1,962,400	\$ 1,289,399	\$ 1,068,544	\$	7,766,820

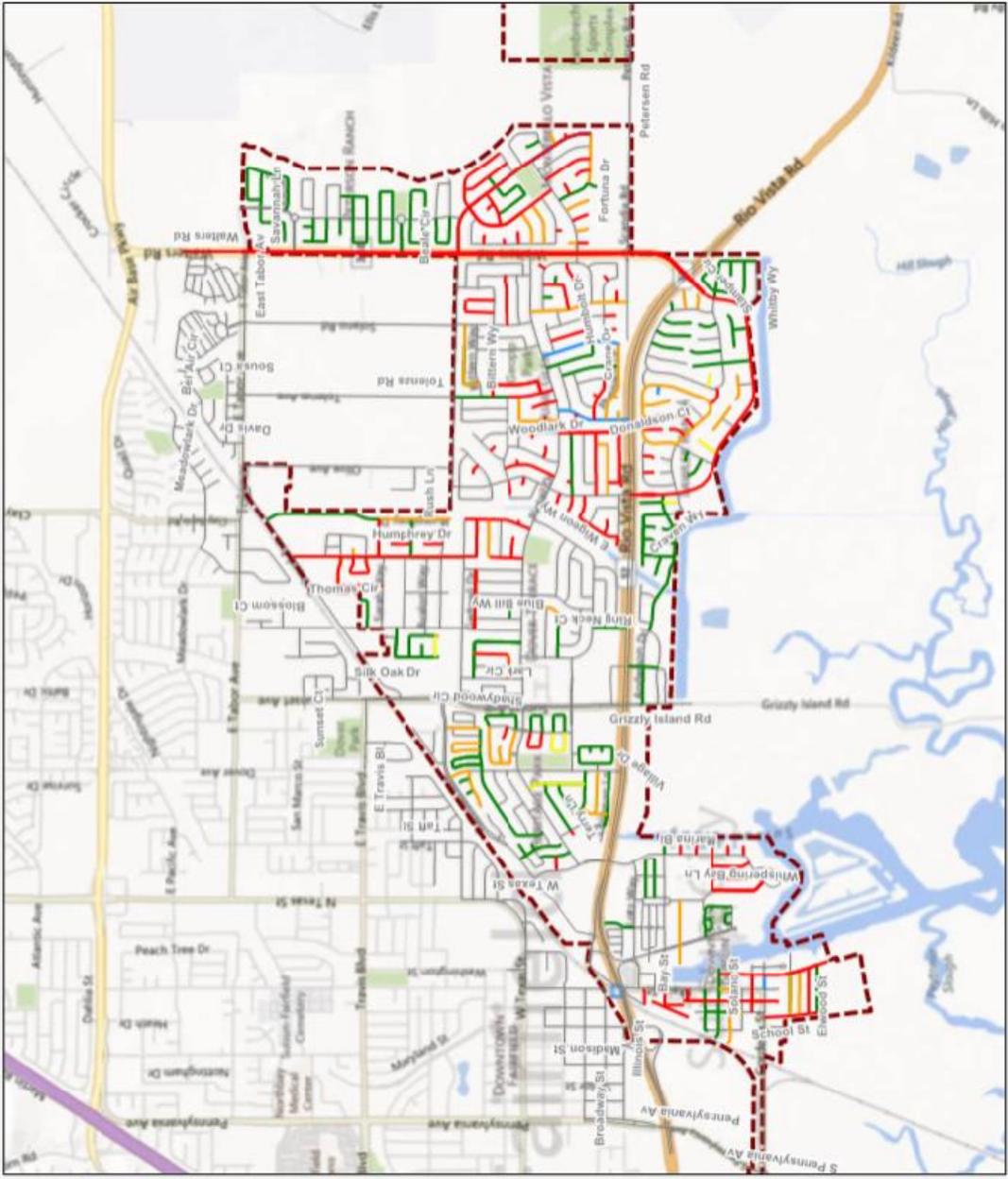
What will Suisun City's Streets look like in the Future using Current Budget Scenarios?

The PCI maps below illustrate what streets currently look like and will look like, using current budget scenarios, today (2014), 4 years out (2018), nine years out (2023) and 14 years out (2028).



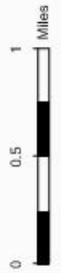
Scenario PCI Condition

Suisun Current Budget - 2018 Project Period - Total Rehab: \$509,725 - Printed: 2/4/2014



Feature Legend

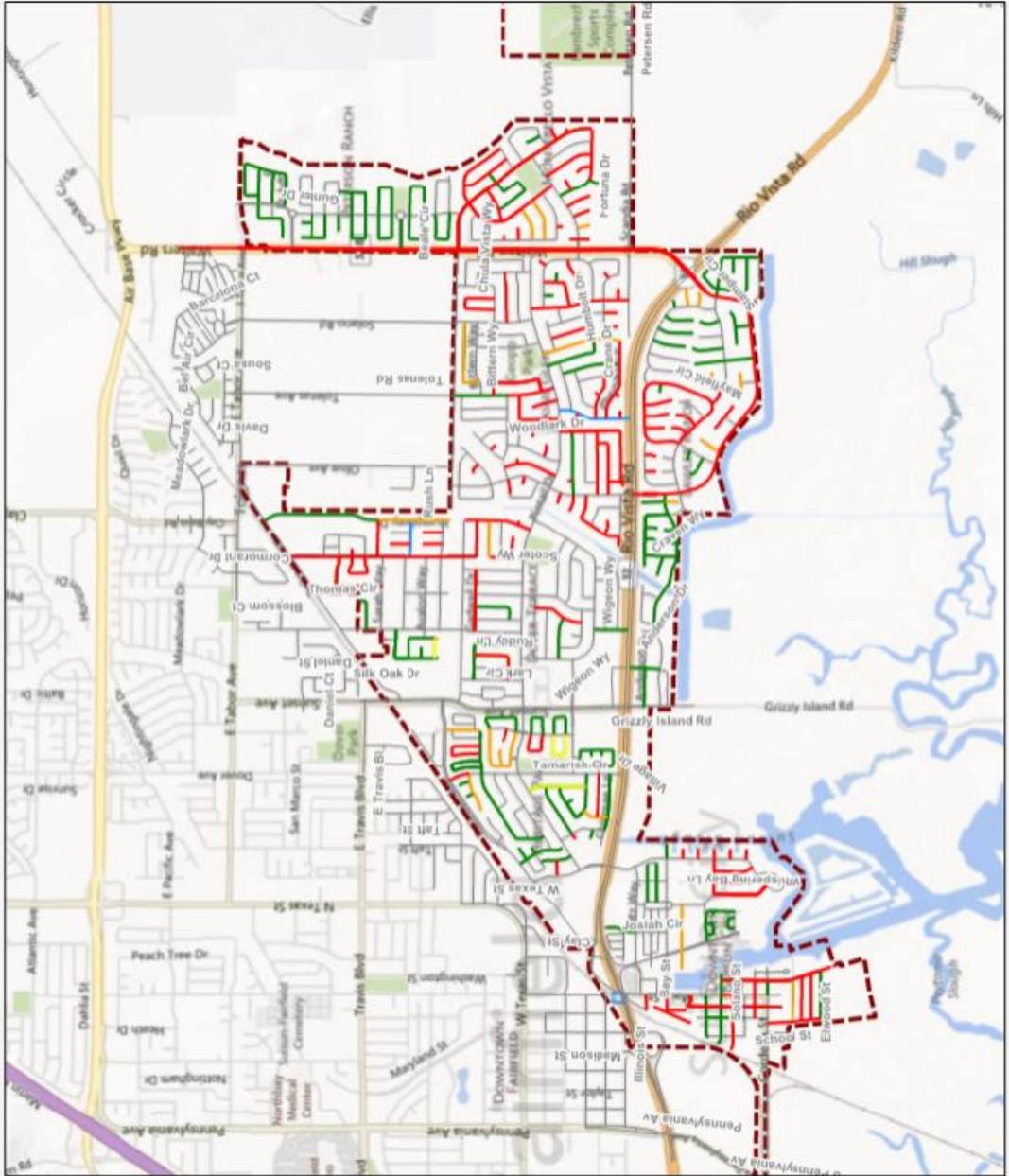
- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor



Scenario PCI Condition

Suisun Current Budget - 2023 Project Period - Total Rehab: \$514,555 - Printed: 2/4/2014

CITY OF SUISUN CITY
 701 Civic Center Blvd.
 Suisun City, CA 94585
 (707) 421-7300



Feature Legend

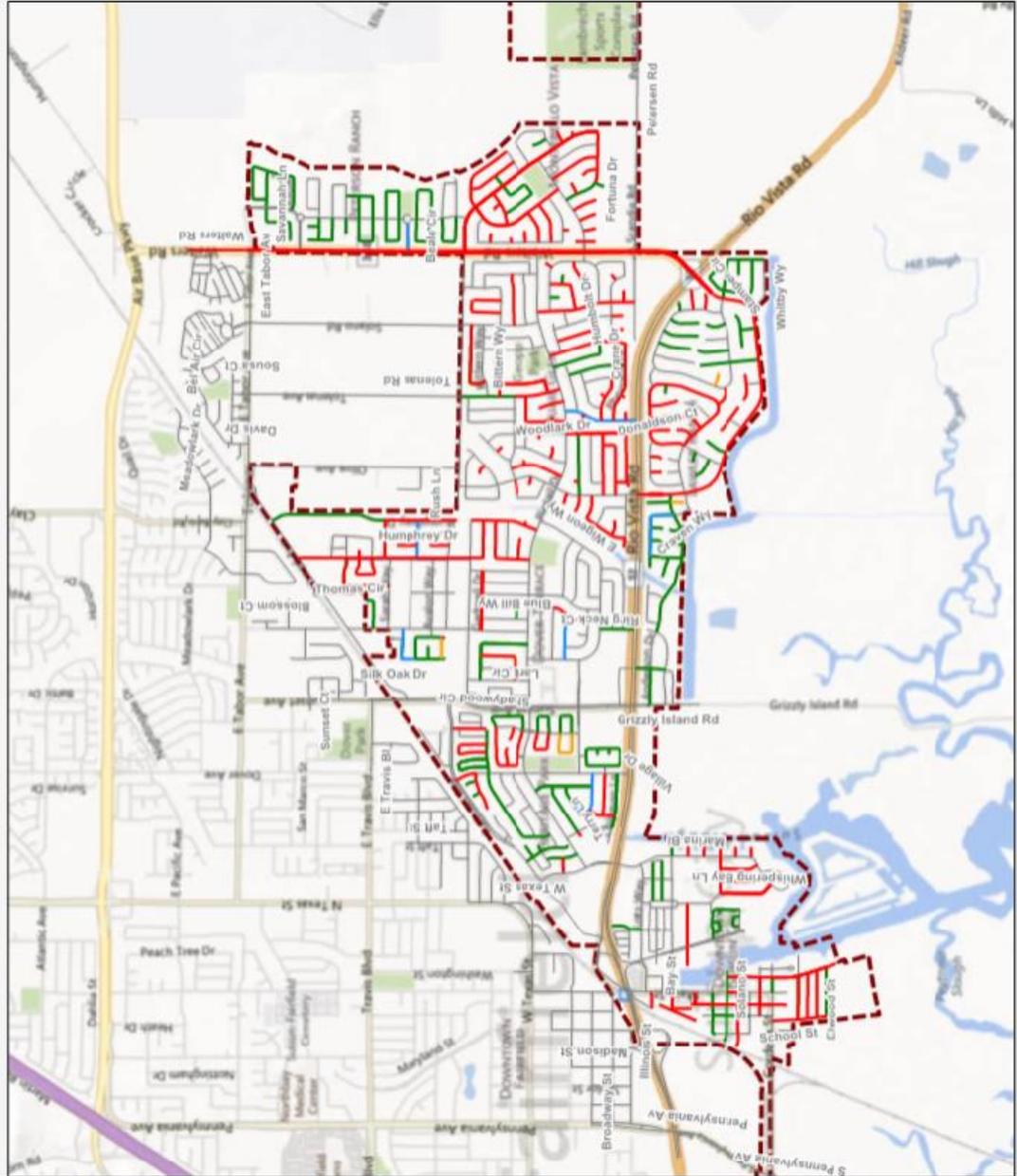
- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor



Scenario PCI Condition

Suisun Current Budget - 2028 Project Period - Total Rehab: \$517,415 - Printed: 2/4/2014

CITY OF SUISUN CITY
 701 Civic Center Blvd.
 Suisun City, CA 94585
 (707) 421-7300



Feature Legend
 I - Very Good
 II - Good (non-load)
 IV - Poor
 V - Very Poor



City of Vacaville

The City of Vacaville is responsible for the management, repair, and maintenance of 581 lane miles of pavement, or 1602 pavement sections. Table 1 summarizes the length of the road and 2013 pavement condition index (PCI) by functional class.

Table 1

Functional Class	Sections	Centerline Miles	Lane Miles	2013 PCI
Arterial	115	37.3	124.03	76
Collector	255	68.65	140.23	68
Residential/Local	1232	158.5	317.63	66
Total	1602	264.5	581.8	68 (3 yr avg)

The PCI is a measurement of pavement grade or condition and ranges from 0 to 100. The average 2013 PCI (based on a 3-year moving average) of the street network of the City is 68. While this network PCI score is considered good, Vacaville’s PCI has dropped the previous two years (PCI 73 in 2011 and PCI 69 in 2012). Currently, 29% of the City’s pavement area falls under “Excellent or Very Good”, 50% falls under “Good or Fair” and 21% falls under “Poor or Failed”. Again, compared with previous years, this shows a slow decline in pavement condition categories.

As far as functional class, arterials are in better condition than collectors and residential roads, which is preferable since they carry the bulk of the traffic and loading; however collectors are next in line. Moving forward, the City of Vacaville will have to set priorities for each classification, and certain streets within each classification.



Fair/At-Risk Pavement Condition

Excellent/Very Good Pavement Condition

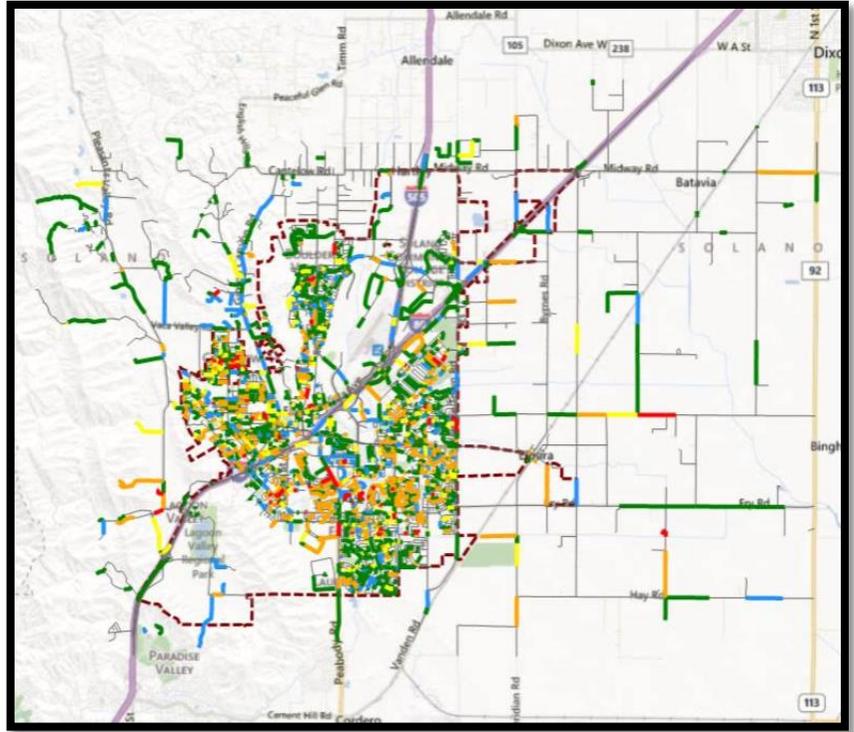


Current Pavement Condition Index (PCI) Map

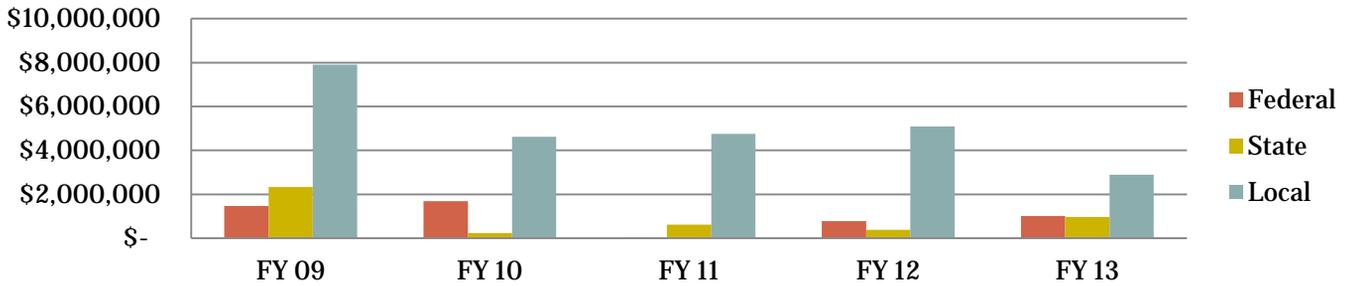
- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor

Past Streets and Roads Investments

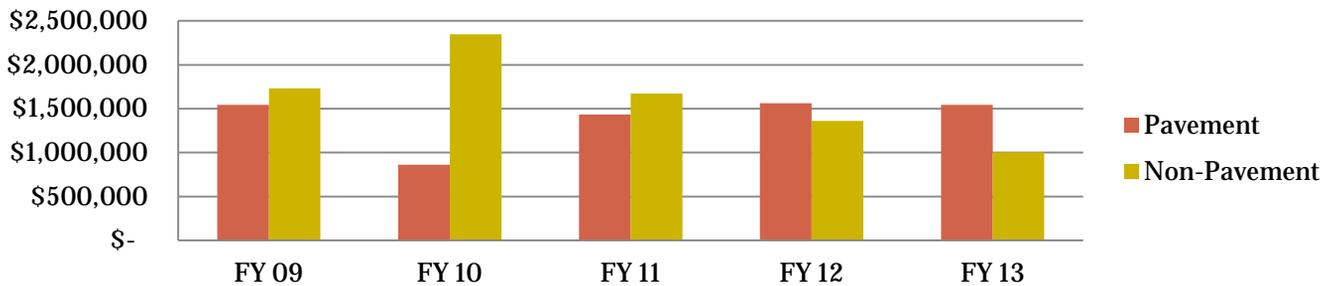
The current PCI reflects the past investments made in Vacaville's streets and roads network. The following charts show 5-year (2009-2013) revenue and expenditure histories for both pavement maintenance and capital projects in Vacaville.



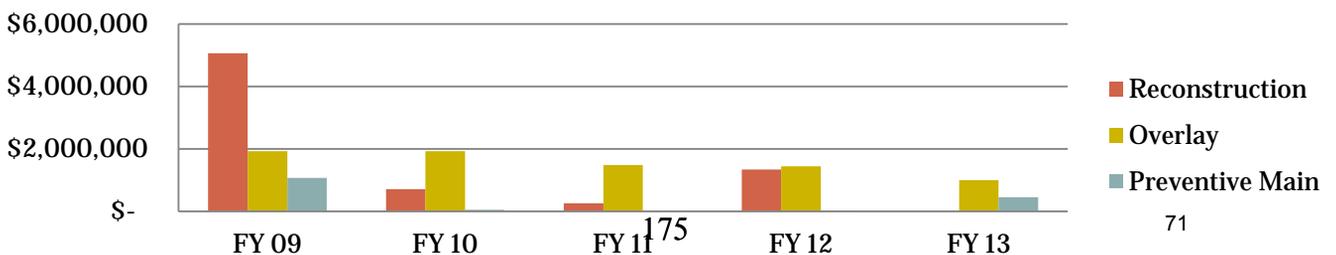
Vacaville Total Revenue



Vacaville Maintenance Expenditures



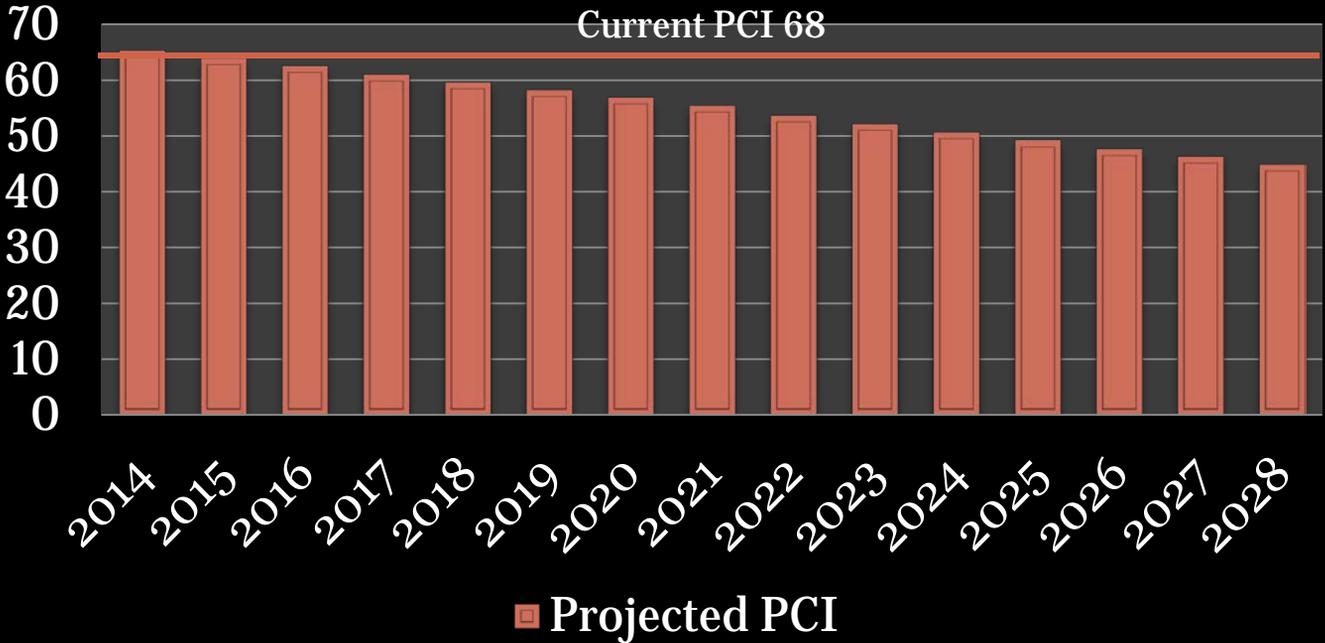
Vacaville Capital Improvement Expenditures



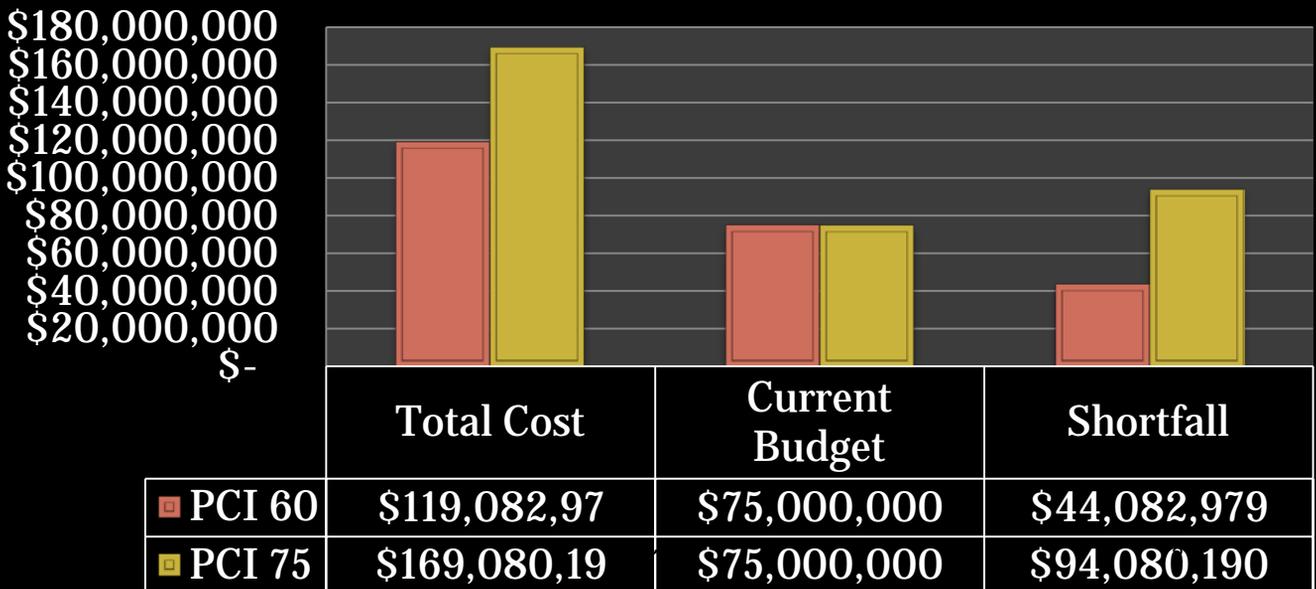
Future Pavement and Revenue Needs

In 2013, Vacaville’s budget for roadway maintenance was \$5,000,000 per year. If that current level of funding were to be applied through the year 2028 (15 years) the average PCI for the City would drop from its current average rating of 68 (Fair) to 52 (At Risk). **To maintain a minimum average PCI rating of 65 in the City of Vacaville**, approximately \$130M would need to be spent over the next 15 years. The current budget provides approximately \$90M over 15 years, leaving a funding shortfall of approximately \$40M. To reach the higher PCI goal of 75, as stated in the Solano Comprehensive Transportation Plan, \$67M more than what is currently being budgeted would need to be invested in Vacaville’s roads over the next 15 years.

PCI with Current Budget (\$5,000,000 Annually)



15 Year Outlook



Where Do We Go From Here?

Timely investment in roadway preservation can save cities millions of tax dollars in long-term maintenance costs. A municipality that spends \$1 on timely maintenance to keep a section of roadway in good condition would have to spend \$5 to restore the same road if the pavement is allowed to deteriorate to the point where major rehabilitation is necessary (MTC, 2011). Pavements that are still in good condition (a PCI of 70 or above) can be preventively maintained at a low cost, whereas pavements that need significant rehabilitation or reconstruction require five to 15 times the amount of funding. Thus, **Vacaville's current PCI of 68 should be viewed with caution, as it indicates that its local streets and roads are poised on the edge of a maintenance cliff.**

Vacaville is currently on track to invest approximately 2/3 of the required \$119M necessary to keep the city's PCI at 60 over the next 15 years. If the city were to raise its average PCI to 75, the goal stated in the Countywide Transportation Plan, then the city would need to invest an additional \$94M more than the \$75M they are currently on track to spend over the next 15 years.

*"Strategic investment in infrastructure produces a foundation for long-term growth."
-Roger McNamee*

Without a healthy investment in its roadway infrastructure, the City of Vacaville will continue its downward trend in pavement quality. This deterioration hinders Vacaville from attracting new jobs, housing, tourism, and business investment. More money spent now in long-term roadway maintenance can save Vacaville millions in the future and strengthen its local economy.



Potholes can grow into major obstacles if not treated quickly.



*Investing in caution signs is a poor substitute for roadway maintenance. *(Sign not located in Vacaville)*

SOLONO TRANSPORTATION AUTHORITY

5 Year Local Streets and Roads Budget Info

Fiscal Years 2008 - 2012

CITY OF VACAVILLE

REVENUES

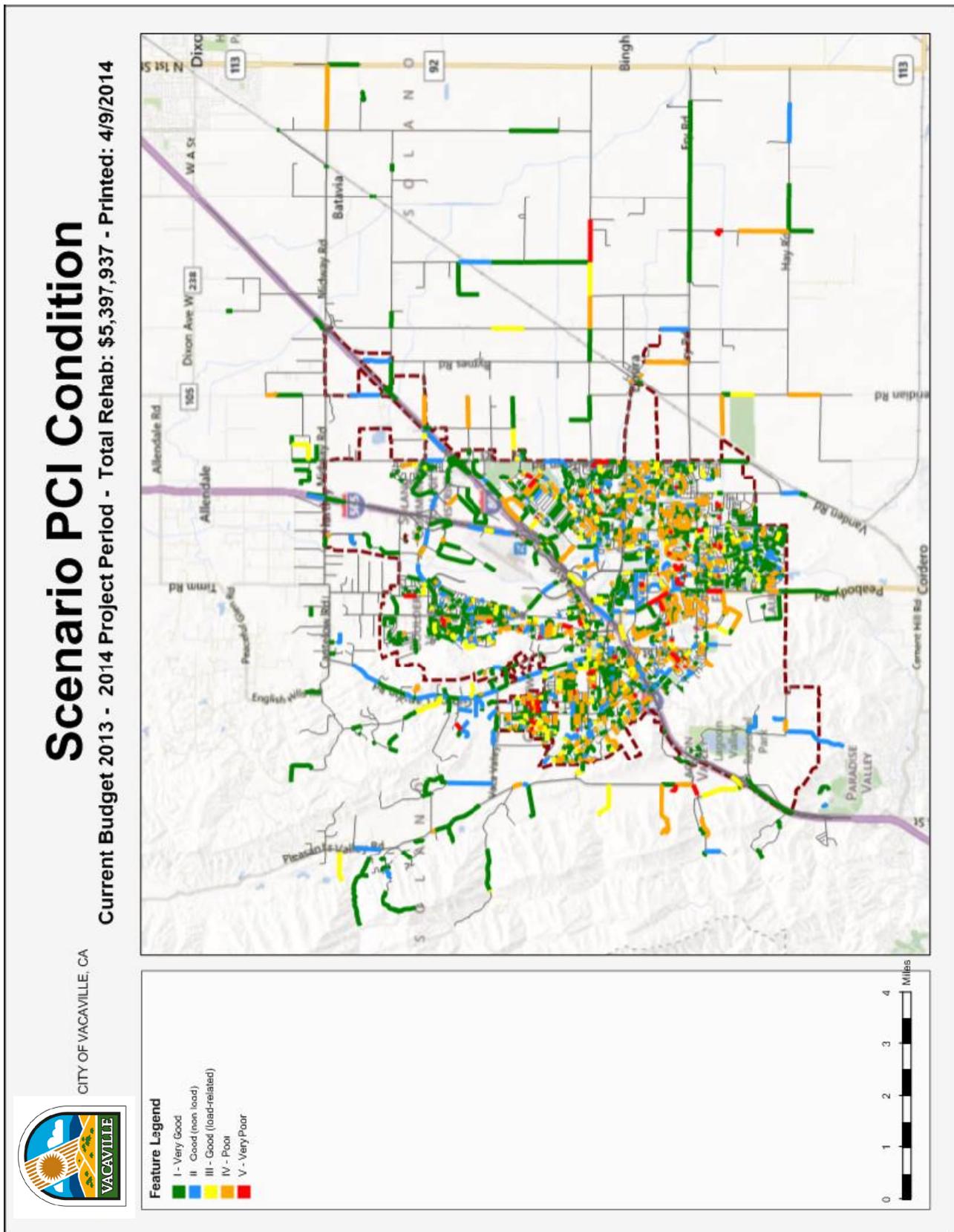
	FY 08	FY 09	FY 10	FY 11	FY 12	TOTAL
<i>Total Revenue</i>						
Federal	\$ 386,293	\$ 1,476,572	\$ 1,694,685	\$ 32,276	\$ 778,858	\$ 4,368,684
State	\$ 940,678	\$ 2,336,282	\$ 239,454	\$ 613,951	\$ 378,379	\$ 4,508,744
Local	\$ 9,748,169	\$ 7,913,527	\$ 4,618,464	\$ 4,755,164	\$ 5,088,043	\$ 32,123,367
TOTAL BY FISCAL YEAR	\$ 11,075,140	\$ 11,726,381	\$ 6,552,603	\$ 5,401,392	\$ 6,245,280	\$ 41,000,795

EXPENDITURES

	FY 08	FY 09	FY 10	FY 11	FY 12	TOTAL
<i>Maintenance and Operations</i>						
Pavement	\$ 1,803,940	\$ 1,544,225	\$ 861,174	\$ 1,433,935	\$ 1,563,577	\$ 7,206,850
Non-Pavement	\$ 1,772,596	\$ 1,733,056	\$ 2,348,719	\$ 1,673,247	\$ 1,362,771	\$ 8,890,389
<i>Capital Improvement Program</i>						
Reconstruction	\$ 4,478,698	\$ 5,068,112	\$ 717,983	\$ 258,949	\$ 1,339,585	\$ 11,863,328
Overlay	\$ 896,898	\$ 1,930,305	\$ 1,932,050	\$ 1,489,642	\$ 1,441,825	\$ 7,690,720
Preventive Main	\$ 1,794,799	\$ 1,072,118	\$ 53,869	\$ -	\$ 12,768	\$ 2,933,554
Non-Pavement	\$ 328,208	\$ 378,566	\$ 638,808	\$ 545,618	\$ 524,754	\$ 2,415,955
TOTAL BY FISCAL YEAR	\$ 11,075,140	\$ 11,726,381	\$ 6,552,603	\$ 5,401,392	\$ 6,245,280	\$ 41,000,795

What will Vacaville's Streets look like in the Future using Current Budget Scenarios?

The PCI maps below illustrate what streets currently look like and will look like, using current budget scenarios, today (2014), 4 years out (2018), nine years out (2023) and 14 years out (2028).

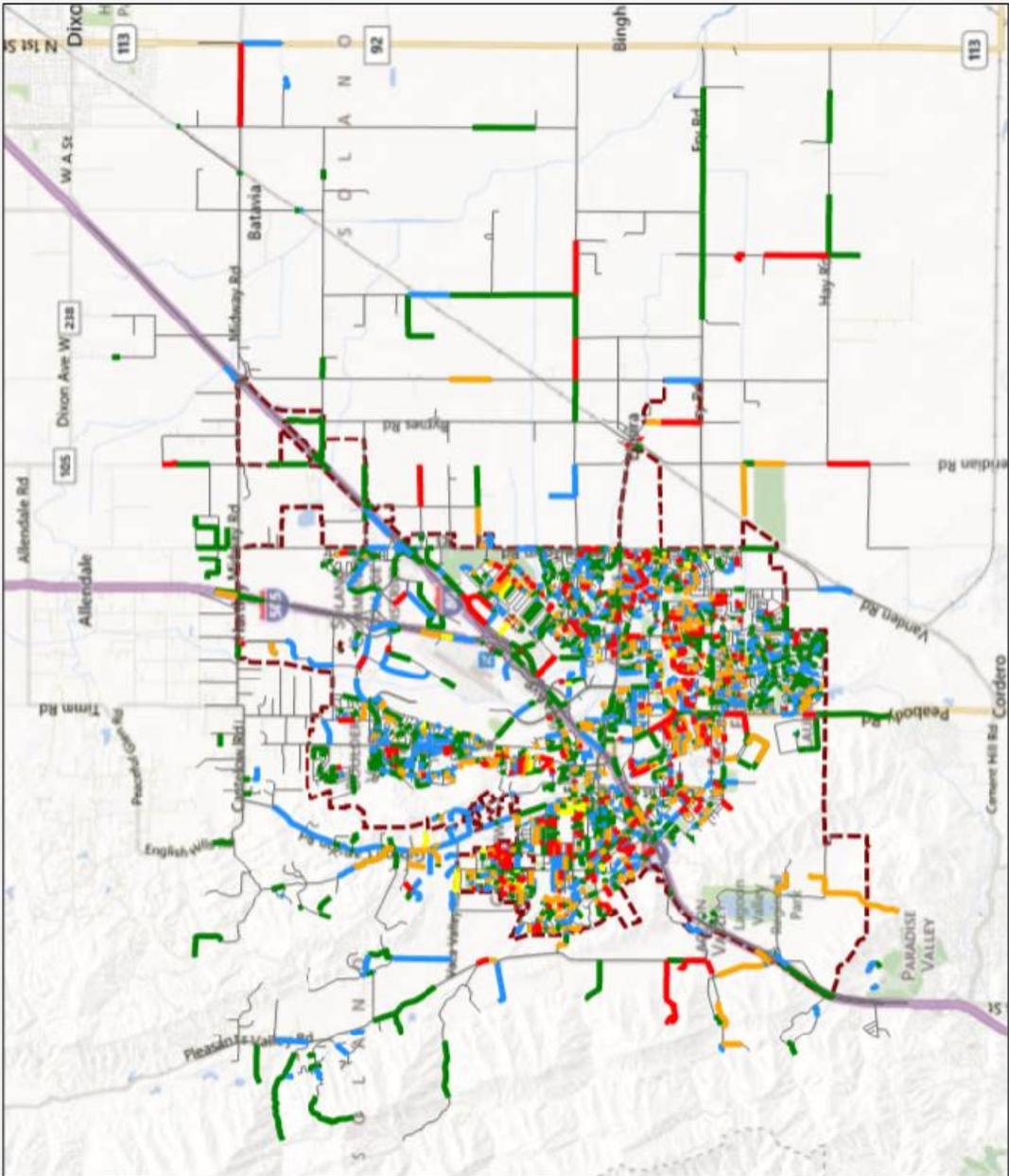




CITY OF VACAVILLE, CA

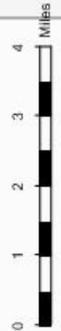
Scenario PCI Condition

Current Budget 2013 - 2018 Project Period - Total Rehab: \$5,399,026 - Printed: 4/9/2014



Feature Legend

- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor

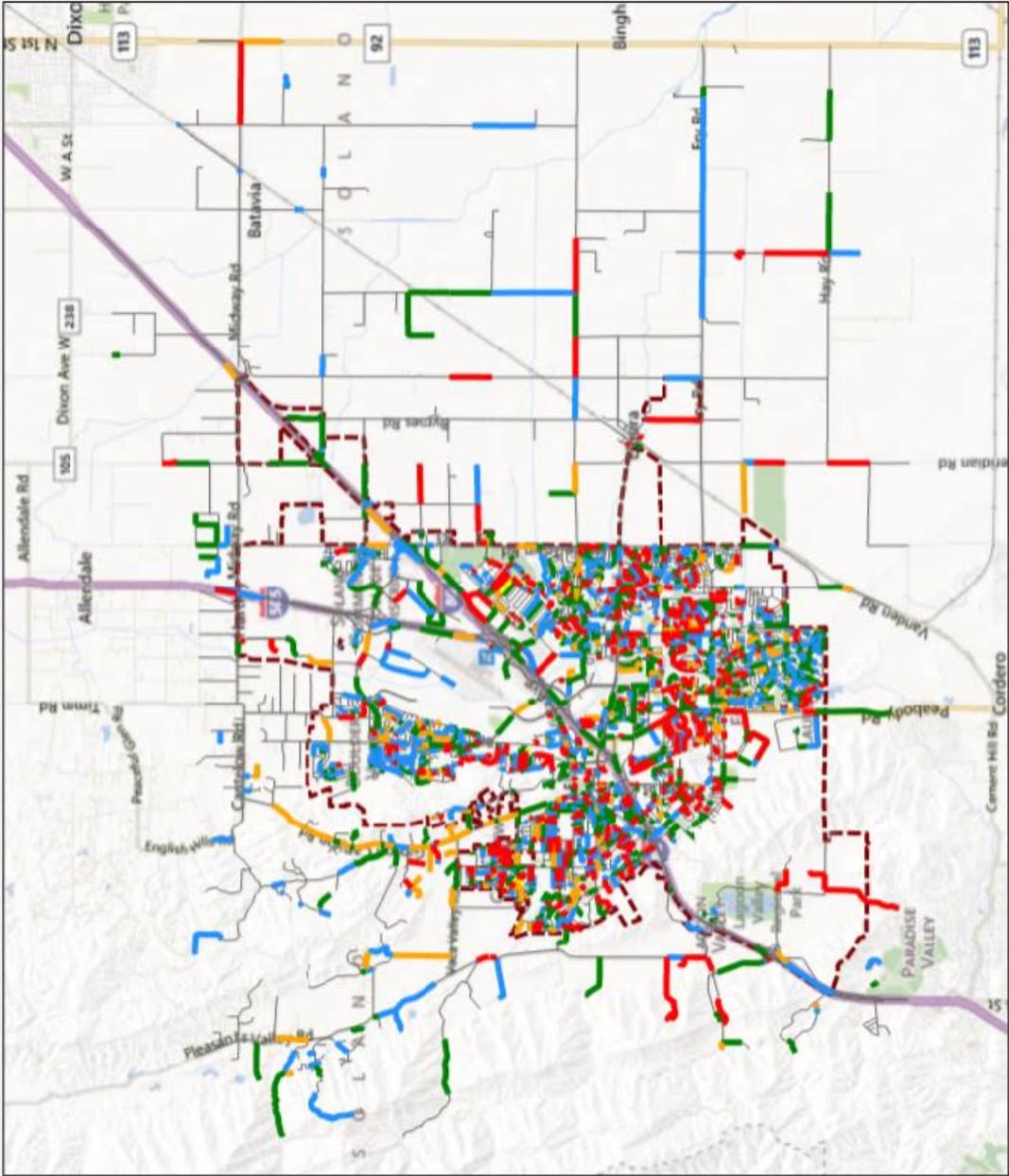




CITY OF VACAVILLE, CA

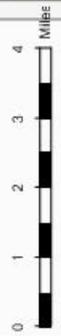
Scenario PCI Condition

Current Budget 2013 - 2023 Project Period - Total Rehab: \$5,397,937 - Printed: 4/9/2014



Feature Legend

- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor

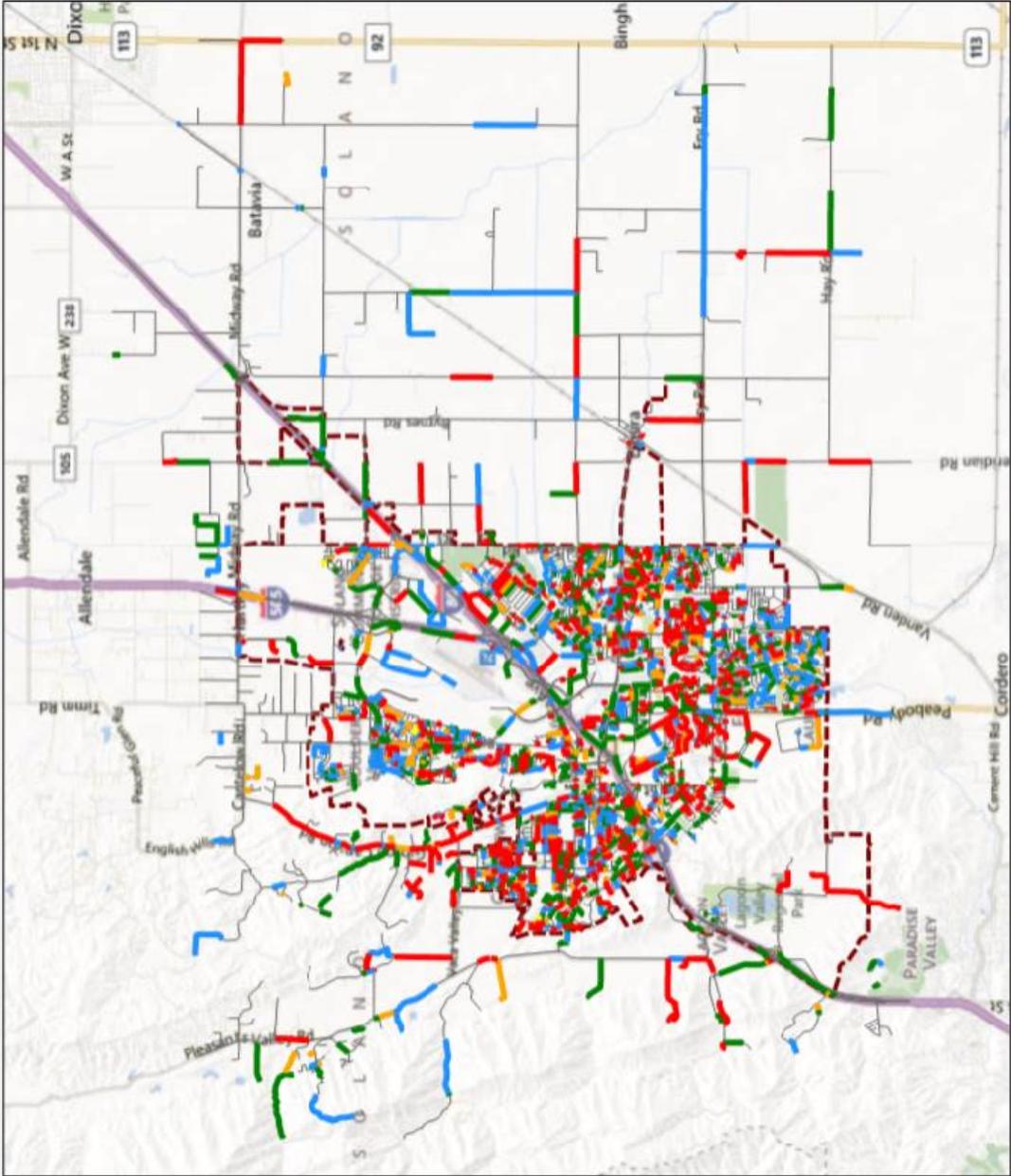




CITY OF VACAVILLE, CA

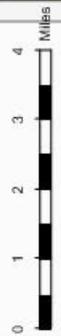
Scenario PCI Condition

Current Budget 2013 - 2028 Project Period - Total Rehab: \$5,399,254 - Printed: 4/9/2014



Feature Legend

- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor



City of Vallejo

The City of Vallejo is responsible for the management, repair, and maintenance of 714 lane miles of pavement, or 2067 pavement sections. Table 1 summarizes the length of the road and 2012 pavement condition index (PCI) by functional class.

Table 1

Functional Class	Sections	Centerline Miles	Lane Miles	2012 PCI
Arterial	170	49	157.31	68
Collector	240	50.46	117.64	53
Residential/Local	1657	220.52	439.57	42
Total	2067	320	714.5	51 (3 yr avg)

The PCI is a measurement of pavement grade or condition and ranges from 0 to 100. The average 2012 PCI (based on a 3-year moving average) of the street network of the City is 51. Though Vallejo’s average PCI has remained the same since last year (PCI 51 in 2011), it is considered “at-risk” and is very close to poor. Currently, 24% of the City’s pavement area falls under “Excellent or Very Good”, 27% falls under “Good or Fair” and 49% falls under “Poor or Failed”. Again, compared with previous years, this shows a general trend towards the poorer pavement condition categories. If these are not addressed, the quality of the road network will inevitably decline. In order to correct these deficiencies, a cost-effective funding, maintenance and rehabilitation strategy must be implemented.



Poor/Failed Pavement Condition

Excellent/Very Good Pavement Condition

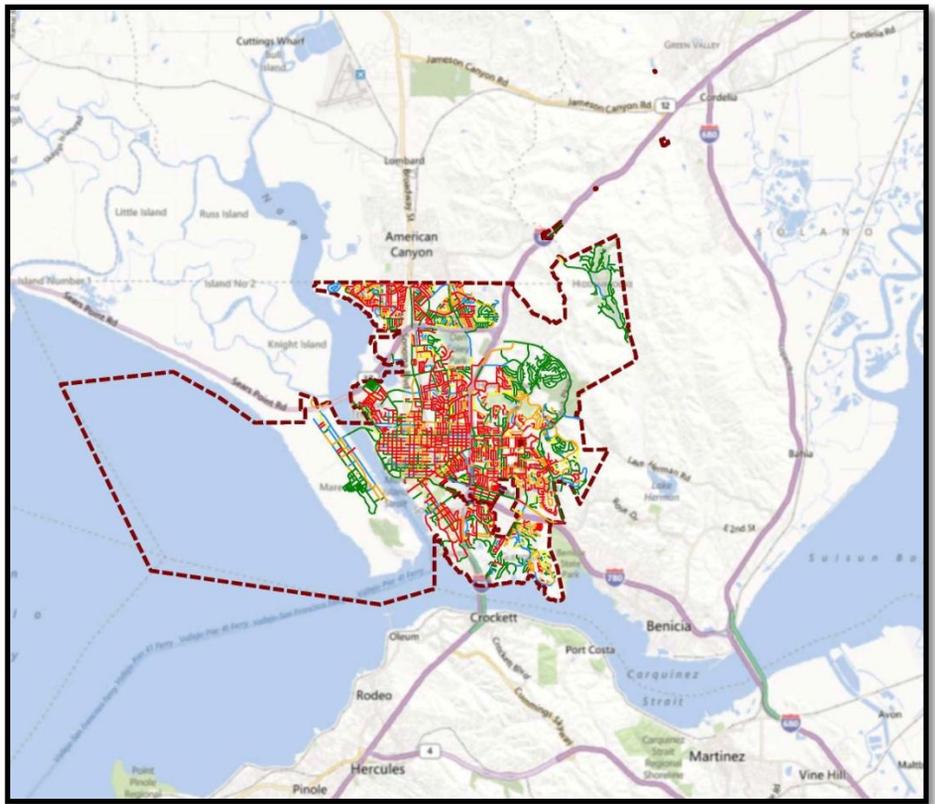


Current Pavement Condition Index (PCI) Map

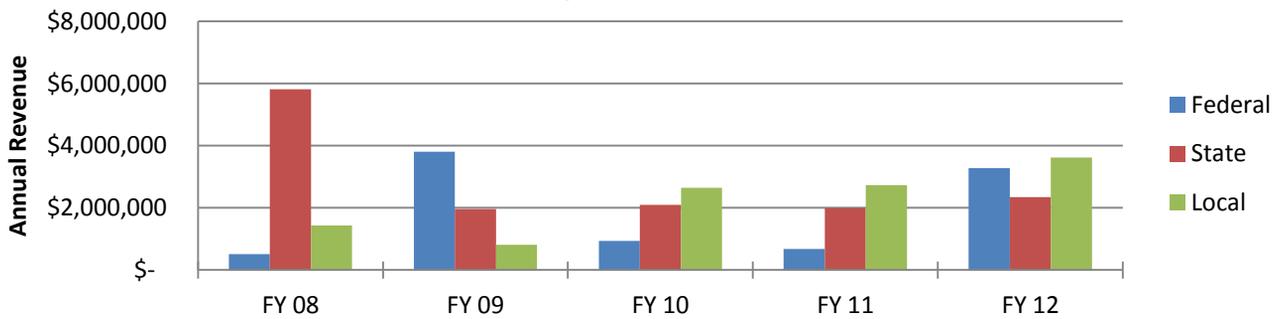
- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor

Past Streets and Roads Investments

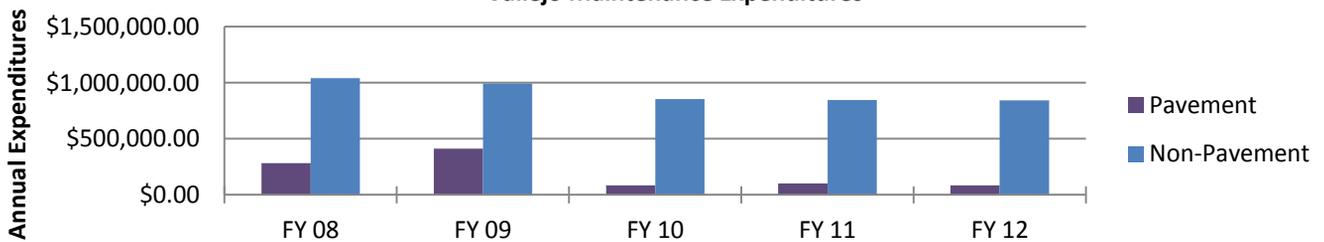
The current PCI reflects the past investments made in Vallejo's streets and roads network. The following charts show 5-year (2008–2012) revenue and expenditure histories for both pavement maintenance and capital projects in Vallejo.



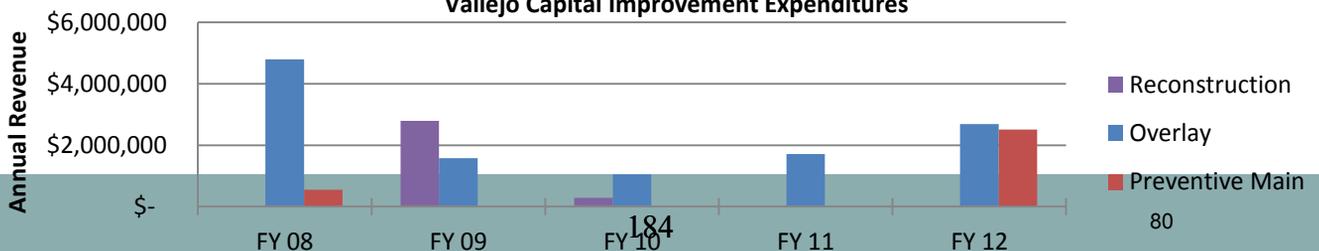
Vallejo Total Revenue



Vallejo Maintenance Expenditures



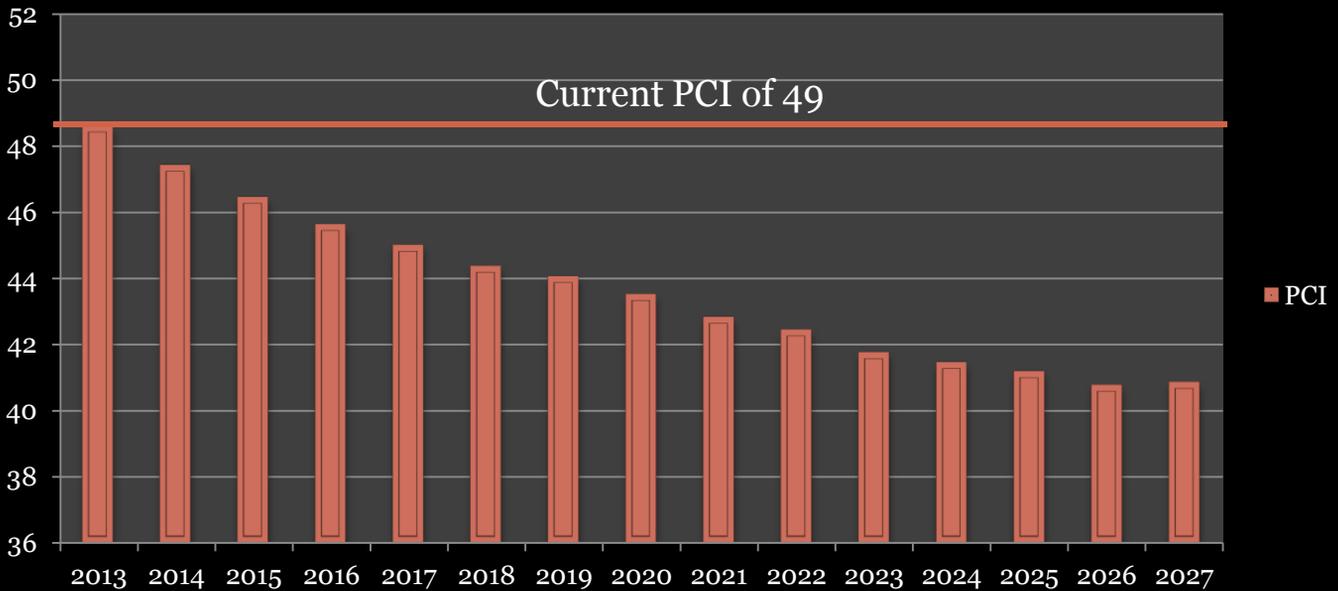
Vallejo Capital Improvement Expenditures



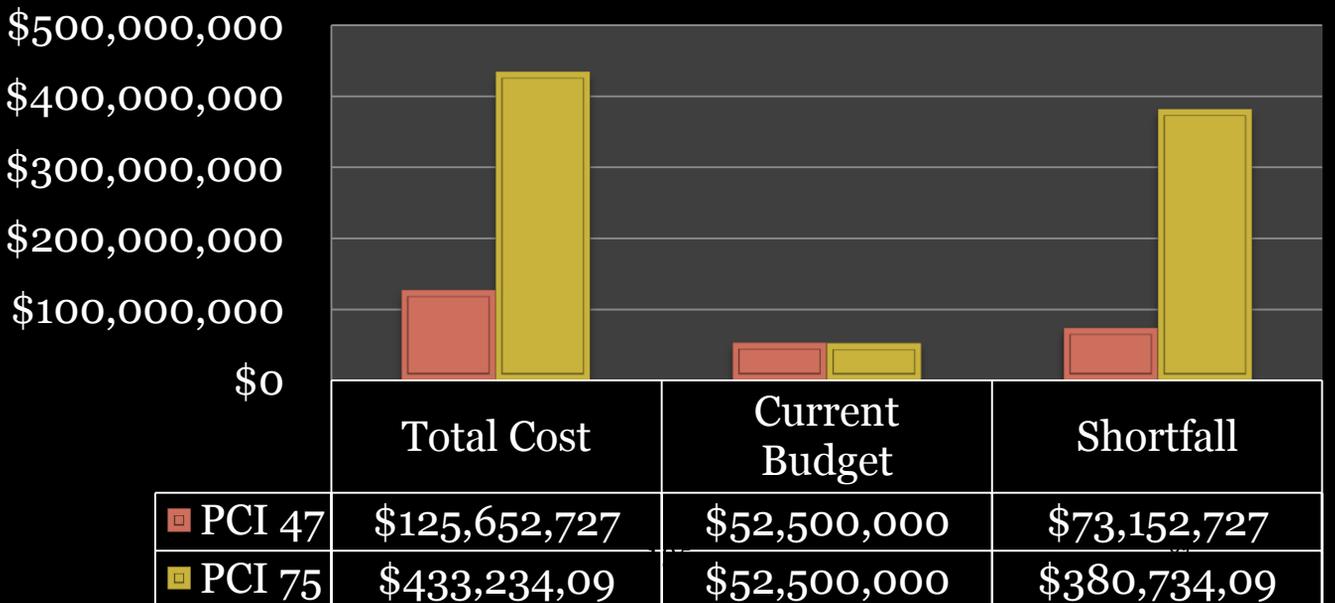
Future Pavement and Revenue Needs

In 2013 Vallejo's average PCI was 49, with a budget for roadway maintenance of \$3,500,000 per year. If that current level of funding were to be applied through the year 2027 (15 years) the average PCI for the City would drop from its current average rating of 49 (Poor) to 41 (Poor). **To maintain an average PCI rating of 47 in the City of Vallejo**, approximately \$125M would need to be spent over the next 15 years. The current budget provides approximately \$52.5M over 15 years, leaving a funding shortfall of approximately \$73.2M. To reach the higher PCI goal of 75, as stated in the Solano Comprehensive Transportation Plan, \$380M more than what is currently being budgeted would need to be invested in Fairfield's roads over the next 15 years.

PCI with Current Budget (\$3,500,000 Annually)



15 Year Outlook



Where Do We Go From Here?

Timely investment in roadway preservation can save cities millions of tax dollars in long-term maintenance costs. A municipality that spends \$1 on timely maintenance to keep a section of roadway in good condition would have to spend \$5 to restore the same road if the pavement is allowed to deteriorate to the point where major rehabilitation is necessary (MTC, 2011). Pavements that are still in good condition (a PCI of 70 or above) can be preventively maintained at a low cost, whereas pavements that need significant rehabilitation or reconstruction require five to 15 times the amount of funding. Thus, **Vallejo's current PCI of 49 should be viewed with caution, as it indicates that its local streets and roads are poised on the edge of a maintenance cliff.**

Vallejo is currently on track to invest approximately 1/3 of the required \$125M necessary to keep the city's PCI at 47 (Poor Condition) over the next 15 years. If the city were to raise its average PCI to 75, the goal stated in the Countywide Transportation Plan, then the city would need to invest an additional \$380M more than the \$52.5M they are currently on track to spend over the next 15 years.

*"Strategic investment in infrastructure produces a foundation for long-term growth."
-Roger McNamee*

Without a healthy investment in its roadway infrastructure, the City of Vallejo will continue its downward trend in pavement quality. This deterioration hinders Vallejo from attracting new jobs, housing, tourism, and business investment. More money spent now in long-term roadway maintenance can save Vallejo millions in the future and strengthen its local economy.



Potholes can grow into major obstacles if not treated quickly.



Investing in caution signs is a poor substitute for roadway maintenance.

SOLONO TRANSPORTATION AUTHORITY

5 Year Local Streets and Roads Budget Info

Fiscal Years 2008 - 2012

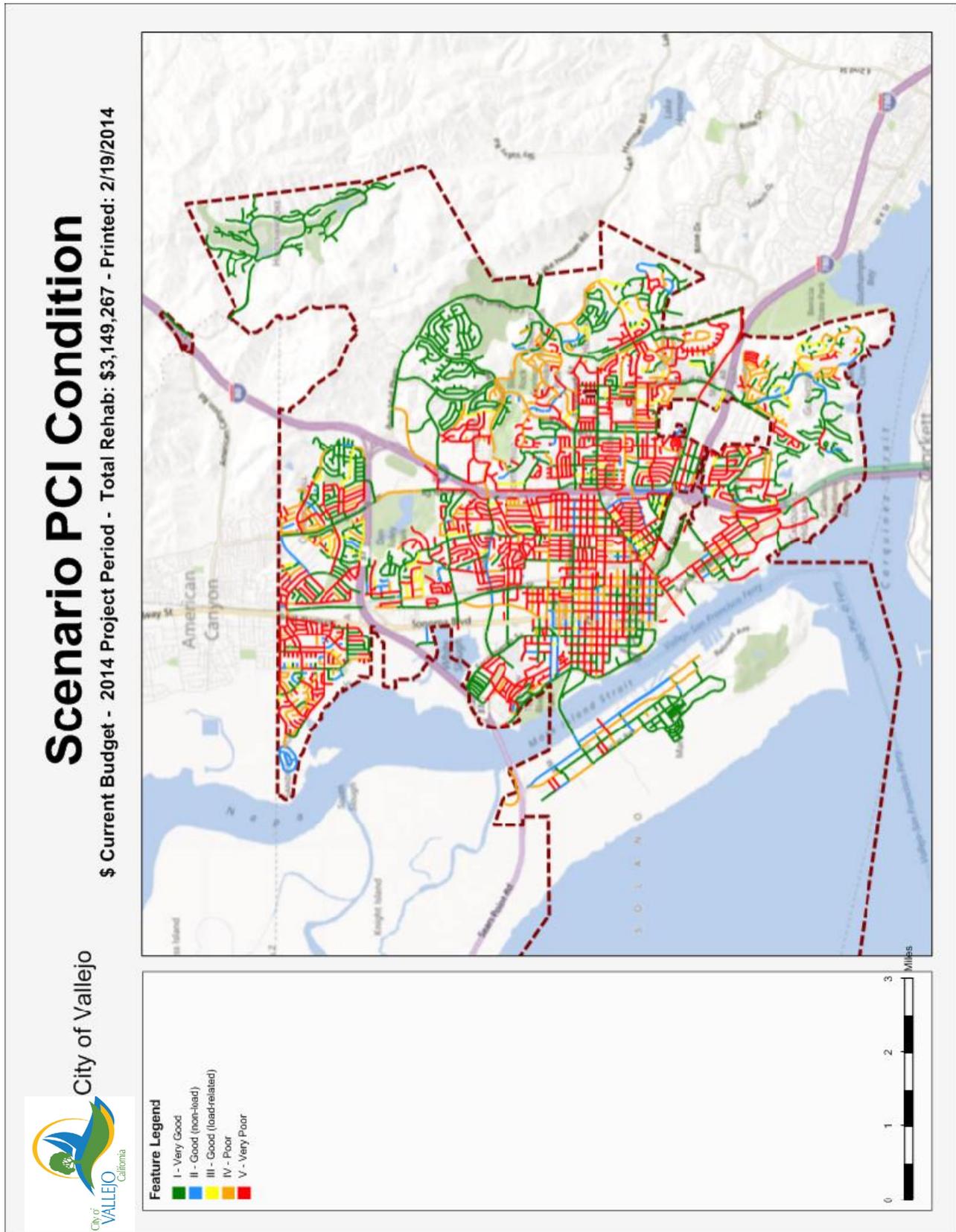
CITY OF VALLEJO

REVENUES							
	FY 08	FY 09	FY 10	FY 11	FY 12	TOTAL	
<i>Total Revenue</i>							
Federal	\$ 515,381	\$ 3,807,700	\$ 935,000	\$ 680,045	\$ 3,272,000	\$	9,210,126
State	\$ 5,818,502	\$ 1,962,514	\$ 2,099,886	\$ 1,990,375	\$ 2,342,060	\$	14,213,337
Local	\$ 1,432,133	\$ 814,037	\$ 2,643,729	\$ 2,723,899	\$ 3,621,039	\$	11,234,837
TOTAL BY FISCAL YEAR	\$ 7,766,016	\$ 6,584,251	\$ 5,678,615	\$ 5,394,319	\$ 9,235,099	\$	34,658,300

EXPENDITURES							
	FY 08	FY 09	FY 10	FY 11	FY 12	TOTAL	
<i>Maintenance and Operations</i>							
Pavement	\$282,330.00	\$411,690.00	\$85,000.00	\$100,000.00	\$85,000.00	\$	964,020
Non-Pavement	\$1,040,500.00	\$991,500.00	\$855,000.00	\$845,000.00	\$844,000.00	\$	4,576,000
<i>Capital Improvement Program</i>							
Reconstruction	\$ -	\$ 2,787,700	\$ 281,765	\$ -	\$ -	\$	3,069,465
Overlay	\$ 4,799,198	\$ 1,577,537	\$ 1,046,700	\$ 1,711,096	\$ 2,692,330	\$	11,826,861
Preventive Main	\$ 550,000	\$ -	\$ -	\$ -	\$ 2,508,250	\$	3,058,250
Non-Pavement							
TOTAL BY FISCAL YEAR	\$ 6,672,028	\$ 5,768,427	\$ 2,268,465	\$ 2,656,096	\$ 6,129,580	\$	23,494,596

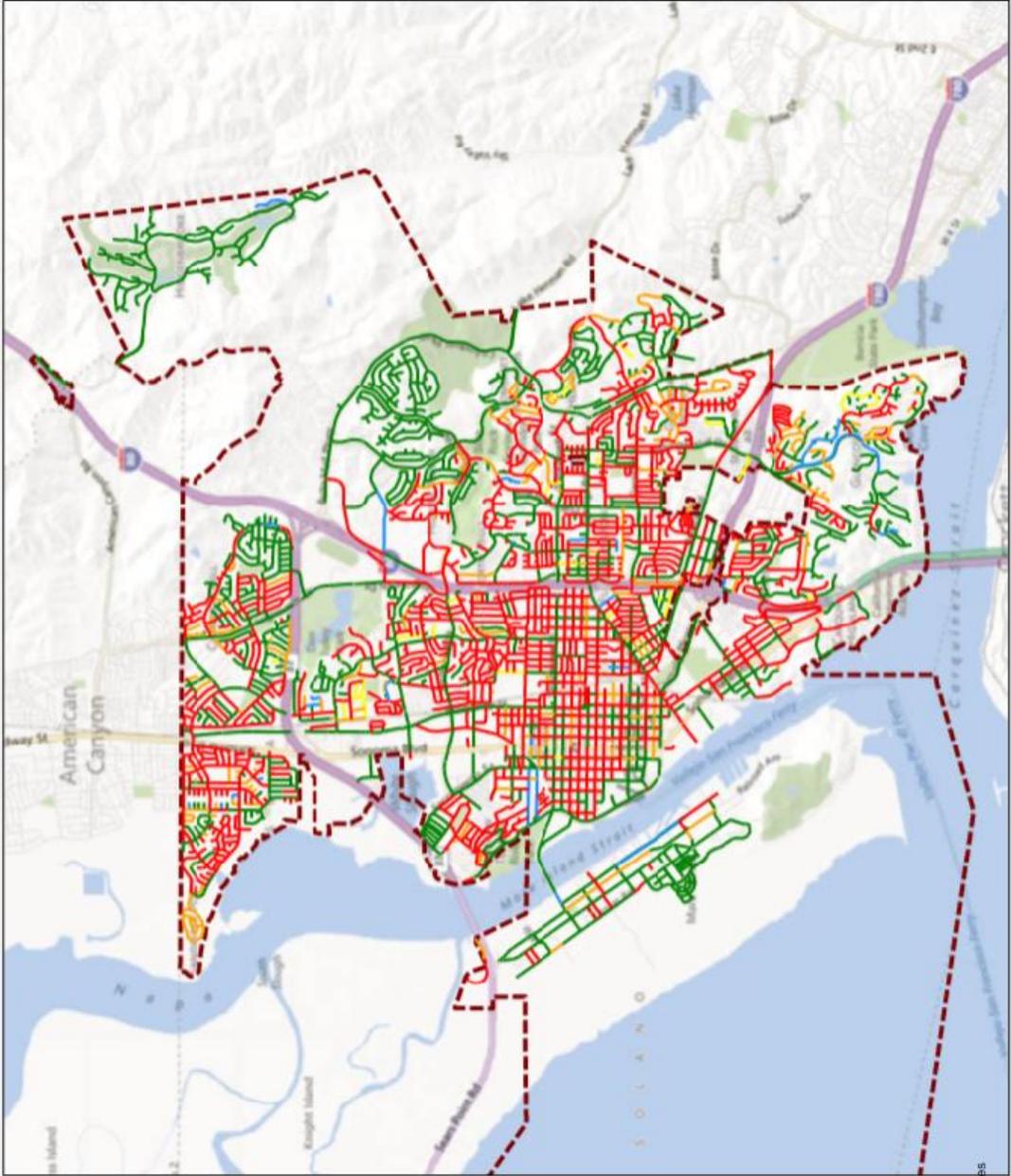
What will Vallejo's Streets look like in the Future using Current Budget Scenarios?

The PCI maps below illustrate what streets currently look like and will look like, using current budget scenarios, today (2014), 4 years out (2018), nine years out (2023) and 14 years out (2028).



Scenario PCI Condition

\$ Current Budget - 2018 Project Period - Total Rehab: \$3,146,988 - Printed: 2/19/2014



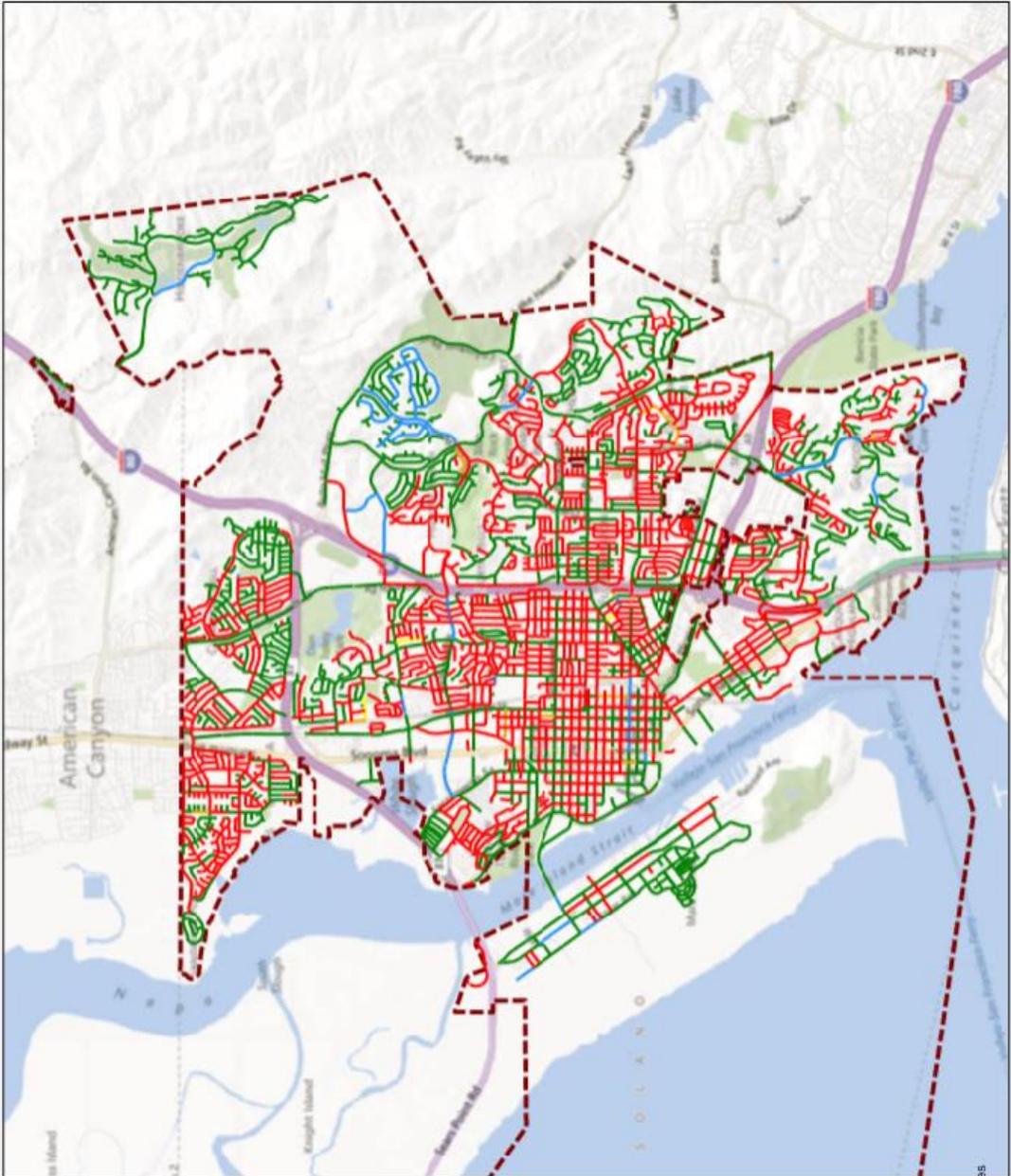
Feature Legend

- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor



Scenario PCI Condition

\$ Current Budget - 2023 Project Period - Total Rehab: \$3,114,839 - Printed: 2/19/2014



Feature Legend

- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor

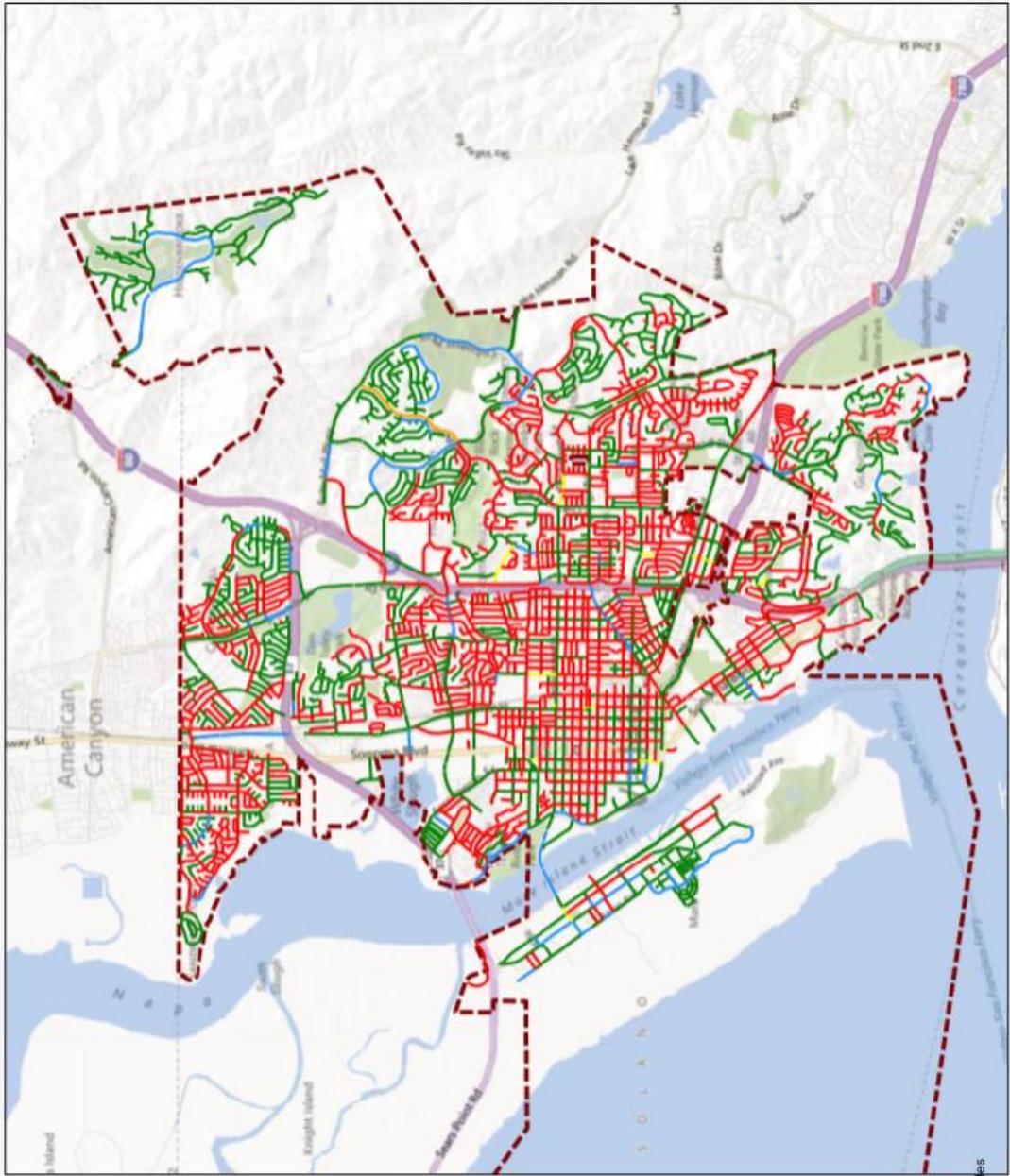


Scenario PCI Condition

\$ Current Budget - 2028 Project Period - Total Rehab: \$3,140,245 - Printed: 2/19/2014



City of Vallejo



Feature Legend

- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor



15 year pavement cost projections (2014 to 2028)

9/17/2014

2014, 15-year Needs				2028, current budget results			2028, PCI of 60		2028, cost effective conditions	
Needs (unlimited money)				Current Budget			Maintian PCI at 60		PCI 75	
Agency	PCI 2013	Needs	Deferred	PCI 2028	Cost	Deferred	Cost	Deferred	Cost	Deferred
Benicia	58	\$ 49,771,088	\$ 17,563,675	44	\$ 10,350,000	\$ 65,931,838	\$ 24,834,468	\$ 44,123,270	\$ 40,831,434	\$ 17,524,329
Dixon	76	\$ 23,625,919	\$ 5,543,770	56	\$ 4,065,000	\$ 30,431,006	\$ 14,219,443	\$ 34,591,773	\$ 23,746,492	\$ 13,327,526
Fairfield	68	\$ 192,512,541	\$ 67,608,611	39	\$ 26,250,000	\$ 297,512,980	\$ 129,816,962	\$ 135,070,378	\$ 161,656,678	\$ 71,663,485
Rio Vista	58	\$ 8,008,413	\$ 3,657,695	44	\$ 2,067,000	\$ 6,602,621	\$ 3,767,747	\$ 4,994,321	\$ 5,962,663	\$ 2,070,118
Suisun	56	\$ 60,720,711	\$ 24,716,118	47	\$ 18,000,000	\$ 88,625,992	\$ 38,690,186	\$ 64,754,759	\$ 64,959,090	\$ 26,205,009
Vacaville	69	\$ 183,760,909	\$ 38,210,247	52	\$ 75,000,000	\$ 180,424,152	\$ 119,082,979	\$ 127,897,261	\$ 169,080,190	\$ 43,883,072
Vallejo	47	\$ 495,876,960	\$ 330,850,661	41	\$ 52,500,000	\$ 646,297,600	\$ 125,652,727	\$ 578,983,039	\$ 433,234,091	\$ 94,558,146
County	77	\$ 201,434,130	\$ 21,703,930	67	\$ 109,275,000	\$ 129,104,553	\$ 72,068,098	\$ 234,030,689	\$ 133,823,919	\$ 37,740,609
Countywide	65	\$ 1,215,710,671	\$ 509,854,708	49	\$ 297,507,000	\$ 1,444,930,741	\$ 528,132,610	\$ 1,224,445,490	\$ 1,033,294,557	\$ 306,972,294
Annual Needs (unlimited money)				Current Budget Per Year			Maintain PCI at 60		PCI 75	
							More \$/yr	ROI by 2028	More \$/yr	ROI by 2028
Benicia		\$ 3,318,073			\$ 690,000		\$ 965,631	\$ 7,324,100	\$ 2,032,096	\$ 17,926,075
Dixon		\$ 1,575,061			\$ 271,000		\$ 676,963	\$ (14,315,210)	\$ 1,312,099	\$ (2,578,012)
Fairfield		\$ 12,834,169			\$ 1,750,000		\$ 6,904,464	\$ 58,875,640	\$ 9,027,112	\$ 90,442,817
Rio Vista		\$ 533,894			\$ 137,800		\$ 113,383	\$ (92,447)	\$ 259,711	\$ 636,840
Suisun		\$ 4,048,047			\$ 1,200,000		\$ 1,379,346	\$ 3,181,047	\$ 3,130,606	\$ 15,461,893
Vacaville		\$ 12,250,727			\$ 5,000,000		\$ 2,938,865	\$ 8,443,912	\$ 6,272,013	\$ 42,460,890
Vallejo		\$ 33,058,464			\$ 3,500,000		\$ 4,876,848	\$ (5,838,166)	\$ 25,382,273	\$ 171,005,363
County		\$ 13,428,942			\$ 7,285,000		\$ (2,480,460)	\$ (67,719,234)	\$ 1,636,595	\$ 66,815,025
Countywide		\$ 81,047,378			\$ 19,833,800		\$ 15,375,041	\$ (10,140,359)	\$ 49,052,504	\$ 402,170,890

Example, Benicia ROI by 2027 for PCI 75

Deferred 2027 Current	\$ 65,931,838	
Deferred 2027 PCI 75	-	\$ 17,524,329
Reduced Deferred Costs	\$ 48,407,509	(Benefit)
Cost PCI 75	\$ 40,831,434	
Cost 2027 Current	-	\$ 10,350,000
Additional Investment	\$ 30,481,434	(Cost)
Reduced Deferred Costs	\$ 48,407,509	
Additional Investment	-	\$ 30,481,434
	\$ 17,926,075	(BCA)

By investing \$29M more, Benicia saves \$48M, for an ROI of \$18.7M.



DATE: September 15, 2014
TO: STA TAC
FROM: Sofia Recalde, Associate Planner
RE: Solano Rail Facilities Plan Update

Background:

In March 2014, the STA began work on the Solano Rail Facilities with assistance from a consultant team led by Menzies & McCrossan. The objectives of the plan are to:

- Evaluate the demand for freight facilities in Solano County;
- Update the 1995 Rail Facilities Plan and examine the potential for new rail stations on the Capitol Corridor line and for improving ridership and service at existing and planned rail stations;
- Consider investment opportunities to improve safety and throughput, and to combat the effects of sea-level rise; and
- Evaluate the potential for Napa-Solano passenger rail connections.

The purpose is to develop a plan that can assist STA and local jurisdictions in making policies and local land use decisions to support future passenger and freight rail activity. The Plan has a projected 10-year life horizon.

A Rail Technical Advisory Committee (RTAC) was established to provide input and feedback as elements of the Plan are developed. The RTAC consists of Planning and Public Works staff from cities whose boundaries contain rail facilities, as well as representatives from Napa County Transportation and Planning Agency (NCTPA), Capitol Corridor Joint Powers Authority (CCJPA) and Solano Economic Development Corporation (Solano EDC). Since the beginning of this Plan, the RTAC has met twice and intends to meet monthly starting in July until the conclusion of this Plan in December 2014.

Discussion:

Capitol Corridor Update

The potential for additional rail stops along the Capitol Corridor is the current task being addressed by this Plan. The DRAFT technical memo (Attachment A) describes the current CCJPA criteria for new rail stations and proposes Solano-specific criteria to help guide decision-making and funding for future passenger stations in Solano County.

CCJPA updated its policies for new train stations in 2006, well after the original Solano's 1995 Rail Facilities Plan was completed. These policies include minimum station standards for ridership, station platform length, accessibility, passenger amenities, and safety and security, as well as having the support of the UPRR and a funding plan. The memo acknowledges that even if a city's proposal meets CCJPA criteria, CCJPA may require additional measures in order to maintain total travel time, system-wide ridership, on-time performance, etc.

The suggested Solano specific criteria incorporate CCJPA policies and establish requirements to ensure transit connectivity, accessibility, capital and operations/maintenance funding plan to support a new facility, and that the new rail stations are consistent with regional planning and funding requirements.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve the proposed Passenger Station Criteria as shown in Attachment A.

Attachment:

- A. Memo: Potential Passenger Station Criteria in Solano County



MEMORANDUM

Subject: POTENTIAL PASSENGER STATION CRITERIA IN SOLANO COUNTY

To: Sofia Recalde, STA Project Manager, Solano Rail Facilities Plan Update 2014

From: David McCrossan, Consultant PM, Solano Rail Facilities Plan Update 2014

Date: 6/11/14, updated 9/15/14

BACKGROUND

The purpose of this technical memorandum is to:

1. Summarize the status of **current and committed passenger rail stations** in Solano County.
2. Describe the **current criteria** guiding the establishment of passenger rail stations and Solano County (via the Capitol Corridor station guidelines).
3. Outline **potential Solano-specific criteria** that could help guide the decision-making and funding process for future passenger stations in the County.

1. CURRENT AND COMMITTED PASSENGER STATIONS (Exhibit Map A)

Currently there is one station with regular passenger service in the county (see Exhibit A), Suisun-Fairfield, with 200,400 users annually in FY2012-13¹. The station is served by all Capitol Corridor trains both eastbound serving destinations from Davis, east to Sacramento (and ultimately Auburn), and westbound to Oakland and other Bay Area destinations, ultimately San Jose, with service as follows:

Current Level of Capitol Corridor Service: Suisun-Fairfield Station

Direction of Travel	Weekdays	Weekends/ Holidays:
Level of service:		
Westbound	15 trains	11 trains
Eastbound	15 trains	11 trains
Span of service:		
Westbound	5:09am-9:49pm	6:19am-9:49pm
Eastbound	6:33am-11:13pm	8:28am-11:23pm

¹ Amtrak Govt. Affairs Fact Sheet, FY 2012 State of California

In addition to Capitol Corridor trains there are also four daily Amtrak long distance trains (serving the Bay Area to Chicago and Seattle to Southern California routes, which pass through Fairfield-Suisun and do not currently stop in the County. The nearest station stops by the Amtrak long-distance services are in Martinez and Davis. The Suisun-Fairfield Station is the highest used station on the corridor that is unstaffed. STA is currently in discussions with Suisun City about staffing the station.

There is also an additional winter-only service (Sierra Scenic Snow Train on weekends and midweek Reno Fun Train) that runs during ski season between Emeryville and Reno, which makes stops in both directions at Suisun-Fairfield.

The County's sole station stop was established in 1991, when Capitol Corridor service began, and has been served by additional services on every occasion that these have been expanded.

1.1. Current station facility—Suisun-Fairfield Station

Staffing: The Suisun-Fairfield station is currently unstaffed, with ticket vending machines available during opening hours. Most of the smaller stations on the Capitol Corridor, with the exception of the terminal stations and some larger cities, are unstaffed.

The station has a modern depot building, rehabilitated from a 100-year old station structure, and offering passenger waiting and restroom services. A café in the passenger waiting area is staffed daily 6am-6pm.

Parking: There are approximately 300 spaces and the park and ride lot at Main Street/Lotz Way, with additional on street parking.

Bike and pedestrian access is via Main Street and Railroad Ave. Access to downtown Fairfield is currently via a pedestrian bridge crossing the tracks under SR-12 to Union Ave.

Connecting transit service: The station is served by local Fairfield and Suisun Transit (FAST) and Solano Express with two FAST routes connecting all trains (not a timed transfer) with local route destinations in Fairfield and Suisun City: Route 5 operates on 30 minute frequency 6am-7pm and some Route 7 services on school days. Solano Express Route 90 connects the station with destinations west to El Cerrito Del Norte BART. Vine Transit makes seven weekday stops at the station on its Route 21 service to Napa. Both Greyhound (west to Oakland/Vallejo and east to Sacramento/Reno) and Delta Breeze (to Rio Vista/Isleton) make non-timed transfer stops at the station.

1.2. Planned station – Fairfield-Vacaville Intermodal Station

In addition to the current station, a second station 5 miles to the east at the Peabody Road crossing of the Union Pacific Railroad main line, is in the final stages of design, with construction scheduled to begin in 2015 and revenue service scheduled to occur 2017.

The station components are as follows:

Rail Side:

- Unstaffed passenger platform 800 hundred ft. long, 43 ft. wide
- Grade separated pedestrian access via pedestrian under crossing
- Pedestrian shelter and seating facilities
- Public address system and real-time train arrival monitors
- Ticket vending machines

Land Side:

- Parking for approximately 350 vehicles in the near-term (The City plans to construct a multi-story parking structure when parking demand increases).
- Transit access via curbside facilities accommodating up to 6x40' vehicles
- Pickup and drop-off curb space accommodating 10 vehicles
- Passenger bike lockers

2. CURRENT CAPITOL CORRIDOR JOINT POWERS AUTHORITY STATION STOP CRITERIA (Exhibit B)

In order to clarify the criteria guiding the establishment of new stations on the corridor, the governing body for Capitol Corridor services Capitol Corridor Joint Powers Authority (CCJPA) has developed a set of physical design, funding and operating requirements that have to be satisfied in order for a station stop to be considered.

In February 2006, the CCJPA Board adopted a set of principles to guide the development of an updated set of CCJPA policies on stations served by Capitol Corridor trains and the extensions and expansion of Capitol Corridor train service and train stations. Originally developed in 1998, these were revised in June 2006 by the Board and are shown in Appendix A.

The criteria as they relate to additional stations are grouped around three primary principles – 1) Station Standards, 2) The Station Funding Plan and 3) Support of The Host Railroad – and are summarized in Exhibit B.

The current criteria have been developed against the background of several key factors:

a) Operational ownership

Capitol Corridor is effectively a tenant operating services on the host railroad – Union Pacific's – tracks, via a trackage rights agreement. The host railroad therefore shares its freight train capacity with passenger trains: any additional stops or changes to the schedule have to be considered carefully alongside their schedule needs and priorities. There is currently an effective ceiling of 30 trains (15 round trips) per day within the current agreement.

b) The need to balance new passenger needs with schedule and performance impacts

Existing station stops and passengers using them should not be adversely affected by the addition of intermediate stops. Any new station proposal has to quantify the negative effects on schedule, on-time performance and corridor-wide end-to-end running times, and means of mitigating those effects (if this is possible).

Minimum numbers of boardings (10 boardings/alightings per train in the first 6 months or service) generated by new stations are also therefore part of the current criteria (Suisun-

Fairfield station greatly exceeds this minimum, serving almost 600 passengers daily).

c) Physical design considerations

Although most stations are served on the corridor solely by Capitol Corridor trains, designs also have to conform to Amtrak's station standards at a minimum.

Since track capacity is limited to the current number of trains within the agreement with Union Pacific, additional capacity for future growth is initially being accommodated by the future addition of longer trains.

Train lengthening has already been happening during the course of the past decade, and in the future the standard train length is anticipated to be 8 cars. The current train length varies but is typically 4-5 cars. Therefore all future stations should be able to accommodate this length of platform (700'), ideally on tangent (straight) track.

At locations where the platform configuration has *through* passenger or freight trains serving a boarding face – either an island platform or side platforms – safe pedestrian access typically requires grade separation – under or over the tracks. Modern ADA access requirements and physical setback distances for pedestrians to safely clear structures on the platform while trains are passing through the station are also resulting in more generous widths for platforms than would have traditionally been the case in the pre-ADA era.

Circumstances vary station by station, but these are the primary physical considerations and they impose a more extensive physical footprint for a planned new station than in the pre-2006 era.

Note that these are criteria established for the approval of potential stations in principle, within current design standards, and not a prescriptive design template for every new station, nor a guarantee that a station will be approved. Ultimately, the station project has to meet all the criteria and be approved by Union Pacific Railroad (UPRR), the host railroad.

Other Criteria

In addition there are other CCJPA policies that relate to new stations but are not necessarily part of the in-principle approval requirements. For example, there has been an increased use of bicycles accessing the Capitol Corridor trains which has resulted in demand for on-board and station bike storage exceeding previous design capacity for bikes. This is a common experience of commuter rail systems throughout country over the past decade; demand for bike access has been growing faster on the Capitol Corridor than on the rest of the State-supported system. CCJPA has developed a set of principles for bicycle access which focus primarily on improving on-board train provision, but which are likely to mean additional secure bicycle storage capacity at stations – bike lockers, locked bike parking - than in previously approved stations.

Additional CCJPA policies were adopted at the time of the 2006 revision to station policy (see Appendix A) that are related to expansion of service within the corridor, extension of service outside the corridor limits, and policy for retention of train service to current stations, none of which currently directly impact Solano County.

3. POTENTIAL SOLANO-SPECIFIC STATION CRITERIA (Exhibit C)

The planned Fairfield-Vacaville station met all of the current Capitol Corridor station criteria. However, final approval of the station still required extensive additional mitigating measures and analysis, including:

- The construction of additional siding facilities for freight trains serving the Tolenas Industrial Park in Fairfield.
- Grade separation of Peabody Road to accommodate the station tracks and pedestrian undercrossing access to the platform.

Meeting all of the basic criteria is therefore not a guarantee of station stop approval.

These are significant additional investments required to secure a successful and well-integrated new station stop to the Capitol Corridor, but they also represent a very high cost threshold for cities considering new stations, and an order of magnitude greater than "legacy stations" from the earlier 20th century passenger era or even stations approved as recently as the early 1990s in the Southern Pacific era.

Looking ahead to potential future stations, Solano has an opportunity in the 2014 Rail Facilities Plan Update to establish its own criteria, reflect local conditions and demonstrate community support, but with a clear understanding of the much higher cost thresholds for establishing new stations today than for previous rounds of station approvals.

There have also been changes in policy and regional funding requirements for local jurisdictions seeking support for new stations. In addition to the overall higher cost threshold for station sponsors, the expected commitment by local jurisdictions to transit supportive development has been formalized by the Metropolitan Transportation Commission (MTC), the federally designated Metropolitan Planning Organization (MPO) through the MTC-required Priority Development Area and Station Area planning process since the 2006 policies were adopted.

Since CCJPA and the host railroad ultimately determine whether any station stop will be approved, it makes sense to integrate any local criteria with the baseline established by CCJPA. The suggested Solano-specific "**Match and Refine**" criteria in Exhibit C therefore incorporate the approved CCJPA policies and:

- Allow local Solano jurisdictions to establish their own priorities within these in terms of amenities, readiness for future expansion and phasing
- Expand the CCJPA criteria to require specific commitments by local jurisdictions to land-side improvements in the areas of multimodal access (auto, transit bike, walk), parking provision and safety measures
- Define consistent local connecting transit service/"last mile" commitments
- Establish requirements for fully determining both capital and operations and maintenance costs and needed funding for new station facilities
- Ensure that proposed Solano stations are consistent with the regional planning and funding requirements, by requiring them to conform to the regional PDA/Station Area Plan process (and in so doing update the methodologies for determining multimodal access improvements for the station from the descriptions in the 2006 policy)

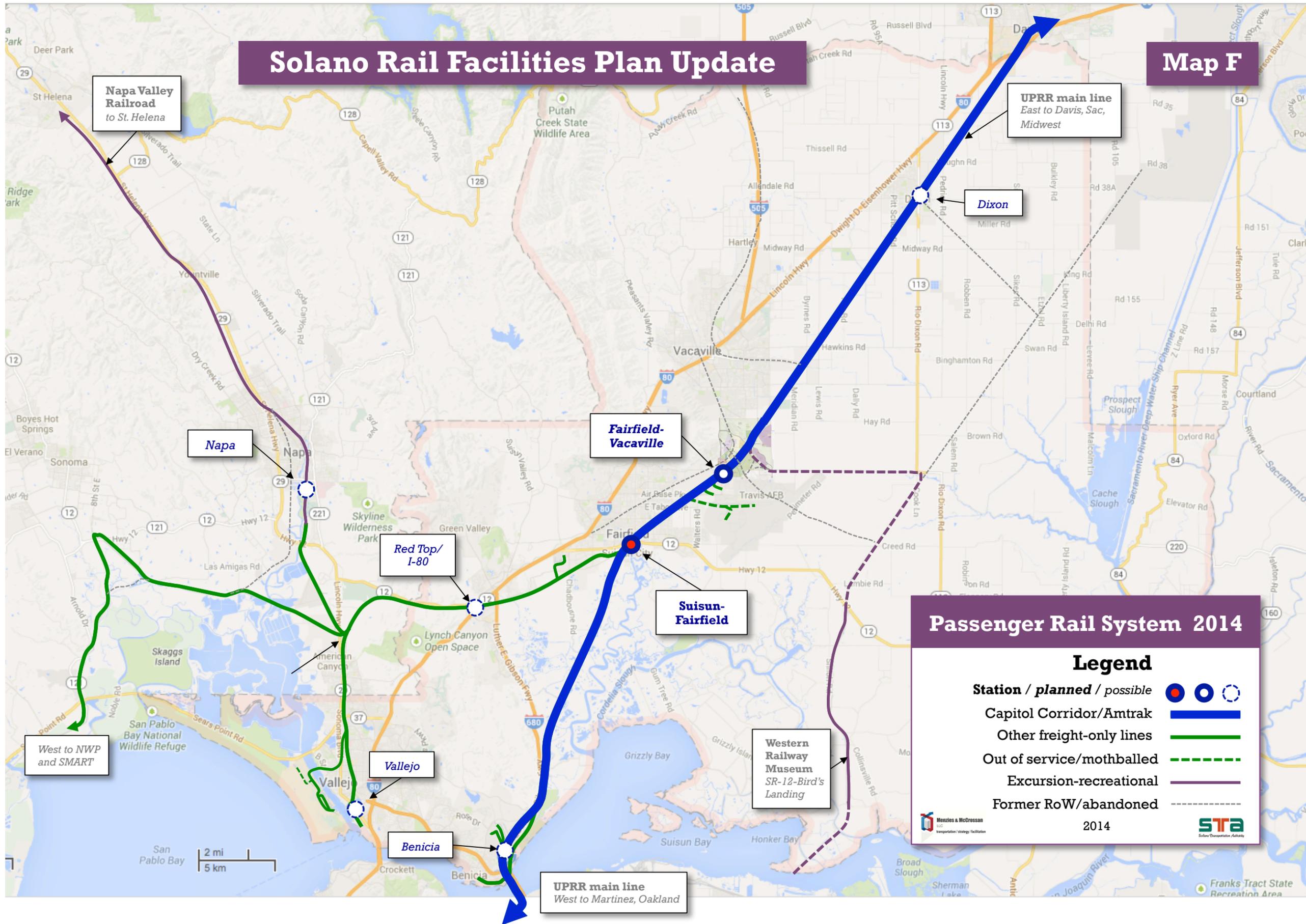
In short, *Match and Refine* criteria would reflect a likely higher level of long-term commitment and likely greater overall cost commitment by the local jurisdictions in order to increase the likelihood of additional stations in Solano County.

Exhibit A: Solano Passenger Rail System 2014 Map F

(Map in PDF version of memo)

Solano Rail Facilities Plan Update

Map F



Passenger Rail System 2014

Legend

- Station / planned / possible: ● ○ ○
- Capitol Corridor/Amtrak: — (thick blue)
- Other freight-only lines: — (solid green)
- Out of service/mothballed: - - - (dashed green)
- Excursion-recreational: — (purple)
- Former RoW/abandoned: - - - (dashed purple)

2014

STRA
Solano Transportation Authority

West to NWP and SMART

Napa Valley Railroad to St. Helena

UPRR main line East to Davis, Sac, Midwest

Fairfield-Vacville

Dixon

Napa

Red Top/I-80

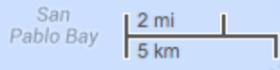
Suisun-Fairfield

Vallejo

Benicia

UPRR main line West to Martinez, Oakland

Western Railway Museum SR-12-Bird's Landing



Franks Tract State Recreation Area

Exhibit B: Summary Of Current Station Stop Criteria

CCJPA Current (2006) New Station Policy Criteria

3 Principles	Criteria	Item	Notes	
Meet Station Standards	Ridership	Min daily average ridership projections of 10 boardings / alightings per train within the first 6 months of CCJPA train service	Several current stations served on the Corridor do not meet this requirement	
	Design Criteria	Platforms will be a minimum of 700 ft. in length and 8 inches above top-of-rail (any deviations or exemptions require approval by host railroad and/or CCJPA/Amtrak)	Replaces previous policy of 400 ft. min length, with impacts on several projects planned prior to policy change (e.g. Dixon)	
		Goal of having stations separated by a minimum of 5 miles		
		Design will provide access to platforms so that passengers never cross a mainline track (e.g., grade separated access to island platform, station-only track not used by freight trains)	Grade separation requirement brings major design safety improvements but significant costs	
	Multi Modal Access	An intermodal transit connection plan must be developed by the station project sponsor that may include joint ticketing or transit transfer with the CCJPA trains		Current policy allows wide latitude for local connecting transit agencies
		Requirements for parking based upon a parking study prepared by project sponsor that will consider: ADA compliance, non-motorized vehicle access, current and future adjacent land uses, baseline (and future) ridership projections, transit and carpool/drop-off connectivity, transit-orientated development plans		Requirements will likely be influenced by priority development area (PDA) plans underway since policy was adopted
		Secure storage bike racks/lockers will be provided at platforms or inside station passenger waiting areas		CCJPA bike plan developed since 2006 has enhanced bike emphasis
	Passenger Amenities	Canopy shelters to provide seating for 12 people and accommodate 2 wheelchairs with capacity to add more shelters to meet future demand		Amtrak's station design guidelines also apply
		Ticket vending machines(s) and associated communication equipment provided at platforms (under canopy) or inside passenger waiting areas		Amtrak's station design guidelines also apply
		Passenger Information Display System (PIDS) provided at platforms and inside station passenger waiting areas, based on CCJPA design specs		Amtrak's station design guidelines also apply
	Safety & Security	Install security cameras on platforms, waiting areas, station facilities, and parking areas with the connecting communication system to be developed as part of design plans		Amtrak's station design guidelines also apply
		Emergency call boxes will be provided, at a minimum, at all unstaffed stations		Amtrak's station design guidelines also apply
		Local law enforcement agency will patrol and inspect station and parking facilities		Requires long-term local jurisdiction financial commitment
		Bomb-resistant trash receptacles will be provided at platforms and inside station passenger waiting areas		Amtrak's station design guidelines also apply
	Have Support of Host Railroad	Railroad Approval	Coordination/approval of station design plans with "host" railroad	For Solano County this effectively means the support of Union Pacific Railroad at all stages of the process
Funding Plan	Funding	Project Sponsor has to provide a complete Funding Plan		

Exhibit C: Potential Solano-Specific Station Criteria

Solano-Specific Potential Station Criteria

Match and Refine CCJPA Criteria

Criteria	Item	Notes
Ridership	Min daily average ridership projections of 10 boardings / alightings per train for weekday services within the first 6 months of CCJPA train service	Better reflects the commute oriented trips made by Solano riders
	Any additional station projects will, if necessary, mitigate the schedule impacts of additional stops in order to maintain overall Capitol Corridor-wide travel times.	Ensures that riders at existing station stops are not adversely affected by new station stops on the Corridor.
Design Criteria	Platforms will be a minimum of 700 ft. in length and 8 inches above top-of-rail (any deviations or exemptions require approval by host railroad and/or CCJPA/Amtrak)	Matches CCJPA criteria
	Goal of having stations separated by a minimum of 5 miles	Potential Dixon and Lake Herman Benicia locations meet this criterion
	Design will provide access to platforms so that passengers never cross a mainline track for both side and island platforms. Station-only tracks not used by freight trains are exempt from this provision	Clarifies ambiguity in current policy and minimizes unnecessary large-scale capital costs
Multi Modal Access	Project Sponsors will develop Station Area or Priority Development Area Plans (PDAs) as appropriate, within a half-mile radius of the station, with a clear identification of the number of existing and planned housing units and jobs, market demand analysis, affordable housing, multi-modal connectivity including pedestrian-friendly design standards, strategies to ensure ADA accessibility, parking demand analysis, infrastructure development, implementation plan and financing strategies	Aligns Solano station planning efforts with current local and MPO standards
	Requirements for parking and non-motorized access will be established by the project sponsor undertaking a multimodal access study utilizing CCJPA-approved ridership forecasts and assumptions in the Station Area Plan or PDA as appropriate	Ensures consistency in ridership forecasts for a local station within the overall rail system. Gives project sponsor/local jurisdiction more control over multimodal access requirements for their station
	An intermodal transit connection service plan will be developed by the station project sponsor that will guarantee local transit connections or equivalent "last-mile" provision meeting all trains serving Solano stations	Refines current policy to guarantee local transit connectivity
	Secure storage bike racks/lockers will be provided at platforms or inside station passenger waiting areas	Matches CCJPA criteria
Passenger Amenities	Canopy shelters to provide seating for 12 people and accommodate 2 wheelchairs with capacity to add more shelters to meet future demand	Matches CCJPA criteria
	Ticket vending machines(s) and associated communication equipment provided at platforms (under canopy) or inside passenger waiting areas	Matches CCJPA criteria
	Passenger Information Display System (PIDS) provided at platforms and inside station passenger waiting areas, based on CCJPA design specs	Matches CCJPA criteria
Safety & Security	Install security cameras on platforms, waiting areas, station facilities, and parking areas with the connecting communication system to be developed as part of design plans	Matches CCJPA criteria
	Emergency call boxes will be provided, at a minimum, at all unstaffed stations	Matches CCJPA criteria
	Local law enforcement agency will patrol and inspect station and parking facilities	Matches CCJPA criteria
	Bomb-resistant trash receptacles will be provided at platforms and inside station passenger waiting areas	Matches CCJPA criteria
Railroad Approval	Coordination/approval of station design plans with "host" railroad	Matches CCJPA criteria
	Establish station location memorandum of understanding (MOU) with host railroad and CCJPA before proceeding to detailed design	Refines current criteria to establish station location in principle prior to commitment of substantial design or preconstruction resources
Funding	Project Sponsor has to provide a complete Funding Plan, identifying capital costs for initial operating facility, future long-term expansion cost and operating and maintenance plan, including mid-life upgrades for lifecycle of the facility	Refines the funding plan requirement to identify specifically out front and long-term capital costs, as well as commitment by the project sponsor to maintain the station facility. Note that the PDA/ Station area plans will clarify funding/financing strategies

APPENDIX A: CCJPA Station and Service Policy, 2006

PRINCIPLES FOR REVISED POLICIES ON STATIONS AND TRAIN SERVICE CAPITOL CORRIDOR JOINT POWERS AUTHORITY (January 2006)

POLICY FOR NEW STATION

- Update level of train service (24 weekday, 18 weekend) and number of stations served (16)
- Maintain current criteria and add/update the following new standards:
 - Minimum daily average ridership projections of ten (10) boardings or alightings per train within the first six (6) months of CCJPA train service to the new station.
 - Canopy shelters to provide seating for twelve (12) people (and accommodate two (2) wheelchairs) with capacity to add more shelters to meet future demand
 - Coordination/approval of station design plans with "host" railroad
 - Local law enforcement agency will patrol and inspect station and parking facilities
 - Install security cameras on platforms, waiting areas, station facilities, and parking areas with the connecting communication system to be developed as part of design plans
 - Design will provide access to platforms so that passengers never cross a mainline track (e.g., grade separated access to island platform, station-only track not used by freight trains)
 - Platforms will be a minimum of 700 feet in length and eight (8) inches top-of-rail (any deviations or exemptions will require approval by host railroad and/or CCJPA/Amtrak)
 - Emergency call boxes will be provided, at a minimum, at all unstaffed stations
 - Passenger Information Display System (PIDS) real time electronic message signs will be provided at platforms and inside station passenger waiting areas, based on CCJPA design specifications
 - Bomb-resistant trash receptacles will be provided at platforms and inside station passenger waiting areas
 - Ticket vending machines(s) and associated communication equipment will be provided at either platforms (under the canopy) or inside station passenger waiting areas
 - An intermodal transit connection plan must be developed by the station project sponsor that may include joint ticketing or transit transfer with the CCJPA trains
 - Requirements for parking spaces will be based upon a parking study prepared by the project sponsor that will consider ADA compliance, non-motorized vehicle access, current and future adjacent land uses, baseline (and future) ridership projections, transit and carpool/drop-off connectivity, transit-orientated development plans
 - Secure storage bike racks/lockers will be provided at platforms or inside station passenger waiting areas

POLICY FOR RETENTION OF TRAIN SERVICE TO STATIONS

- Update the minimal ridership standards for continued CCJPA train service to station as follows:
 - Minimum daily average of ten (10) boardings or alightings per train within the first six (6) months of CCJPA train service to the new station
 - Minimum daily average of twelve (12) boardings or alightings per train within two years of CCJPA train service
 - Minimum daily average of fifteen (15) boardings or alightings per train within third year of CCJPA train service
- Develop marketing and operating plans to bring trains back to a station where service had been discontinued

EXPANSION OF SERVICE WITHIN CORRIDOR

- Update standards for trains that are managed by CCJPA for service within corridor (i.e., Regional Rail):
 - Ridership and revenues must be reviewed and approved by CCJPA
 - Any financial operating costs (expenses net of revenues) including any CCJPA management or administrative costs and additional rail equipment must be provided by service sponsor(s)
 - Net cost per train-mile (TM) must be equal to/lower than the current CCJPA train service net costs per TM
 - System operating (or farebox) ratio must be equal to/greater than the current CCJPA train system operating ratio

EXTENSION OF TRAIN SERVICE

- Any extension of CCJPA train service outside the Auburn-Sacramento-Oakland-San Jose corridor shall not drain resources that would prevent the CCJPA from implementing its core service expansion goals for the corridor pursuant to the *Vision Plan*
- Extensions of CCJPA train service outside the corridor shall not denigrate the core CCJPA train service, including but not limited to on-time performance and financial performance (e.g., operating costs, farebox ratio)
- Any financial operating costs (expenses net of revenues) including any CCJPA management or administrative costs and additional rail equipment must be provided by service extension sponsor(s)

ADOPTED FEBRUARY 15, 2006

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DATE: September 17, 2014
TO: STA TAC
FROM: Robert Guerrero, Project Manager
RE: Curtola Transit Center Project Initiation Document (PID) Request

Background:

A Project Initiation Document (PID) is a preliminary engineering report that is required for Caltrans relinquishment projects. In summary, the PID defines the scope, schedule, and estimated cost of a project (in addition to other Caltrans required information). Caltrans requests the STA develop a 3-year PID work plan for all Solano County Projects to assist in prioritizing their work plan and budgets for working with local agencies.

The current 3-year PID work plan covers Fiscal Years (FY) 2014-15 through FY 2016-17 and only includes the City of Vacaville's Lagoon Valley Blvd Interchange on I-80 for FY 2014-15. No other projects were identified for FY 2015-16 or FY 2016-17.

Prior to initiating work on a PID, the sponsor must enter into a Cooperative Agreement with Caltrans. Caltrans requires reimbursement for PID development and oversight.

Discussion:

SolTrans is currently constructing a major upgrade to the existing park and ride/transit facility at Curtola and Lemon Street in Vallejo. The new facility will be state of the art with easier access for transit buses and commuters. Caltrans currently owns property at the existing facility and was an active partner in planning and designing the new SolTrans facility.

There is a clear interest for Caltrans to relinquish their property to SolTrans contingent upon the passage of SB 1368. SB 1368 allows Joint Powers Authorities to be eligible to receive Caltrans relinquished properties. This bill was passed and signed into law on September 9, 2014. Since then, SolTrans and Caltrans have been coordinating to begin the relinquishment process, and as part of these discussions, SolTrans was notified that a PID is required. Soltrans therefore requested to amend the STA's 3-Year PID Work Plan to include the Curtola Transit Center for FY 2014-15. This action will allow SolTrans to enter into a co-op agreement with Caltrans to develop the PID and potentially complete it before the improvement project is completed. SolTrans anticipates the improvement project to be completed by October 2015.

STA staff is recommending approval of SolTrans' PID request at this time. There is no financial impact to the STA as a result of this action. SolTrans will be responsible for reimbursing Caltrans for their work in completing the PID. The terms of the financial commitment and scope of work will be negotiated prior to the signing the co-op agreement between the two agencies. The current rough estimate for the PID development is \$108k.

Fiscal Impact:

None to the STA. Soltrans will be responsible for financing the PID development with Caltrans.

Recommendation:

Forward a recommendation to the STA Board to amend the FY 2014-15 3-Year Project Initiation Document (PID) Work Plan to include SolTrans Curtola Transit Center in FY 2014-15.



DATE: September 12, 2014
TO: STA TAC
FROM: Drew Hart, Associate Planner
RE: Solano Bike Route Wayfinding Signs Implementation Update

Background:

The Solano Transportation Authority (STA) has adopted a countywide policy to include bike route signs on bicycle facilities that are part of the countywide bikeway network.

The Solano Countywide Bicycle Transportation Plan identifies a bicycle wayfinding and marking system to enhance the ease of navigation for bicyclists. Both the STA's Bike and Pedestrian Plans identify implementing Countywide Bicycle and Pedestrian Wayfinding Signage as a top priority.

To implement the Solano County Bike Route Wayfinding Signs Program, the project was broken up into two phases. The first phase is to develop a planning document that identifies the guidelines and specifications for directional wayfinding for regional bicycle facilities throughout the county. The second phase identifies existing regional bike routes that are in need of bike route signs and subsequently wayfinding signs.

Discussion:

At the September 2012 STA Board meeting, the Board approved to allocate \$15,000 on bike sign fabrication. To date, 48 County bike signs have been installed in Vallejo (February 2014) from that most recent production. More signs will be produced using the previously approved \$15,000 (\$10,000 remains) and STA staff will work with city staff to identify appropriate locations for sign installation.

The Wayfinding Plan is currently being drafted with the assistance and input from the Bicycle Advisory Committee (BAC). The goals of the planning document are as follows:

- Identify significant bikeway networks to be signed
- Inventory the existing sign locations as well as signage needs
- Dictate directional and distance information to major destinations.
- Establish sign design principles that correspond with California's MUTCD
- List supported destinations

STA staff will complete a draft of the Solano Bike Wayfinding Plan for the TAC meeting on November 19th. Feedback is requested.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Solano Bike Route Sign Inventory

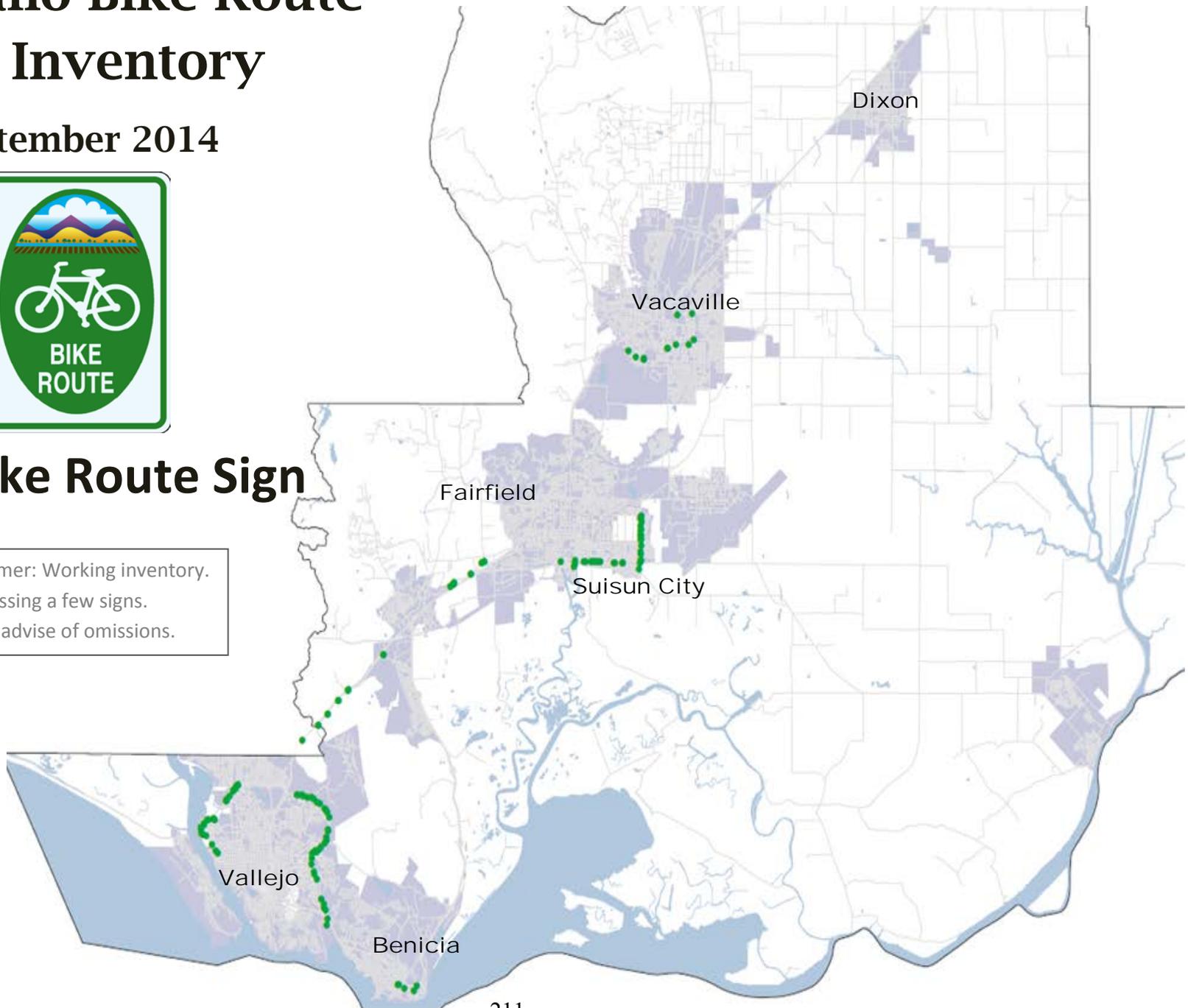
The Solano Bike Route Sign Inventory

September 2014



● - Bike Route Sign

Disclaimer: Working inventory.
Still missing a few signs.
Please advise of omissions.



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DATE: September 15, 2014
TO: STA TAC
FROM: Sofia Recalde, Associate Planner
RE: MTC's 2017 Regional Transportation Plan (RTP) Update

Background:

The Regional Transportation Plan (RTP) is the long-range transportation planning document for the 9-county Bay Area. It is prepared and adopted by the Metropolitan Transportation Commission (MTC), with land use information provided by the Association of Bay Area Governments (ABAG), and general input from Bay Area Congestion Management Agencies, transit providers and the general public. The 2013 RTP, or "Plan Bay Area", was jointly approved by MTC and ABAG on July 18, 2013. As required by Senate Bill (SB) 375, the 2013 RTP also serves as the region's Sustainable Communities Strategy (SCS) by integrating transportation and land use planning in an effort to reduce greenhouse gas emissions from cars and light trucks.

Per federal requirements, MTC must update the RTP every four years. The next planned RTP/SCS update is scheduled to occur in 2017.

Discussion:

In July 2014, MTC released a memo regarding the proposed approach and process for the 2017 Plan Bay Area Update (Attachment A). MTC's approach is to conduct a limited and focused update of Plan Bay Area building off the framework established by the 2013 Plan. A major difference between the 2013 and 2017 Plans will be that a new Regional Housing Needs Allocation (RHNA) will not be included in the 2017 Plan. Other differences include focusing on several new initiatives that were identified in Plan Bay Area to be developed and integrated into the 2017 Plan. These initiatives include:

- Transit Core Capacity and Connectivity
- Regional Goods Movement
- Sea level rise adaption planning
- Healthy infill development guidelines
- Economic Development and Prosperity Analysis

In addition, ABAG intends to work with local jurisdictions and Bay Area Congestion Management Agencies (CMAs) to revise Priority Development Areas (PDA) and Priority Conservation Areas (PCA). The focus of these efforts will be on implementation, infrastructure improvements, placemaking and economic strategies.

Finally, the 2017 update will incorporate tasks that MTC and ABAG have agreed to per settlement agreements from the 2013 RTP Process.

Attachment B is a memo outlining the development of MTC's Public Participation Plan. MTC plans to release the draft Public Participation Plan on November 7, 2014. MTC's Legislation Committee will discuss the draft Plan and any recommended changes after a 45-day public comment period. MTC staff anticipates that the MTC will take action on the Draft Public Participation process for the 2017 Plan Bay Area Update on January 28, 2105, barring the need for a second 45-day comment period.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Memo: Proposed Process—2017 Plan Bay Area Update (July 3, 2014)
- B. Memo: Development of MTC's Public Participation Process (September 15, 2014)

BayArea Plan

TO: MTC Planning Committee/ABAG Administrative Committee

DATE: July 3, 2014

FR: MTC Executive Director/ABAG Executive Director

RE: Proposed Process – 2017 Plan Bay Area Update

Background

In July 2013, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) approved *Plan Bay Area* (Plan), the first Regional Transportation Plan (RTP) for the region that also includes a Sustainable Communities Strategy (SCS) as required by Senate Bill 375. Per federal requirements, MTC must update the RTP every four years. This memo outlines the overall approach and schedule for the 2017 update of *Plan Bay Area*.

Approach – Focused Update

The approval of the Plan was the culmination of more than three years of planning and public engagement. Staff and partners from throughout the region are now in the process of implementing projects and programs identified in the 28-year Plan and developing those initiatives highlighted in the Plan for future work. Although the federal guidelines require the RTP to be updated every four years, the plans themselves are long range plans, and many key policy priorities, projects and programs remain the same from one plan to the next. As staff looks towards the 2017 update of the Plan, our approach for this planning cycle is to conduct a limited and focused update of *Plan Bay Area* building off of the core framework established by the 2013 Plan.

One key difference between the 2013 Plan and the 2017 update is that the 2017 update does not include the Regional Housing Needs Allocation (RHNA), which was required in 2013, and will be included again in the 2021 SCS. The RHNA process added a great deal of outreach and planning work that will not be necessary for the 2017 update. In addition, this will not be the region's first SCS, so we can build on lessons learned in the first integrated transportation and land use planning effort.

Key Initiatives

The 2017 update will focus on specific new initiatives and policy issues that were identified in *Plan Bay Area* as being key items to develop and integrate into the 2017 update. These include greater integration with other regional initiatives done in coordination with or led by partner regional agencies such as:

- Sea level rise adaptation planning;
- Healthy infill development guidelines; and
- Economic development and prosperity analysis.

In addition, MTC is advancing a Regional Goods Movement Plan and two transit studies focused on capacity and connectivity of the region's core transit systems. These initiatives will all be key inputs into the 2017 update. Recommendations from these initiatives will be developed on a rolling basis heading into the 2017 update. MTC will coordinate with county Congestion Management Agencies (CMAs) to

ensure coordination with county-level transportation planning efforts. This linkage will be advanced in part through updated County Transportation Plan guidelines currently under development.

ABAG is working with local jurisdictions on the revision of Priority Conservation Areas (PCAs), Priority Development Areas (PDAs) and Inner Bay Corridors, including the East Bay Corridors and Grand Boulevard Initiative. These efforts focus on plan implementation, infrastructure improvements, place-making and economic strategies. Local jurisdictions and CMAs are essential partners in the update of Plan Bay Area; their input will shape the forecast and land use strategies.

Finally, the 2017 update will have to take into account the new or expanded work elements that MTC and ABAG agreed to in settling the litigation brought by the Building Industry Association and Communities for a Better Environment against the 2013 Plan.

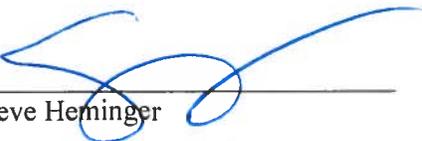
Outreach Strategy

MTC and ABAG will work with other partner agencies to scale public engagement at a level appropriate for this focused 2017 update. A framework for the public engagement will be developed as part of the Draft Public Participation Plan process slated to begin in Fall 2014.

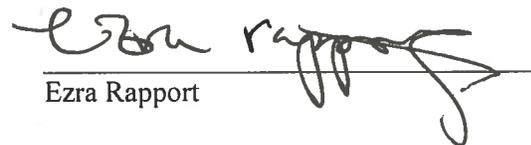
MTC's Policy Advisory Council and ABAG's Executive Board and Regional Planning Committee provided helpful suggestions relative to public engagement that staff is recommending be incorporated into the public engagement process for the 2017 update. Comment opportunities will include the key initiatives mentioned above. Public meetings will be conducted in all nine Bay Area counties, an online forum for public engagement will be provided for those who can't easily attend meetings, presentations to civic groups and community organizations will be structured to ensure significant local community input and MTC and ABAG will work with community-based organizations to involve residents in low-income communities and communities of color. We also expect to rely on our city and CMA partners to convey how the plan is developed with a sensitivity to the varied local conditions across our diverse region.

Next Steps

At your July meeting, staff is requesting feedback on the high-level approach outlined here and set forth in Attachments A and B. The feedback we receive will inform the content and structure of the Public Participation Plan slated to commence in the late fall.



Steve Heminger



Ezra Rapport

Attachments

- Attachment A: Approach and Tasks: 2017 RTP/SCS
- Attachment B: Schedule

J:\COMMITTEE\Planning Committee\2014\July\PBA Update memo.docx

Attachment A

Approach & Tasks: 2017 RTP/SCS

Proposed Approach

Overall	<ul style="list-style-type: none"> • focused update in 2017 <ul style="list-style-type: none"> ○ no RHNA ○ use overall Plan Bay Area framework ○ local input on PDA and PCA revisions • emphasis on state of good repair and maintaining performance framework • focus on new initiatives and projects <ul style="list-style-type: none"> ○ transit core capacity/connectivity ○ goods movement ○ inner bay corridors • greater integration of other regional agency initiatives such as <ul style="list-style-type: none"> ○ sea level rise adaptation planning ○ healthy infill ○ economic development • requirements per settlement agreement(s) including <ul style="list-style-type: none"> ○ PDA assessment ○ Freight Emissions Reduction Action Plan ○ EIR disclosures regarding Express Lanes ○ Healthy Infill Guidelines
Specific Tasks:	
a) Public Outreach	<ul style="list-style-type: none"> • Develop Public Participation Plan • 2 rounds of telephone polls • 3 rounds of open houses (kick-off, scenarios, draft plan) • CBO-hosted focus groups • briefings of elected officials
b) Call For Projects	<ul style="list-style-type: none"> • update of Plan Bay Area project info • new regional projects largely based on new initiatives • incorporate new county projects per county plans and new funding sources/sales tax measures
c) Project Performance Evaluation	<ul style="list-style-type: none"> • preserve strongest performance evaluation elements from Plan Bay Area • integrate state of good repair analysis
d) Job, Population & Housing Forecasts	<ul style="list-style-type: none"> • update job, population & housing forecasts • keep planning horizon at 2040
e) Transportation revenue Forecast	<ul style="list-style-type: none"> • update revenue forecasts with new base year and growth rates • keep planning horizon at 2040
f) Scenario Analysis	<ul style="list-style-type: none"> • one round of scenario analysis • scenarios designed to inform the selection of a preferred scenario • same scenario alternatives revised and carried over into EIR

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Draft Schedule & Tasks: 2017 RTP/SCS

Year	Months	2014												2015												2016												2017					
		Q2			Q3			Q4			Q1			Q2			Q3			Q4			Q1		Q2																		
		Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun															
Policy Element																																											
1	Programs to feed into 2017 RTP/SCS																																										
1a	HUD Sustainable Communities Strategy	[Blue bar]																																									
1b	Regional Goods Movement Study	[Blue bar]																																									
1c	Economic Development Strategy	1c	[Blue bar]																																								
1d	PDA Assessment per BIA Settlement Agreement				1d	[Blue bar]																																					
1e	Transit Core Capacity/Connectivity Studies				1e	[Blue bar]																																					
1f	Performance Evaluation Framework																1f			[Blue bar]																							
2 Public Outreach																																											
2a	Public Participation Plan				2a	[]			[]			[]			[]			[]			[]			[]		[]																	
2b	Open Houses				2b			[]			2b			[]			2b			[]			2b		[]																		
2c	Telephone Poll				2c			[]			2c			[]			2c			[]			2c		[]																		
3	Schedule, Work Plan, & Roles																3			[]			3			[]																	
4	Goals & Objectives																4			[]			4			[]																	
5	Targets, Performance Measures, & Equity Metrics																5			[]			5			[]																	
Project Evaluation																																											
6	Confirm PBA Project Information																6			[]			6			[]																	
7	Call For Projects																7			[]			7			[]																	
8	Performance Assessment																8			[]			8			[]			8		[]												
9	Equity Analysis																9			[]			9			[]			9		[]												
Forecasts																																											
10	Jobs Forecast (regional and subregional)	?	10			[Blue bar]															10			[]			10			[]			10		[]								
11	Housing Forecast (regional and subregional)	?	11			[Blue bar]															11			[]			11			[]			11		[]								
12	Revenue Forecast																12			[]			12			[]			12		[]												
Scenario Development & Analysis																																											
13	Define & Evaluate Detailed Scenarios																13			[]			13			[]																	
14	Investment Tradeoffs																14			[]			14			[]																	
Document Development																																											
15	Adopt Preferred Scenario & Revise Alternative Scenarios																15			[]			15			[]			15		[]												
16	Draft EIR																16			[]			16			[]			16		[]												
17	Draft Plan																17			[]			17			[]			17		[]												
18	Draft Conformity Analysis																18			[]			18			[]			18		[]												
19	Draft EIR & Plan Outreach																19			[]			19			[]			19		[]												
20	Respond to EIR Comments																20			[]			20			[]			20		[]												
21	Adopt EIR																21			[]			21			[]			21		[]												
22	Adopt Plan																22			[]			22			[]			22		[]												

[] committee information
 [] committee action

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**METROPOLITAN
TRANSPORTATION
COMMISSION**

PTAC Item 9

Joseph P. Bort MetroCenter
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Oakland, CA 94607-4700
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FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Partnership Technical Advisory Committee
FR: Catalina Alvarado, Public Information Officer
RE: Development of MTC's Public Participation Plan

DATE: September 15, 2014
W. I. 1112

Background

State and federal statutes require metropolitan planning organizations such as MTC to adopt participation plans to provide the public with opportunities to be involved in the transportation planning process. MTC's current Public Participation Plan (PPP) was adopted in 2010 and informs interested residents on how to engage in the range of MTC's planning and funding allocations. Appendix A to the Public Participation Plan highlights planning and decision milestones, and public engagement opportunities, for Plan Bay Area — the region's long-range transportation and land use blueprint.

With the first update to Plan Bay Area slated to begin in mid-2015, staff will release a draft update to the PPP in November. This memo provides an overview of the anticipated process and schedule for this public engagement blueprint.

Proposed Approach

The 2010 PPP was adopted just prior to the launch of Plan Bay Area, which included a lengthy and sometimes contentious public engagement process culminating in adoption of Plan Bay Area by MTC and the Association of Bay Area Governments (ABAG) in July 2013. We are reviewing recommendations from an [evaluation](#) of Plan Bay Area's public engagement activities, and participated in a productive debrief and strategy session with MTC's Policy Advisory Council. Likewise staff has been speaking directly to Commissioners and other interested parties. ABAG also has been conducting county-level meetings with elected officials and key local government staff.

In the coming weeks we will convene the Regional Advisory Working Group (RAWG) — an ad hoc group of representatives from local government, county-level congestion management agencies, transit agencies, state and regional agencies, and a wide range of stakeholder interests — to discuss key milestones and engagement opportunities as we proceed to update Plan Bay Area. The RAWG was a key forum for anyone who wished to directly participate and comment on the development of Plan Bay Area from 2010 through its adoption in 2013.

MTC staff also will discuss how best to engage the public in transportation decisions with MTC's Policy Advisory Council, as well as with residents in low-income communities and communities of color.

As called out in SB 375 and in federal legislation that governs regional transportation planning, MTC anticipates an extensive outreach effort with local government officials and the public as part of the process of developing the update to Plan Bay Area. In addition to a partnership among local

governments (cities, counties, congestion management agencies, and transit agencies), a number of public stakeholders will be consulted.

Draft Public Participation Plan Schedule

Key dates leading up to adoption of the Draft PPP include:

11/7/14	Release Draft PPP for 45-day public comment period
11/14/14	Legislation Committee: presentation and discussion on Draft PPP
12/22/14	Close of 45-day public comment period
1/9/15	Legislation Committee: Present summary of comments and any recommended changes (if significant changes, release for second 45-day comment period)
1/28/15	Final Commission Action on Draft PPP (or March 2015 if second comment period is needed)



DATE: September 15, 2014
TO: STA TAC
FROM: Sofia Recalde, Associate Planner
RE: Discussion of Active Transportation Program (ATP) Priorities

Background:

The establishment of the State's Active Transportation Program was signed into legislation in September 2013. The ATP is the state's dedicated funding source for cycling, pedestrian, Safe Routes to School (SR2S) and other active transportation projects and programs. Approximately \$360M was available in Cycle 1, which includes Fiscal Years (FY) 2013-14, 2014-15, and 2015-16. ATP funding is 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)

There were 7 applications from Solano County:

- Solano Co Farm to Market Phase 1 Project
- Solano Co Vaca-Dixon Bikeway, Ph 5B
- STA - Solano County SR2S - Ingraining Walking & Rolling into the School Culture
- Suisun City Driftwood Dr SRTS Path
- Vallejo SR2S North Hills Christian School Improvement
- Vallejo SRTS - Cooper ES
- Vallejo Maine Street Pedestrian Enhancements

The Statewide ATP program was adopted by the California Transportation Commission (CTC) on August 20, 2014. The STA's Safe Routes to School application was awarded \$388,000 funding from the Statewide ATP Program.

The Metropolitan Transportation Commission (MTC) recently completed the first Regional ATP process. MTC staff recommendations are to be adopted by the Commission on September 24 and by the CTC on November 12. None of the remaining Solano County applications are being recommended by MTC staff for Regional ATP funding.

Cycle 2 of ATP is scheduled to commence in early 2015.

Discussion:

A review of the ATP applications that have been recommended for funding, both statewide and regionally, reveal that certain project characteristics make some applications more competitive than others. Such features include:

- Multi-jurisdictional or Regional projects
- Safe Routes to School projects and programs

- Access to multiple destinations including transit, schools, employment, commercial centers and recreation.
- Projects that include multiple partners and collaboration
- Projects that can demonstrate increased active transportation and safety improvements

STA staff will be working with city and county staff to prepare for Cycle 2, which is expected to commence in early 2015. The STA is in the process of identifying potential projects for Cycle 2 and future state and regional ATP grant cycles, including:

- Safe Routes to School Projects (multi-agency partnership including infrastructure and education/encouragement)
- Bicycle and Pedestrian and Enhanced Transit Access and adjacent to the Fairfield/Vacaville train station
- Vine Trail Project (American Canyon/Vallejo border to Vallejo waterfront)

Fiscal Impact:

None

Recommendation:

Informational.



DATE: September 15, 2014
 TO: STA TAC
 FROM: Liz Niedziela, Transit Program Manager
 RE: Solano Express Ridership Update for FY 2013-14

Background:

Solano Express Intercity Routes consist of seven routes operated by Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans). Funding for Intercity Transit Routes is provided through the Solano Intercity Transit Funding agreement among six cities, the County of Solano and STA, and Regional Measure 2 (RM 2) Bridge toll funds.

The Solano Express Intercity Transit Consortium (the Consortium) consists of STA, Solano Napa Commuter Information (SNCI), Solano County and the cities of Dixon, Fairfield, Rio Vista, and Vacaville, and the new SolTrans Joint Powers Authority. The Consortium helps set policy for funding and administration of intercity routes.

Two of the primary means of measuring the success of intercity transit are farebox recovery (the percentage of operating cost paid by user fares) and overall ridership. Each transit operator gathers and reports the ridership information on a monthly basis and the farebox is estimated on a quarterly basis with final farebox ratios on an annual basis after financial statements are completed.

Discussion:

Comparing fiscal year (FY) 2012-13 year ridership numbers to FY 2013-14 ridership from the same time frame (July - June), overall Solano Express ridership on the seven routes has decreased by 1% as shown in the table below.

Solano Express Route	2012-2013	2013-14	Ridership Increase/Decrease
Route 20	51,135	50,540	-1%
Route 30	47,883	52,077	9%
Route 40	43,502	46,578	7%
Route 78	86,677	80,729	-7%
Route 80	440,091	453,809	3.0%
Route 85	97,964	84,197	-14%
Route 90	252,837	243,271	-4%
	1,020,089	1,011,201	-1%

Recommendation:

Informational.

Attachment:

A. Solano Express Ridership Comparison



SolanoExpress Intercity Ridership Comparison

20	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14
Jul	3,511	2,910	4,460	3,517	3,347	3,482	3,958	3,782
Aug	4,251	3,697	3,880	3,911	3,904	4,601	5,049	4,529
Sept	4,355	3,515	4,362	4,628	4,221	4,589	4,563	4,575
Oct	3,684	3,826	4,920	4,578	3,939	4,572	5,133	5,090
Nov	3,271	3,339	3,694	3,886	3,540	4,356	4,254	3,902
Dec	2,922	3,041	3,756	3,891	3,457	4,225	3,689	3,692
Jan	3,172	2,855	4,155	3,293	3,344	4,090	4,302	4,454
Feb	3,116	3,455	4,017	3,859	3,290	4,515	3,997	4,056
Mar	3,727	3,772	4,394	4,753	3,823	4,435	4,252	4,181
Apr	3,174	4,089	4,300	4,176	3,844	4,284	3,897	4,130
May	3,187	3,959	4,157	3,851	3,915	4,636	4,120	4,314
Jun	2,892	4,092	3,929	3,874	3,742	4,111	3,921	3,835
Annual	41,262	42,550	50,024	48,217	44,366	51,896	51,135	50,540
Farebox		21%	28%	36%	25%	35%	31%	
						July - Jun Comparison	-1%	

30	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14
Jul	2,793	2,932	3,897	3,540	3,459	3,533	3,732	4,027
Aug	2,982	3,009	3,979	3,246	3,536	4,110	4,379	4,442
Sept	2,630	2,947	4,510	3,593	3,653	3,855	3,872	4,240
Oct	3,033	3,753	4,904	3,863	3,284	4,161	4,708	4,988
Nov	2,569	3,590	3,387	3,194	3,552	3,702	3,786	3,955
Dec	2,299	2,447	3,369	2,930	3,287	3,514	3,275	3,921
Jan	2,740	2,677	3,571	3,046	3,575	3,811	4,004	4,744
Feb	2,731	2,777	3,488	3,442	3,760	4,045	3,772	4,105
Mar	3,059	2,771	3,831	3,890	4,307	4,108	4,151	4,117
Apr	3,172	3,433	3,823	3,709	4,084	3,999	4,626	4,667
May	3,290	3,149	3,367	3,172	4,069	3,918	4,079	4,419
Jun	3,058	3,633	3,599	3,311	3,998	3,788	3,499	4,452
Annual	34,356	37,118	45,725	40,936	44,564	46,544	47,883	52,077
Farebox		39%	30%	33%	27%	32%	29%	
						July - Jun Comparison	9%	



SolanoExpress Intercity Ridership Comparison

40	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14
Jul	2,951	4,009	5,287	3,595	3,372	2,876	3,576	3,795
Aug	3,332	4,487	4,857	3,457	3,622	3,671	3,828	3,983
Sept	3,021	3,744	5,338	3,152	3,568	3,481	3,314	3,936
Oct	3,384	4,340	5,474	3,537	3,411	3,559	4,098	4,402
Nov	2,841	3,680	3,902	3,147	3,476	3,444	3,260	3,773
Dec	2,437	3,274	3,898	3,154	3,234	3,277	2,918	3,434
Jan	3,935	4,047	3,855	2,908	3,241	3,529	3,666	3,933
Feb	3,479	3,675	3,628	3,034	3,188	3,388	3,507	3,616
Mar	4,269	3,748	4,015	3,646	3,789	3,703	3,859	4,046
Apr	3,894	4,214	3,712	3,315	3,327	3,126	3,930	4,078
May	4,256	4,162	3,278	3,065	3,463	3,356	3,896	3,823
Jun	3,900	4,856	3,519	3,463	3,399	3,289	3,650	3,759
	41,699	48,236	50,763	39,473	41,090	40,699	43,502	46,578
Farebox		23%	31%	30%	22%	29%	27%	
					July - Jun Comparison		7%	

90	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14
Jul	12,341	15,425	21,782	17,782	17,350	17,905	19,763	18,946
Aug	14,104	17,341	19,770	17,109	18,326	21,662	22,639	21,261
Sept	11,580	15,183	20,883	18,196	18,601	20,036	19,701	20,362
Oct	14,547	18,270	21,719	19,373	17,994	20,137	24,161	21,398
Nov	14,883	16,760	15,848	16,804	17,811	19,326	20,368	18,484
Dec	14,092	15,360	18,028	17,046	17,260	18,460	18,527	19,345
Jan	10,974	17,711	17,887	16,119	18,194	19,799	21,100	21,136
Feb	10,892	17,817	17,640	16,457	17,469	19,894	20,241	19,595
Mar	12,659	18,890	19,728	19,527	21,303	21,423	21,089	20,937
Apr	12,581	20,701	18,919	18,527	19,397	20,299	22,549	21,487
May	12,074	19,080	17,010	16,808	19,823	21,619	22,368	20,129
Jun	13,632	20,495	18,327	17,437	19,909	19,719	20,331	20,191
Annual	154,359	213,033	227,541	211,185	223,437	240,279	252,837	243,271
Farebox		40%	43%	46%	41%	50%	49%	
					July - Jun Comparison		-4%	



SolanoExpress Intercity Ridership Comparison

78	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14
Oct			1,243					
Jul	8,837	8,964	8,642	6,874	6,462	6,298	7,010	6,870
Aug	8,503	9,738	9,196	6,310	6,883	7,741	8,581	7,275
Sept	8,244	10,430	8,905	6,338	7,218	7,561	7,725	7,105
Oct	8,905	9,254	6,360	6,837	7,197	7,422	8,767	7,499
Nov	7,902	8,835	6,328	5,959	7,142	7,140	6,845	6,031
Dec	7,942	7,638	6,202	6,044	6,144	6,875	6,484	6,094
Jan	8,237	7,900	6,096	5,674	6,544	7,440	7,167	6,091
Feb	9,038	8,418	5,599	5,637	6,223	7,324	6,706	6,621
Mar	10,250	8,570	6,517	6,889	7,151	7,991	6,795	6,196
Apr	9,337	9,698	6,432	6,529	7,436	7,599	6,992	6,491
May	10,420	9,226	6,885	6,512	7,351	7,830	7,200	7,382
Jun	10,439	8,636	6,677	6,707	7,384	7,533	6,405	7,074
Annual	108,054	107,307	83,839	76,310	83,135	88,754	86,677	80,729
Farebox			20%	23%	15%	19%	25%	
					July - Jun Comparison		-7%	

80	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14
Jul	33,855	34,096	41,304	31,889	31,492	33,747	33,836	34,033
Aug	36,003	37,351	39,073	32,947	32,619	35,498	41,052	39,393
Sept	32,672	31,384	36,454	33,256	30,676	35,255	35,557	37,101
Oct	34,100	34,924	39,128	36,258	32,207	37,304	43,316	39,275
Nov	30,593	31,960	32,043	31,318	29,869	34,257	35,843	35,370
Dec	28,194	29,529	31,765	29,455	30,735	34,071	34,751	35,609
Jan	30,114	30,909	30,878	28,735	31,615	34,673	34,840	37,596
Feb	28,200	32,627	29,056	31,394	31,518	35,770	34,036	35,343
Mar	32,795	34,021	32,830	33,616	35,602	39,851	36,701	38,972
Apr	32,483	36,596	33,786	32,929	34,326	36,325	37,413	40,560
May	34,996	36,382	31,714	31,633	34,527	39,244	37,485	41,307
Jun	33,130	39,052	32,569	31,667	35,705	36,845	35,261	39,250
Annual	387,135	408,831	410,600	385,097	390,891	432,840	440,091	453,809
Farebox		36%	41%	37%	39%	51%	74%	
					July - Jun Comparison		3%	



SolanoExpress Intercity Ridership Comparison

Route 85	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14
Jul	9,062	13,147	16,013	13,309	12,024	12,454	6,914	6,869
Aug	10,571	15,217	14,518	13,180	14,927	14,491	10,999	7,862
Sept	12,899	12,939	14,576	13,552	14,483	14,691	11,002	6,936
Oct	12,786	13,425	15,197	13,170	13,788	15,909	13,161	7,996
Nov	10,993	10,695	11,351	10,890	12,182	12,791	7,316	6,550
Dec	9,624	9,939	10,950	10,128	10,573	11,201	6,436	5,825
Jan	8,973	9,256	10,868	9,034	10,537	10,856	7,049	6,506
Feb	10,046	12,015	11,801	10,761	11,408	12,525	6,732	6,512
Mar	12,015	12,955	13,934	14,239	13,235	12,830	7,705	7,373
Apr	10,157	13,770	13,026	11,949	12,542	11,976	7,503	7,612
May	10,706	14,373	12,353	11,792	12,063	12,191	6,760	6,978
Jun	8,273	15,821	13,185	11,225	12,518	10,517	6,387	7,178
Annual	126,105	153,552	157,772	143,229	150,280	152,432	97,964	84,197
Farebox		24%	26%	24%	28%	37%	36%	
						July - Jun Comparison	-14%	

Annual	892,970	1,010,627	1,026,264	944,447	977,763	1,053,444	1,020,089	1,011,201
by Year		13%	2%	-8%	4%	8%	-3%	-1%
to		13%	13%	6%	9%	18%	14%	13%



DATE: September 23, 2014
TO: STA TAC
FROM: Jayne Bauer, Marketing & Legislative Program Manager
RE: SolanoExpress Marketing Plan Update

Background:

The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the SolanoExpress Intercity Transit program.

SolanoExpress:

With the assistance of Regional Measure 2 (RM2) Marketing funds from MTC, the STA Board authorized the launch of a comprehensive marketing program for the SolanoExpress services. STA staff has worked with Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST) to develop and implement this program. The goals of the marketing effort for SolanoExpress intercity transit services in FY 2012-13 were to:

1. Promote SolanoExpress services as positive alternatives to driving alone for commuting and other trip purposes
2. Increase awareness of SolanoExpress services
3. Increase ridership on SolanoExpress routes and the farebox recovery rate

Discussion:

SolanoExpress:

A Project Team consisting of staff from STA, FAST and SolTrans guided the efforts of the 2012-13 SolanoExpress Marketing plan and campaign. The Team coordinated the activities with the consultant and brought updates to Consortium, TAC and STA Board meetings. A SolanoExpress Marketing Subcommittee of the STA Board reviewed and approved the marketing plan. Presentations were made to the STA Board and the SolTrans Board for comments and final approvals. A Scope of Work (Attachment A) outlines the tasks to be completed and products delivered by the consultant.

Additional work was scoped out for FY 2013-14 (design, production and installation of decals on 19 SolanoExpress FAST buses, additional local print ads, promotional items, and upgrade of the SolanoExpress website). An updated table of all the elements completed and in progress (Attachment B) is included for your information. Some items were not completed due to change in scope on other items.

Attachment C depicts an overview of audience statistics on the SolanoExpress website during the online/print marketing campaign, which increased by approximately fourfold at its peak. Attachment D depicts the percentage of device type used to access the SolanoExpress website – 46% desktop, 42% mobile, 12% tablet. Attachment E shows examples of the media elements that were used in this campaign.

STA staff is preparing for the FY 2014-15 marketing efforts for SolanoExpress, and has developed the following list to finalize and implement:

1. FAST bus decals
2. SolanoExpress website
3. Installation of bus stop signs
4. Installation of bus schedule frames and schedules
5. Including branding of SolanoExpress on SolTrans website (replacing Multi-Zone term)
6. Rider appreciation promotions (“Buy One Get One” free)
7. Door hanger promotion for Vine Express Route 21 (Napa to Fairfield)

Staff is seeking input from the Transit Consortium on the elements of the FY 2014-15 SolanoExpress marketing campaign.

Fiscal Impact:

\$150,000 has been budgeted for marketing SolanoExpress in FY 2014-15. Funds come from State Transit Assistance Fund (STAF) dedicated by the STA.

Recommendation:

Informational.

Attachments:

- A. SolanoExpress Transit Marketing Scope of Work for FY 2012-13
- B. SolanoExpress Marketing Elements Update
- C. SolanoExpress Website Audience Statistics
- D. SolanoExpress Website Device Statistics
- E. SolanoExpress Marketing Media Elements Sample

Scope of Work

SolanoExpress Transit Marketing Services FY 2012-13

Marketing Objective

The objective of the SolanoExpress Marketing Program is to build upon the past marketing strategies and apply them specifically to promote seven intercity transit services as a system as well as individually:

- SolanoExpress SolTrans Rt. 78
- SolanoExpress SolTrans Rt. 80
- SolanoExpress SolTrans Rt. 85
- SolanoExpress FAST Rt. 20
- SolanoExpress FAST Rt. 30
- SolanoExpress FAST Rt. 40
- SolanoExpress FAST Rt. 90

An approved Marketing Plan will guide the implementation of the SolanoExpress Transit Marketing Campaign for FY 2012-13. In addition to the Plan, the final product will include the design, creation, media placement and printing of various marketing collateral as outlined:

Marketing Plan

Develop a marketing plan to include an ongoing campaign that incorporates a wide range of marketing strategies that will effectively promote, increase awareness and ridership, and implement branding of SolanoExpress services to key audiences:

- Existing core riders
- Existing occasional riders
- General public/non-riders

Marketing Collateral

Create and produce marketing products that may include the following:

- a) Ad placement for print publications/media
- b) Design/scripting/placement of internet ads
- c) Fare Incentive flyers and electronic media ads
- d) Outline of recommended SolanoExpress Website Updates
- e) Bus shelter posters
- f) SolanoExpress Decals for Bus Stop Signs
- g) Bus Stop Sign Schedules Frames
- h) Printed Brochures/Posters/Promotional Collateral
- i) Ads for internal and external bus placement

SolanoExpress Marketing Campaign Elements

I. Online

- Google Ad Network
 - Various banner ad sizes
 - Geographically targeted to Solano County
 - Campaign run: Week of September 2–Week of October 7
 - 1,020,000 estimated impressions
- Facebook
 - 155x155 banner image with clickable link
 - Geographically targeted to Solano County
 - Campaign run: Week of September 2–Week of October 7
 - 2,040,000 estimated impressions
- Pandora
 - 500x500 banner ad with 30-second audio
 - Geographically targeted to Solano County
 - Campaign run: Week of September 2–Week of September 23
 - 1,194,000 estimated impressions
- Bay Area Newsgroup Online
 - Run of network, including The Reporter.com, Times Herald.com, Yahoo.com
 - Geographically targeted to Solano County
 - Campaign run: Week of September 2–Week of September 23
 - 350,500 estimated impressions
- TOTAL impressions 17,719,807
- TOTAL site visits 15,504

II. Radio

- KUIC
 - :60 spot
 - 228 total spots
 - Campaign run: Week of September 2–Week of October 7
 - 430,200 impressions

III. Print

- *Benicia Herald*
 - ¼ page full-color ad
 - Placement in Sunday edition
 - Campaign run: 9/8, 9/15, 9/22, 9/29
- *Vacaville Reporter*
 - ¼ page full-color ad
 - Placement in Sunday edition
 - Campaign run: 9/8, 9/15, 9/22, 9/29
- *Vallejo Times Herald*
 - ¼ page full-color ad
 - Placement in Sunday edition
 - Campaign run: 9/8, 9/15, 9/22, 9/29

- *UC Davis Aggie*
 - Campaign geared toward UC Davis students, faculty and staff
 - ¼ page full-color ad
 - Placement in Thursday edition of weekly paper
 - Campaign to begin after start of academic year (9/24)
 - Campaign run: 9/26, 10/3, 10/10, 10/17
- Direct Mail Incentive
 - Postcard mailed to approx. 12,000 households in target neighborhoods for free ride voucher (mailed to online registrants)
 - 67 FAST vouchers mailed
 - 72 SolTrans vouchers mailed
- Bus Tails
 - 23" x 23" displays mounted on FAST and SolTrans Express buses.
 - To be printed: Week of September 9
 - Coordinating with FAST and SolTrans on installation by May 2014

Additional Elements

- I. Bus Schedules and Frames**
 - Frames and schedule templates provided to FAST and SolTrans – installation TBD
- II. Transit Connections Brochure**
 - Final product delivered September 2014
- III. Bus Decals**
 - SolanoExpress decals for application to FAST buses – not completed
- IV. Art Poster**
 - Poster is being finalized September 2014
- V. Redesigned Web Site**
 - Anticipated October 2014

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DATE: September 12, 2014
TO: STA TAC
FROM: Anthony Adams- Projects Assistant
RE: Status of Solano's Title VI Program

Background:

On October 1, 2012, the Federal Transit Administration (FTA) released an update to guidance regarding Title VI of the Civil Rights Act of 1964 that provides compliance direction to recipients receiving federal funds. Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in any program or activity receiving federal financial assistance. The guidance seeks to ensure:

- 1) The level and quality of service is provided in a nondiscriminatory manner
- 2) The agency promotes full and fair participation in decision making without regard to race, color and national origin
- 3) Meaningful access to programs by persons with Limited English Proficiency (LEP)

One component of the new guidance contained in FTA circular C4702.1B is the requirement of direct recipients to monitor and report on the compliance activities of sub-recipients to whom they allocate funds. As a result, in November, 2013, Caltrans notified Solano Transportation Authority (STA) that the STA would be responsible for complying with these new requirements as a new transit operator and TFA recipient and established a June 30, 2014 deadline for completing a Title VI Program Plan submittal. Non-compliance with these new requirements can cause federal funds to be withheld.

In response to this request, STA retained Nancy Whelan Consulting (NWC) to develop a Title VI Program to assist STA in complying with Caltrans and FTA requirements. The Title VI Program represents the first Title VI Program that STA has completed. The STA Board adopted STA's Title VI Program at their June 11th meeting, which can be found on the STA website at the following link:

<http://www.sta.ca.gov/docManager/1000004825/STA%202014%20Title%20VI%20Program.pdf>.

Discussion:

Since the adoption of STA's Title VI Program, substantial progress in the implementation of the program has been made. The following is a bulleted list of current progress:

- Title VI compliance officer has been identified.
- The four critical pieces of the program (Title VI statement, Title VI complaint form, notice of free language assistance, and public hearing notices) that must be translated have been identified and preliminarily translated by Google Translate, if needed immediately. Because of their critical nature and need for accuracy, these documents will be translated by a professional translations agency during the week of September 22nd.

- Spreadsheet for all documents available for public consumption is near completion. The spreadsheet is broken down into vital and non-vital documents for easier translation prioritization.
- Translation services were identified and retained. The STA has contracted with International Effectiveness Center (IEC) for STA's translation services.
- The design of free language assistance/translation "button" to go on the website has been designed, and will be placed on all STA related websites in the near future.
- Webpage containing all vital documents translated into safe harbor languages designed and will be implemented in the near future.
- STA language assistance phone number and format identified and confirmed.
- Phone messaging system with multiple language translation prompt has been designed, and will be implemented by the end of September.

While this progress is significant, there are still steps that must be taken in order to be in compliance with all elements of the Program and FTA requirements. The following is bulleted list of next steps:

- Translate Title VI statement, Title VI complaint form, notice of free language assistance by professional translation services
- Apply language translation "button" to website.
- Add webpage with vital documents translated in safe harbor languages.
- Confirm outgoing voicemail message to be recorded on our message system.
- Visit EIC offices to assist in recording phone message. (Scheduled for September 19th)
- Perform quarterly follow-ups with each department to see if any document translation requests have been made.

STA staff will continue to work on implementing the STA Title VI Program during the upcoming weeks and expects it to be fully implemented by the end of October 2014.

Recommendation:

Informational.



DATE: September 16, 2014
TO: STA TAC
FROM: Judy Leaks, SNCI Program Manager
RE: Commuter Benefits Program Update

Background:

The Bay Area Commuter Benefits Program is now in effect. The program was developed pursuant to Senate Bill 1339, which authorized the Bay Area Air Quality Management District (BAAQMD) and Metropolitan Transportation Commission (MTC) to adopt and implement a regional ordinance as a pilot program, the program requires employers with 50 or more full-time employees in the Bay Area to select one of four commuter benefit options to offer to their employees. Affected employers must comply by September 30, 2014.

The objectives and anticipated outcomes include: improved air quality and reduced greenhouse gas emissions; reduced traffic congestions, reduced motor trips to worksites; and expand the number of employers that make commuter benefits available to their employees; and that more individuals take advantage of federal commuter tax benefits that provide tax savings to employers and employees. The four options are:

- Option 1: Pre-tax payroll deduction for transit or vanpool – up to maximum allowed by IRS;
- Option 2: A transit or vanpool subsidy to reduce, or cover, employees' monthly transit or vanpool costs;
- Option 3: Employer-provided transportation; or
- Option 4: An alternative commuter benefit that would be equally as effective as the other options in reducing single-occupant vehicle trips (and/or vehicle emissions) especially in areas where there is limited transit or vanpools.

Option 4 was established by STA's Solano Napa Commuter Information Program as an additional option for Napa and Solano employers. Solano County is in two Air Districts, the BAAQMD (Vallejo, Benicia, Fairfield and Suisun City) and the Yolo Solano Air Quality Management District (YSAQMD) (Vacaville, Dixon, and Rio Vista). Employers in the YSAQMD are not covered by provisions of SB 1339.

Option 4, is an alternative Commuter Benefit that is a good choice in areas with limited transit service, provides flexibility for employers and promotes alternative commute modes like carpooling, bicycling and walking. Option 4 consists of sixteen (16) primary and secondary measures such as carpool or bike subsidies, preferred parking for carpools, employee awards programs, from which an employer can choose four (4). SNCI has consulted many employers, explaining the different measures listed, that includes two free services provided by SNCI, the Emergency Ride Home Program and employer-specific carpool match service.

Discussion:

The BAAQMD and MTC, using a list of employers from Dun & Bradstreet, notified 584 employers in Solano (333) and Napa (251) counties of the Commuter Benefits Program and the need for compliance by September 30. Solano Napa Commuter Information (SNCI) Program staff has been with working these employers, plus other employers who have heard about the requirement but were not included in the original list, over the summer.

As of September 16, 109 (of 333) Solano employers have completed the registration process for compliance for 244 worksites. Eighty-nine (89) employers selected Option 1, the pre-tax deduction for transit or vanpools, ten (10) employers chose Option 2 and ten (10) selected Option 4. Eighteen (18) employers were exempted from compliance. The reasons for exemption included not meeting the 50+ employee requirement after removing temporary or 'field employees,' like landscapers, construction workers, etc. Twenty-seven (27) Solano employers are currently in the process of completing the compliance registration. Of the 179 employers who have not begun the registration process, 57 are located in Dixon, Rio Vista, or Vacaville and are not required to comply. Those that are left include some duplicate listings. Staff is working with all employers that are still in process or need to begin the process.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: September 11, 2014
TO: STA TAC
FROM: Judy Kowalsky, Accounting Technician
RE: Fiscal Year (FY) 2013-14 Abandoned Vehicle Abatement (AVA) Program
Fourth 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 Fourth Quarter, STA received the allocation from the State Controller's Office in the amount of \$99,038 and has deducted \$2,971 for administrative costs. The STA disbursed cost reimbursement to member agencies for the Fourth Quarter in the total amount of \$216,369, which includes the end of the year distribution adjustments. The remaining AVA fund balance after the fourth quarter disbursement to the member agencies is \$32,163 which will be carried over into FY 2014-15.

Attachment A is a matrix summarizing the AVA Program activities for 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. The Cities of Benicia, Suisun City and the County of Solano significantly increased their vehicle abatement activity within the program for FY 2013-14.

The matrix shows overall total program activities increased from 3,090 vehicles abated in FY 2012-13 to 4,035 vehicles in FY 2013-14.

Fiscal Impact:

None.

Recommendation:

Informational.

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
Fourth Quarter Ending June 30, 2014**

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	375	\$8,832	\$24	1210%	31	\$8,064	\$260
City of Dixon	134	\$13,968	\$104	79%	170	\$12,063	\$71
City of Fairfield	1,726	\$69,146	\$40	149%	1,162	\$52,891	\$46
City of Rio Vista	0	0	\$0	0%	0	\$0	\$0
City of Suisun	161	\$44,035	\$274	156%	103	\$41,709	\$405
City of Vacaville	74	\$47,821	\$646	61%	121	\$87,813	\$726
City of Vallejo	1,514	\$320,462	\$212	102%	1,484	\$165,252	\$111
Solano County Unincorporated area	51	\$5,848	\$115	268%	19	\$1,975	\$104
Total	4,035	\$510,113	\$126	131%	3,090	\$369,768	\$120

The total remaining AVA fund available after the fourth quarter disbursement to member agencies is \$32,163. This amount is carried over to FY 2014-15 and is available for disbursement to member agencies utilizing the funding formula, in addition to the State Controller's Office allocation for FY 2014-15.



DATE: September 11, 2014
TO: STA TAC
FROM: Judy Kowalsky, Accounting Technician
RE: STA's Local Preference Policy FY 2013-14 Year-End Report

Background:

In December 2010, the Solano Transportation Authority (STA) Board adopted its Local Preference Policy (LPP), which applies to the purchase of goods, services and the solicitation of professional services. The policy does not apply to any contract which is required by law to be awarded to the “lowest, responsible bidder”, such as public work projects or other projects to the extent the application would be prohibited by state or federal law. The policy gives an opportunity for local businesses to bid on products and services necessary in the delivery of STA’s projects and programs. Local business firms will be given preference based on their knowledge of the community and proximity to project locations. In October 2011, the policy was amended to define a “local business” as a business enterprise, including but not limited to a sole proprietorship, partnership, or corporation, located within the county for at least six (6) months prior to the date of contract award in order to receive preferential points and have at least one full-time employee who will serve as the lead contact for all services to be performed under the contract.

Subsequently, in December 2011, the STA Board adopted a methodology for calculating the LPP contract goal. The LPP component was added to the RFP process to ensure the local business community be provided every opportunity in the bid process. The methodology is modeled after the Caltrans Underutilized Disadvantaged Business Enterprise (DBE) approach. This methodology was applied on Requests for Proposals (RFP) released as of January 1, 2012 as allowed by the funding source. Each applicable solicitation has an established goal based on the specific services requested and the availability of local businesses to compete for services. If the funding source prohibits the use of a LPP, then the following language has been included with the solicitation:

“The STA has adopted a Local Preference Policy which encourages the hiring of local firms which can be found at <http://www.sta.ca.gov/Content/10027/JobsRFPs.html>. No local firm goal has been established for this project; however each firm is encouraged to seek local participation.”

Vendors awarded contracts based on utilization of local businesses are required to certify on-going participation of these local businesses with each invoice submitted throughout the contract terms.

Discussion

Table 1 is the LPP vendor activities for FY 2013-14. These amounts are based on STA’s FY 2013-14 unaudited financial reports.

Consultant/Professional Services category are those services for engineering, construction, auditing, and other services. The number of local vendors decreased from twenty (20) to seventeen (17) which is a decrease of three (3) from the previous fiscal year, but local dollars spent was \$1,502,807, a thirteen (13%) percent increase from FY 2012-13. This increase reflects the utilization of local vendors for various priority projects and program activities of STA, such as the Jepson Parkway Project, I80/I680/SR12 interchange Project, Safe Routes to School Program, and the Transit and Mobility Management Program.

General Office Supplies/Purchases category is the costs for general operations and administration in the delivery of STA's programs and projects. In FY 2013-14, a total of one hundred seventeen (117) vendors were utilized of which fifty-seven (57) were local. Total local dollars spent for FY 2014-15 was \$98,557. Increasing success with the Solano Napa Commuter Information (SNCI) Commute Challenge, Bike to Work Day, and Safe Routes to School Program contributed to the overall increase of local activity within this category.

A total of fifteen (15) contracts were executed from July 1, 2013 to June 30, 2014. Federal funds were mostly utilized on various projects, such as the Dixon B Street Undercrossing Project and the Jepson Parkway Project, therefore only one of the contracts was subject to the LLP. STA is currently tracking a total of three (3) contracts that are subject to the LLP. These contracts were all executed in previous fiscal years. In Table 1A Consultants/Professional service shows the activity for FY 2013-14 for these contracts. \$16,917, one (1%) percent, of total dollars spent were local. The projects associated with these contracts include the I80/I680/SR12 Interchange and the Alternative Fuel and Infrastructure Plan.

The LPP contract goal for the Alternative Fuel and Infrastructure Plan was five (5%) percent. The contract is complete and total local dollars spent as of June 30, 2014 was \$3,320 or four (4%) percent.

Table 2 is the vendor purchase activities for FY 2012-13 used to compare LPP activities with FY 2013-14.

The STA staff continues to be proactive in using the guiding principles and contract goals of the LPP to solicit work from local vendors within the parameters of transportation funding being used while being fiscally responsible.

Fiscal Impact:

While the LPP does not have fiscal impact to the STA budget, it does contribute to the economic vitality of the local economy and implements a policy priority adopted by the STA Board.

Recommendation:

Informational.

Attachment:

A. STA purchase activities

Table 1: Purchase Activities (July 1, 2013-June 30, 2014)

Table 2: Purchase Activities (July 1, 2012-June 30, 2013)

**Purchase Activities for FY 2012-2013 and
FY 2013-2014**

Table 1: (July 1, 2013-June 30, 2014)

Description	Total Vendor Activities					
	# of Vendors	Amount	# of Local Vendors*	Amount	% Local Vendor Used	% Local Dollars
Consultants/Professional Services	62	\$28,304,322	17	\$1,502,807	27%	5%
Office Space	1	\$207,978	1	\$207,978	100%	100%
General Office Supplies/Purchases	117	\$260,611	57	\$98,557	49%	38%
Total	180	\$28,772,911	75	\$1,809,342	42%	6%

Table 1A**Consultants/Professional Services Subject to Local Preference Policy**

Description	Total Vendor Activities		Local Preference Activities			
	# of Vendors	Amount	# of Local Vendors*	Amount	% Local Vendor Used	% Local Dollars
Consultants/Professional Services	3	\$2,823,217	3	\$16,917	100%	1%

Table 2: (July 1, 2012-June 30, 2013)

Description	Total Vendor Activities					
	# of Vendors	Amount	# of Local Vendors*	Amount	% Local Vendor Used	% Local Dollars
Consultants/Professional Services	53	\$10,237,695	20	\$1,325,290	38%	13%
Office Space	1	\$192,432	1	\$192,432	100%	100%
General Office Supplies/Purchases	113	\$171,721	45	\$73,996	40%	43%
Total	167	\$10,601,848	66	\$1,591,718	40%	15%

Table 2A**Consultants/Professional Services Subject to Local Preference Policy**

Description	Total Vendor Activities		Local Preference Activities			
	# of Vendors	Amount	# of Local Vendors*	Amount	% Local Vendor Used	% Local Dollars
Consultants/Professional Services	4	\$1,327,084	5	\$46,873	125%	4%

* Local vendors, either prime or sub consultants

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DATE: September 15, 2014
 TO: STA TAC
 FROM: Andrew Hart, Associate Planner
 RE: Summary of Funding Opportunities

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months, broken up by Federal, State, and Local. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
Regional¹			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$15 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$2,500 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
5.	TDA Article 3	\$167,000	No Deadline
6.	Electronic Bicycle Lockers	\$500,000	December 8, 2014
7.	Lifeline Transportation Program Cycle 4*	\$1,220,301	Anticipated Call for Projects in October 2014
State			
8.	Highway Safety Improvement Program (HSIP): High Risk Rural Roads	~\$100-150 million federally	Announcement Anticipated Spring 2015
9.	Caltrans Strategic Partnerships*	\$1.5 million	October 31, 2014
10.	Caltrans Sustainable Communities*	\$8.3 million	October 31, 2014
Federal			
11.	FTA Section 5310 Funding Program*	TBA	Anticipated Call for Projects in October 2014

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Detailed Funding Opportunities Summary

¹ Local includes programs administered by the Solano Transportation Authority and regionally in the San Francisco Bay Area and greater Sacramento.

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants¹						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$15 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	N/A	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$10 million , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/moyererp/index.shtml
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Graciela Garcia ARB (916) 323-2781 ggarcia@arb.ca.gov	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to \$5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/mspr/og/aqip/cvpr.htm
Lifeline Transportation Program Cycle 4	Liz Niedziela Transportation Program Manager (707)399-3217 eniedziela@sta-snci.com	Anticipated Call for Projects in October 2014	\$1,220,301	The program is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the Community Based Transportation Plans. The Lifeline Transportation Program aims to fund projects that result in improved mobility for low-income residents of Solano County.	N/A	Lifeline program administrators may award additional points and/or give priority to projects sponsored by or coordinated with Mobility Managers or Consolidated Transportation Service Agencies (CTSAs).

¹ Regional includes opportunities and programs administered by the Solano Transportation Authority and/or regionally in the San Francisco Bay Area and greater Sacramento

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants ¹						
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: 888-457-HVIP info@californiahvip.org	Application Due On First-Come, First-Served Basis	Approx. \$10,000 to \$45,000 per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses http://www.californiahvip.org/
TDA Article 3	Cheryl Chi Metropolitan Planning Commission (510) 817-5939 cchi@mtc.ca.gov	No deadline	Approx. \$167,000	The Metropolitan Transportation Commission (MTC) administers TDA Article 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.	N/A	
Electronic Bicycle Lockers	Patrick Wenzinger BAAQMD (415) 749-4934 PWenzinger@BAAQMD.gov	December 8, 2014	\$500,000	Only public agencies in the BAAQMD's jurisdiction are eligible to apply. Funding may be used to purchase and install new e-lockers. Up to \$2,500 per bicycle accommodated at any given time; Max. award is \$50,000 per agency. See Guidance, Policies, and Evaluation Criteria for a complete listing of all program requirements	N/A	An application webinar is scheduled for Tuesday, September 16, 2014 from 10:00am - 11:00am PDT. This webinar will cover program requirements, application process, and application evaluation criteria.

*New Funding Opportunity

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
State Grants						
Highway Safety Improvement Program (HSIP): High Risk Rural Roads*	Slyvia Fung California Department of Transportation (Caltrans) (510) 286-5226 slyvia.fung@dot.ca.gov	Announcement Anticipated Spring of 2015	Approx. \$100-150 M nationally	The purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land. http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm	N/A	Eligible Projects: HSIP funds are eligible for work on any public road or publicly owned bicycle/pedestrian pathway or trail, or on tribal lands for general use of tribal members, that corrects or improves the safety for its users.
Caltrans Strategic Partnerships	Priscilla Martinez-Velez Caltrans HQ Division of Transportation Planning (916) 651-8196 Priscilla.martinez.velez@dot.ca.gov	October 31, 2014	\$1.5 Million	The grant funds planning projects that encourage regional agencies to partner with Caltrans to identify and address statewide/interregional transportation deficiencies in the state highway system, strengthen government-to-government relationships, and result in programmed system improvements.	None Currently	Local Match: 20%
Caltrans Sustainable Communities	Priscilla Martinez-Velez Caltrans HQ Division of Transportation Planning (916) 651-8196 Priscilla.martinez.velez@dot.ca.gov	October 31, 2014	\$8.3 Million	The grant funds transportation planning projects that identify and address mobility deficiencies in the multimodal transportation system, encourage stakeholder collaboration, involve active public engagement, integrate Smart Mobility 2010 concepts, and ultimately result in programmed system improvements.	None Currently	Local Match: 11.47%
Federal Grants						
FTA Section 5310 Funding Program	Liz Niedziela Transportation Program Manager (707)399-3217 eniedziela@sta-snci.com	Anticipated Call for Projects in October 2014		The 5310 Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities is the result of the consolidation of the New Freedom Program and the 5310 Elderly and Disabled program under MAP-21.	N/A	More information will be presented at the PCC.

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