MEETING AGENDA

6:00 p.m., Regular Meeting
Wednesday, October 8, 2014
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA 94585

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

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

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

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

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

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

STA BOARD MEMBERS

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

STA BOARD ALTERNATES

Jesus Malgapo	Alan Schwartzman	Dane Besneatte	Rick Vaccaro	Constance Boulware	Mike Hudson	Dilenna Harris	Erin Hannigan

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(except August (Board Summer Recess) and November (17th Annual Awards Ceremony.)

4. OPPORTUNITY FOR PUBLIC COMMENT
(6:10 – 6:15 p.m.)

5. EXECUTIVE DIRECTOR'S REPORT – Pg. 7 — Daryl K. Halls
(6:15 – 6:20 p.m.)

6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC) — Jim Spering, MTC Commissioner
(6:20 – 6:25 p.m.)

7. REPORT FROM CALTRANS AND STA/PRESENTATIONS
(6:25 –6:50 p.m.)

- **A. State Legislative Update** — Josh Shaw, Shaw Yoder & Antwih, Inc.
- **B. Presentation on the Curtola Park and Ride Expansion Project** — Mona Babauta, SolTrans
- **C. Present Nominations for STA's 17th Annual Awards** — Jayne Bauer
- **D. STA's Local Preference Policy Year-End Report** — Judy Kowalsky
- **E. Directors Reports**
  1. **Planning** — Robert Macaulay
  2. **Projects** — Janet Adams
  3. **Transit/Rideshare** — Liz Niedziela/Judy Leaks

8. CONSENT CALENDAR
Recommendation:
Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)
(6:50 - 6:55 p.m.)

A. Minutes of the STA Board Meeting of September 10, 2014 — Johanna Masiclat
Recommendation:
Approve STA Board Meeting Minutes of September 10, 2014.
Pg. 13

B. Draft Minutes of the TAC Meeting of September 24, 2014 — Johanna Masiclat
Recommendation:
Approve Draft TAC Meeting Minutes of September 24, 2014.
Pg. 21

C. Fiscal Year (FY) 2014-15 Indirect Cost Allocation Plan (ICAP) Rate Application for Caltrans — Susan Furtado
Recommendation:
Approve the following:
1. STA's ICAP Rate Application for FY 2014-15; and
2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.

Pg. 29

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(except August (Board Summer Recess) and November (17th Annual Awards Ceremony.)

D. Solano Short Range Transit Plan (SRTP) Plan Update Liz Niedziela

Recommendation:

Approve the following:

1. STA to conduct an update to the Countywide Coordinated SRTP for Dixon, Fairfield and Suisun Transit (FAST), Rio Vista and SolTrans Transit Operators as requested by the Metropolitan Transportation Commission (MTC);
2. Authorize the Executive Director to execute a funding agreement with MTC for $120,000 for the Solano County Coordinated SRTP and the Transit Corridor Study; and
3. Authorize the Executive Director to issue a Request for Proposal (RFP) and enter into a contract for the Countywide Coordinated SRTP and Transit Corridor Study Phase II for an amount not-to-exceed $300,000.

Pg. 31

E. Fiscal Year (FY) 2014-15 Transportation Development Act (TDA) Matrix – October 2014 – City of Dixon Amendment Liz Niedziela

Recommendation:

Approve the FY 2014-15 Solano TDA Matrix – October 2014 as shown in Attachment A for the City of Dixon Amendment.

Pg. 35

F. SolTrans Compressed Natural Gas (CNG) Feasibility Study Robert Guerrero

Recommendation:

Approve the SolTrans CNG Feasibility Study and Maintenance Facility Assessment.

Pg. 39

G. Transportation Fund for Clean Air (TFCA) Funding Approval Andrew Hart

Recommendation:

Approve the FY 2014-15 Transportation Fund for Clean Air (TFCA) Program to Increase SNCI Rideshare Program's TFCA allocation by $59,507.

Pg. 79

H. Curtola Transit Center Project Initiation Document (PID) Request Robert Guerrero

Recommendation:

Amend the FY 2014-15 3-Year Project Initiation Document (PID) Work Plan to include SolTrans Curtola Transit Center in FY 2014-15.

Pg. 81

I. Pedestrian Advisory Committee (PAC) Appointment Sofia Recalde

Recommendation:

Appoint Rischa Slade representing the Solano Community College to the Pedestrian Advisory Committee (PAC) for a three-year term.

Pg. 83

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

Recommendation:

Approve the following:

1. $90,000 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; and
2. $10,000 of FY 2014-15 TDA Article 3 funds for the purchase of automated bike and pedestrian counters.

Pg. 87

K. Adopt a Resolution of Intention Declaring the Remainder of the Former Green Valley Middle School Site as Surplus (4/5 vote required) and Providing Notice of STA's Intention to Sell Surplus Real Property — Janet Adams

Recommendation:

Adopt STA Resolution No. 2014-26 declaring the remainder of the former Green Valley Middle School site as surplus to the needs of the STA and notice of intention to sell as surplus real property to the highest responsible bidder, in accordance with the terms and conditions set forth in the attached Bid Submittal Instructions and Purchase and Sale Agreement, for the minimum purchase price of $1,142,000 (4/5th vote required).

Pg. 91

L. Zero Emission Vehicle Readiness Grant for Electric Vehicle Implementation — Drew Hart

Recommendation:

Authorize the STA Executive Director to apply for the California Energy Commission's Zero Emission Vehicle Readiness Grant for up to $300,000 for implementation of the Electric Vehicle Component of the Solano Alternative Fuels and Infrastructure Plan.

Pg. 115

9. ACTION NON FINANCIAL ITEMS

A. Conduct Public Hearing - SolTrans Recommended Service Modifications to Solano Express Routes 78, and 85 — Liz Niedziela, Mona Babauta, SolTrans

Recommendation:

Approve the following:

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

(6:55 – 7:00 p.m.)

Pg. 117

B. 2014 Solano County Annual Pothole Report — Anthony Adams

Recommendation:
Approve the 2014 Solano County Annual Pothole Report as shown in Attachment A.
(7:00 – 7:05 p.m.)
Pg. 123

C. STA's 2015 Legislative Priorities and Platform — Jayne Bauer

Recommendation:
Distribute the STA's Draft 2015 Legislative Priorities and Platform for review and comment.
(7:05 - 7:15 p.m.)
Pg. 125

D. Countywide In-Person ADA Eligibility Program FY2013-14 Progress Report — Tiffany Gephart

Recommendation:
Receive and file the Countywide In-Person ADA Eligibility Program FY 2013-14 Annual Progress Report.
(7:15 - 7:20 p.m.)
Pg. 169

E. Solano Rail Facilities Plan Update — Sofia Recalde

Recommendation:
Adopt the proposed Solano-Specific Station Criteria as shown on Page 10 in Attachment A.
(7:20 – 7:30 p.m.)
Pg. 177

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

Recommendation:
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.

(7:30 – 7:40 p.m.)
Pg. 193

G. The Public Hearing continued from the September 10, 2014 Board Meeting to consider the adoption of a Resolution of Necessity (Resolution No. 2014-25) to Acquire Property by Eminent Domain for the Jepson Parkway Project has been canceled (APN 0135-0707-010, 0135-0707-020). — Janet Adams

The parties have reached an agreement.

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(except August (Board Summer Recess) and November (17th Annual Awards Ceremony.)

10. ACTION FINANCIAL ITEMS

A. Strategic Partnership Grant Application for the SR 29 Corridor Major Investment Study — Robert Guerrero

Recommendation:

Approve the following:

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

(7:40 – 7:45 p.m.)

Pg. 215

11. INFORMATIONAL ITEMS – NO DISCUSSION

A. Status of Solano's Title VI Program — Anthony Adams
Pg. 217

B. Commuter Benefits Program Update — Judy Leaks
Pg. 219

C. Fiscal Year (FY) 2013-14 Abandoned Vehicle Abatement (AVA) Program Fourth Quarter Report — Judy Kowalsky
Pg. 221

D. STA's Local Preference Policy FY 2013-14 Year-End Report — Judy Kowalsky
Pg. 223

E. Summary of Funding Opportunities — Andrew Hart
Pg. 227

12. BOARD MEMBERS COMMENTS

13. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, December 10, 2014**, Suisun Council Chambers.

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Solano Transportation Authority

MEMORANDUM

DATE: October 1, 2014
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – October 2014

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

STA's Legislative Priorities and Platform *

STA's State Legislative Lobbyist, Josh Shaw (Shaw, Yoder, Antwih), is scheduled to provide a state legislative wrap up of the 2014 legislative year and a preview of next year's legislative session. Staff has prepared an update of the STA's Legislative Priorities and Platform in preparation for the 2015 Legislative Session. Susan Lent (Akin & Gump), STA's Federal Lobbyist, is scheduled to visit the STA Board at our January 2015 meeting in preparation for our efforts back in Washington, DC.

Nominees for STA's 17th Annual Awards *

The STA's 17th Annual Awards Program is scheduled to be held on October 8, 2014 at the California Maritime Academy in Vallejo and hosted by STA Chair Osby Davis. At the Board meeting, a listing of this year's 20 nominees in 8 categories will be announced. In addition to the traditional categories of agency of the year, project delivery and partner agency of the year, a new category focused on Safe Routes to Schools has been added and this year's business of the year will be recognized at the Awards Program following the completion of the Solano Commute Challenge.

Solano County's First Annual Pothole Report Identifies Significant Local Funding Shortfall*

Earlier this year, the STA presented the draft Solano County Annual Pothole Report that provides a status of the pavement condition for Solano County roads located within all seven cities and the County of Solano. Since the draft report was released, it has been slightly modified to incorporate more current pavement data that was obtained subsequent to the release of the draft report. The Annual Pothole Report has been reviewed and recommended for approval by the STA's Technical Advisory Committee (TAC) comprised of Solano County's public works directors. The report identifies and documents a significant near-term and long term funding shortfall as collectively, Solano County's seven cities and the County are investing $20 million annually to maintain and preserve our local streets and roads when $44 million is needed per year to maintain the Solano County's average Pavement Condition Index (PCI) at fair condition. (PCI Score of 60).

First Annual Report for Regional Transportation Impact Fee (RTIF) and Draft RTIF Policy Guidelines *

The collection of the Regional Transportation Impact Fee (RTIF) component of Solano County's updated County Facility Fee has been in effect since February of 2014. An estimated at $382,574 was collected for the 3rd and 4th quarters of Fiscal Year 2013-14 (February through June of 2014) during the initial five months of the program. These RTIF revenues have been accounted for and are to be distributed to RTIF eligible projects identified by seven distinct working groups. The largest amount of RTIF funds to be distributed are for District 1 - the Jepson Parkway Project ($281,634). On September 22, 2014, the RTIF Policy Advisory Committee comprised of representatives of the STA Board, the STA TAC, Solano City Managers Group, and the County Administrator met to review, amend and subsequently recommend to the STA Board a set of draft policy guidelines for the administration of RTIF revenues by the STA. These are presented for consideration by the STA Board along with the RTIF Annual Report for FY 2013-14.

Countywide In-Person ADA Eligibility Program Completes Successful First Year *

The Solano Countywide In-Person Americans with Disabilities Act (ADA) Eligibility Program successfully completed its first year in FY 2013-14. The STA contracted with Care Evaluators to provide this service on a countywide basis and they completed 1,172 ADA evaluations during this past year. Based on the feedback from 72 comments cards, 86% of those responding rated the program as "highly satisfied" and 11% at "satisfied." This program was the first of four Mobility Management Program strategies identified for implementation by the STA Board and the Seniors and People with Disabilities Transportation Advisory Committee.

SolTrans to Present Curtola Project Status and Proposed Service Modifications to Solano Express Routes 78 and 85 *

Solano County Transit (SolTrans), the transit joint powers authority (JPA) that provides transit service for the cities of Benicia and Vallejo, also operates three SolanoExpress Routes - 78, 80 and 85. Recently, SolTrans has proposed service modifications to all three SolanoExpress Routes as part of overall service modifications to the SolTrans bus service at the local level. STA staff and the SolanoExpress Transit Consortium has reviewed the proposed service modifications for Routes 78 and 85 and have recommended their approval. Both routes are part of the Intercity Transit Funding Agreement and funded through a combination of Regional Measure 2 (bridge toll) funds and contributions from each of the agreement's participants. A public hearing at the STA Board meeting has been scheduled to provide an opportunity for public input from riders and the public from the various communities serviced by these routes.

Solano Rail Facilities Plan - Passenger Station Criteria *

One of the important policy considerations being evaluated as part of the Solano Rail Facilities Plan is the potential for future rail stations on the Capitol Corridor Intercity Rail Service. Currently, located within Solano County is one rail station (Suisun-Fairfield) and one new rail station that is ready to start construction in 2015 with rail service scheduled to serve the new station when the station is completed, which is estimated in 2017. STA's consultant has developed criteria for the consideration of potential future stations.

State Route (SR) 29 Corridor - Strategic Partnership Grant Application *

Conducting a SR 29 Corridor Study has been part of the STA's Overall Work Program (OWP) for a couple of years, but no funding has been previously identified to conduct this work. Recently, the Napa County Transportation and Planning Agency (NCTPA) has contacted the STA regarding the potential for submitting SR 29 as a project for Caltrans' Strategic Partnership Planning Grant. NCTPA is particularly interested in coordinating transit service along the SR 29 corridor from the Curtola Park and Ride/Transit Hub, that is currently under construction to be expanded, and Napa Transit Center located in the City of Napa. This would consist of transit service planning and coordination between NCTPA's the Vine and Solano County Transit (SolTrans) which provides transit service for the City of Vallejo. NCTPA has recently completed a concept plan for the Napa segment of the SR 29 corridor and the City of Vallejo has recently utilized a State Sustainability Grant to evaluate the land use adjacent to the SR 29 corridor in preparation for Vallejo's upcoming General Plan update. STA has previously utilized the Caltrans Strategic Partnership Planning grant to study and complete Caltrans' approved major investment studies (MIS) for both the SR 12 and SR 113 corridors. Completion of these MIS level planning efforts for Caltrans State Highways will help make the corridor eligible for future State Highway Operations and Protection Program (SHOPP) and State Transportation Improvement Program (STIP) funds. STA has contacted the City of Vallejo, SolTrans and NCTPA and all three agencies are interested in partnering with STA to apply for these grants for the SR 29 Corridor.

Cancellation of Continued Right of Necessity (RON) Hearings for Jepson Parkway Project *

Last month, the STA Board continued the RON hearing for the Papin property at the request of the property owner. Subsequent to the meeting, both parties have come to an amicable agreement and there is no need for the RON hearing, thus the hearing has been cancelled.

STA to Celebrate International Walk to School Day in Solano County *

On October 8th, the STA will join with Solano County Public Health and all of Solano County's seven public school districts to celebrate International Walk to School Day. 36 Solano County schools have signed up to participate in this event. All eight STA Board members and other elected officials have been invited to participate.

STA Staff Update

In September, Lupe Esquibel joined the STA as a part-time Walking School Bus Coordinator. Lupe lives in Fairfield, is bilingual in Spanish, and she will be coordinating Walking School Buses in the Vallejo Unified School District and the City of Rio Vista. Amy Antunano and April Wells joined the STA's Mobility Call Center as part-time Customer Service Representatives replacing Zoe Zaldivar who was promoted to Administrative Assistant and Gilda Butler, who took a position with another agency. Amy and April both reside in the Fairfield. Christine Caro joined the STA on September 29th as a part-time Marketing Assistant. She is a resident of the City of

Vacaville and will be assisting Jayne Bauer with marketing SolanoExpress, updating the STA's websites and increasing public awareness of the Solano Napa Commuter Information (SNCI) program and Mobility Call Center. On October 1st, Sean Hurley joined the STA as Commute Consultant for the SNCI program. Sean is a resident of Benicia and will be focused on the SNCI Employer Program.

Attachment:

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

STA ACRONYMS LIST OF TRANSPORTATION TERMS

Last Updated: June 2014

A

ABAG	Association of Bay Area Governments
ATP	Active Transportation Program
ACTC	Alameda County Transportation Commission
ADA	American Disabilities Act
AVA	Abandoned Vehicle Abatement
APDE	Advanced Project Development Element (STIP)
AQMD	Air Quality Management District
ARRA	American Recovery and Reinvestment Act

B

BAAQMD	Bay Area Air Quality Management District
BABC	Bay Area Bicycle Coalition
BAC	Bicycle Advisory Committee
BART	Bay Area Rapid Transit
BATA	Bay Area Toll Authority
BCDC	Bay Conservation & Development Commission
BT&H	Business, Transportation & Housing Agency

C

CAF	Clean Air Funds
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CCCC (4'Cs)	City County Coordinating Council
CCCTA (3CTA)	Central Contra Costa Transit Authority
CCJPA	Capitol Corridor Joint Powers Authority
CCTA	Contra Costa Transportation Authority
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMIA	Corridor Mobility Improvement Account
CMAQ	Congestion Mitigation & Air Quality Program
CMP	Congestion Management Plan
CNG	Compressed Natural Gas
CTC	California Transportation Commission

D

DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation

E

ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EV	Electric Vehicle

F

FAST	Fairfield and Suisun Transit
FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FPI	Freeway Performance Initiative
FTA	Federal Transit Administration

G

GHG	Greenhouse Gas
GIS	Geographic Information System

H

HIP	Housing Incentive Program
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle

I

ISTEA	Intermodal Surface Transportation Efficiency Act
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation System

J

JARC	Jobs Access Reverse Commute Program
JPA	Joint Powers Agreement

L

LATIP	Local Area Transportation Improvement Program
LEV	Low Emission Vehicle
LIFT	Low Income Flexible Transportation Program
LOS	Level of Service
LS&R	Local Streets & Roads

M

MAP-21	Moving Ahead for Progress in the 21st Century
MIS	Major Investment Study
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System

N

NCTPA	Napa County Transportation & Planning Agency
NEPA	National Environmental Policy Act
NHS	National Highway System
NOP	Notice of Preparation

O

OBAG	One Bay Area Grant
OTS	Office of Traffic Safety

P

PAC	Pedestrian Advisory Committee
PCC	Paratransit Coordinating Council
PCRP	Planning & Congestion Relief Program
PCA	Priority Conservation Study
PDS	Project Development Support
PDA	Priority Development Area
PDT	Project Delivery Team
PDWG	Project Delivery Working Group
PMP	Pavement Management Program
PMS	Pavement Management System
PNR	Park & Ride
PPM	Planning, Programming & Monitoring
PPP (P3)	Public Private Partnership
PS&E	Plans, Specifications & Estimate
PSR	Project Study Report
PTA	Public Transportation Account
PTAC	Partnership Technical Advisory Committee (MTC)

R

RABA	Revenue Alignment Budget Authority
RBWG	Regional Bicycle Working Group
RFP	Request for Proposal
RFQ	Request for Qualification
RM 2	Regional Measure 2 (Bridge Toll)
RPC	Regional Pedestrian Committee
RRP	Regional Rideshare Program
RTEP	Regional Transit Expansion Policy
RTIF	Regional Transportation Impact Fee
RTP	Regional Transportation Plan
RTIP	Regional Transportation Improvement Program
RTPA	Regional Transportation Planning Agency

ZEV	Zero Emission Vehicle

S

SACOG	Sacramento Area Council of Governments
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users
SCS	Sustainable Community Strategy
SCTA	Sonoma County Transportation Authority
SFCTA	San Francisco County Transportation Authority
SJCOG	San Joaquin Council of Governments
SHOPP	State Highway Operations & Protection Program
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMCCAG	San Mateo City-County Association of Governments
SNCI	Solano Napa Commuter Information
SoHip	Solano Highway Improvement Plan
SolTrans	South County Transit
SOV	Single Occupant Vehicle
SP&R	State Planning & Research
SR	State Route
SR2S	Safe Routes to School
SR2T	Safe Routes to Transit
STAF	State Transit Assistance Fund
STA	Solano Transportation Authority
STIP	State Transportation Improvement Program
STP	Federal Surface Transportation Program

T

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

U, V, W, Y, & Z

UZA	Urbanized Area
VHD	Vehicle Hours of Delay
VMT	Vehicle Miles Traveled
VTA	Valley Transportation Authority (Santa Clara)
W2W	Welfare to Work
WCCTAC	West Costa County Transportation Advisory Committee
WETA	Water Emergency Transportation Authority
YCTD	Yolo County Transit District
YSAQMD	Yolo/Solano Air Quality Management District

SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
September 10, 2014

1. CALL TO ORDER

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

MEMBERS PRESENT:	Osby Davis, Chair	City of Vallejo
	Elizabeth Patterson, Vice-Chair	City of Benicia
	Jack Batchelor	City of Dixon
	Harry Price	City of Fairfield
	Norman Richardson	City of Rio Vista
	Pete Sanchez	City of Suisun City
	Steve Hardy	City of Vacaville
	Erin Hannigan (Alternate)	County of Solano
MEMBERS ABSENT:	Jim Spering	County of Solano
STAFF PRESENT:	Daryl K. Halls	Executive Director
	Bernadette Curry	Legal Counsel
	Janet Adams	Deputy Exec. Director/Dir. of Projects
	Robert Macaulay	Director of Planning
	Johanna Masiclat	Clerk of the Board/Office Manager
	Susan Furtado	Accounting & Administrative Svc. Manager
	Judy Leaks	Program Manager – SNCI & SR2S
	Robert Guerrero	Project Manager
	Sarah Fitzgerald	Program Services Administrator – SR2S
	Zoe Zaldivar	Administrative Clerk

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

Kevin Berryhill	City of Fairfield
Nick Burton	County of Solano
Bill Emlen	County of Solano
Nicolas Endrawos	Caltrans
Alan Glen	HQE Engineering
George Gwynn, Jr.	Resident, City of Suisun
Steve Hartwig	City of Vacaville
Patty Hoyt	Quantum Market Research (QMR)
Dan Kasperson	City of Suisun City

Wayne Lewis	City of Fairfield
Robert Randall and Debra Papin	Property Owners, City of Vacaville
Veronica Raymonda	Quantum Market Research (QMR)
Mike Roberts	City of Benicia
Matt Tuggle	County of Solano

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

3. APPROVAL OF AGENDA

On a motion by Board Member Price, and a second by Board Member Sanchez, the STA Board approved the agenda.

4. OPPORTUNITY FOR PUBLIC COMMENT

George Gwynn commented on the inefficiencies of goods movement at the local and federal level.

Board Member Hardy arrived at the meeting at 6:05 p.m.

At this time, Chair Davis requested a moment of silence and to close the meeting in recognition of the recent passing of former STA Legal Counsel Charles Lamoree.

5. EXECUTIVE DIRECTOR'S REPORT

- State Route (SR) 12 Jameson Canyon Widening Project Opens for Traffic
- Status of Impact of Napa Quake on Solano Transportation Infrastructure
- Traffic Management Update for I-80/I-680/SR 12/Green Valley and Adjacent Local Projects
- Dixon Celebrates Opening of Pedestrian Underpass Project
- Right of Necessity (RON) Hearings for Jepson Parkway Project
- Update on Priority Transit Construction Projects – Benicia Intermodal Project
- 2014 Solano Express Intercity Ridership Survey Results
- Solano Safe Routes to School Program's FY 2013-14 Annual Report
- RTIF Revenues Increase for Fourth Quarter of FY 2013-14 as Solano County Economic Activity Begins to Recover
- STA Staff Update

6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

None presented.

7. REPORT FROM STA

A. Presentation on Impact of Napa Quake on Caltrans Facilities in Solano County
Presented by Nicolas Endrawos, Caltrans

B. I-80/I-680/Green Valley and Local Projects Traffic Management Issues
Presented by Janet Adams, Caltrans, Matt Tuggle, Solano County, and Kevin Berryhill, City of Fairfield

C. Presentation on the Benicia Industrial Park Bus Hub Project
Presented by Mike Roberts, City of Benicia

D. Directors Reports

1. **Planning**
2. **Projects**
3. **Transit/Rideshare**

8. CONSENT CALENDAR

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

A. Minutes of the STA Board Meeting of July 9, 2014

Recommendation:
Approve STA Board Meeting Minutes of July 9, 2014.

B. Draft Minutes of the TAC Meeting of August 27, 2014

Recommendation:
Approve Draft TAC Meeting Minutes of August 27, 2014.

C. Lifeline Funding – Project Amendment – Vacaville Safe Routes to School (SR2S)

Recommendation:
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. Authorization Resolution for Rio Vista Transit Outreach and Analysis Grant

Recommendation:
Approve STA Resolution No. 2014-20 authorizing the Executive Director to execute agreements between the California Department of Transportation and the Solano Transportation Authority for the City of Rio Vista Transit Outreach and Service Analysis Grant.

E. Project Delivery Update – Solano Project Online Project Tracker Program and Project Status Coding System

Recommendation:
Approve the STA's Proposed Solano Project Online Tracking (SPOT) and color coding system to monitor project delivery status.

F. Regional Measure 2 (RM 2) Fairfield/Vacaville Intermodal Rail Station and Track Improvements Resolution of Support

Recommendation:
Approve STA Resolution No. 2014-21 authorizing the funding allocation for $37,485,126 of Regional Measure 2 funds from the Metropolitan Transportation Commission to the City of Fairfield for the Fairfield/Vacaville Intermodal Rail Station and Track Improvements.

G. Contract Amendment - I-80/I-680/State Route (SR) 12 Interchange – Construction Design Support Services – Mark Thomas & Co.

Recommendation:
Approve a contract amendment for Mark Thomas & Co. in the not-to-exceed amount of $565,000, to provide engineering services during construction for the I-80/I-680/SR 12 Interchange – Initial Construction Package.

H. Contract Amendment - I-80/I-680/State Route (SR) 12 Interchange – Initial Construction Project Right-of-Way Services – Contra Costa County

Recommendation:
Approve a contract amendment for Contra Costa County Real Estate Division contract in the not-to-exceed amount of $105,000, to provide Right-of-Way acquisition services for the I-80/I-680/SR 12 Interchange – Initial Construction Package.

I. Solano County Grand Jury Report: Geographic Information System (GIS)
Recommendation:
Authorize the STA Executive Director to sign and submit a response letter to the Solano County Grand Jury Report pertaining to County GIS as included in Attachment B.

9. ACTION – NON FINANCIAL ITEMS

A. Conduct Public Hearings and Adopt Resolutions of Necessity (RON) to Acquire Property by Eminent Domain, if Necessary, for the Jepson Parkway Project

Janet Adams explained the public hearing process and the proposed condemnation actions. She continued by stating that the affected property owners have been notified of the content, time and place of the public hearing as required by law. She added that the compensation for the property is not an issue that should be considered at today's hearing. She concluded by stating that the cities of Fairfield and Vacaville are expected to obtain the construction allocation in mid 2015, so it is necessary to proceed with the RON Hearings at this time. It is important to obtain the needed property interests from the property owners listed in the table below by means of condemnation. STA is proceeding with the Right of Way process on behalf of the Cities of Fairfield and Vacaville. Adoption of the Resolutions of Necessity will allow the condemnation process to proceed. All property acquired for the project will be transferred to the respective City having jurisdiction.

Recommendation:
Conduct a separate public hearing and adopt a separate Resolution of Necessity to acquire by eminent domain, if necessary, each of the following properties needed for Phases 1 and 2 of the Jepson Parkway Project as specified in Attachment A1 and Resolution of Necessity's as specified in Attachments E through H.

At this time, Chair Davis opened the public hearing.

Resolution of Necessity No. 2014-22 - BUS, Inc. (Parcel No. 166-101-110)

Open Public Hearing: 6:40 p.m.
Public Comment: George Gwynn addressed his opposition to STA's eminent domain process.
Closed Public Hearing: 6:43 p.m.

On a motion by Vice Chair Patterson, and a second by Board Member Batchelor, the STA Board unanimously approved Resolution of Necessity No. 2014-22 - BUS, Inc. as amended. (8 Ayes)

Resolution of Necessity No. 2014-23 – Grace I. Marks (Parcel No. 166-080-140)

Open Public Hearing: 6:43 p.m.
Public Comment: No member of the public testified at this time.
Closed Public Hearing: 6:44 p.m.

On a motion by Vice Chair Patterson, and a second by Board Member Batchelor, the STA Board unanimously approved the Resolution of Necessity No. 2014-23 – Grace I. Marks as amended. (8 Ayes)

Resolution of Necessity No. 2014-24 – Burnett (Parcel No. 0135-080-010)

Open Public Hearing: 7:02 p.m.
Public Comment: No member of the public testified at this time.
Closed Public Hearing: 7:03 p.m.

On a motion by Vice Chair Patterson, and a second by Board Member Hardy, the STA Board unanimously approved the Resolution of Necessity No. 2014-24 - Burnett as amended. (8 Ayes)

Resolution of Necessity No. 2014-25 – Papin (Parcel Nos. 0135-070-010, 0135-070-020)

Open Public Hearing: 6:45 p.m.
Public Comment: Mr. Robert Randall Papin addressed the STA Board and requested more time to work out the agreement to have future access to his property.

After discussion, the STA Board voted to continue the public hearing until the next meeting of the STA Board in October.

On a motion by Vice Chair Patterson, and a second by Board Member Hardy, the STA Board unanimously approved to continue the public hearing for the Resolution of Necessity No. 2014-25 - Papin until the next STA Board meeting in October. (8 Ayes)

B. 2014 Solano Express Intercity Ridership Survey and Analysis
Patty Hoyt and Veronica Raymonda, QMR, presented and provided an overview to the additional changes made to the ridership data for the intercity and local routes. They noted that passengers on/off counts and on time performance have been collected to assist in identifying productivity and compare across routes and systems. They also provided a brief summary of survey results and ratings of overall service on intercity riders relying on public transportation in Solano County.

Public Comments:
None presented.

Board Comments:
None presented.

Recommendation:
Approve the 2014 Solano Express Intercity Ridership Survey and Analysis Report as specified in Attachment A.

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

C. Solano Safe Routes to School (SR2S) Program 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.

Public Comments:
None presented.

Board Comments:
None presented.

Recommendation:
Receive and file.

10. 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.

Public Comments:
None presented.

Board Comments:
None presented.

Recommendation:
Approve the following:

1. An interfund loan from PCRF of $43,000 to fully fund the Benicia Bus Hub Project Right-of-Way; and
2. Authorize the Executive Director to enter into a funding agreement with the City of Benicia for $86,000 to be paid by future RTIF District 5 (Transit) Funds.

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

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

Liz Niedziela presented the list of comprehensive list of program studies and projects to be funded by the FY 2014-15 STAF based on a combination of overall work program tasks, STA Board priorities and requests by individual transit operators. She identified the FY 2014-15 recommended funding priorities and requested the STA Board to approve the programming of FY 2014-15 STAF priorities as specified in Attachment C.

Public Comments:
None presented.

Board Comments:
None presented.

Recommendation:
Approve the programming of FY 2014-15 STAF priorities as specified in Attachment C.

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

11. INFORMATIONAL – DISCUSSION

A. Status of Active Transportation Program Update

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

Board Member Sanchez asked what are the differences between the statewide and regional definitions of disadvantaged communities. Ms. Recalde responded and said that she would send the information of the difference in definitions between the Statewide and the Metropolitan Planning organizations (MPOs) to the Board as requested.

B. 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.

NO DISCUSSION

C. MTC's Guidelines for County Transportation Plans

D. Solano Napa Travel Demand Model Update

E. Legislative Update

F. STA Bay Trail Vine Trail Update

G. Summary of Funding Opportunities

12. BOARD MEMBER COMMENTS

13. ADJOURNMENT

The meeting was adjourned at 7:45 p.m.

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, October 8, 2014**, Suisun Council Chambers.

Attested by:

/October 1, 2014

Johanna Masiclat **Date**
Clerk of the Board

TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
September 24, 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
	Joe Leach (Arrived at 1:35 p.m.)	City of Dixon
	George Hicks	City of Fairfield
	Dave Melilli	City of Rio Vista
	Dan Kasperson	City of Suisun City
	Steve Hartwig	City of Vacaville
	David Kleinschmidt	City of Vallejo
	Matt Tuggle	Solano County
TAC Members Absent:	None.	
STA Staff Present:	***(In Alphabetical Order by Last Name)***	
	Janet Adams	STA
	Jayne Bauer	STA
	Daryl Halls	STA
	Drew Hart	STA
	Tiffany Gephart	STA
	Robert Guerrero	STA
	Johanna Masiclat	STA
	Robert Macaulay	STA
	Sofia Recalde	STA
Others Present:	***(In Alphabetical Order by Last Name)***	
	Nick Burton	Solano County
	Amanda Dum	City of Suisun City
	Adam Noelting	MTC

2. APPROVAL OF THE AGENDA

On a motion by Dan Kasperson, and a second by Matt Tuggle, the STA TAC unanimously approved the agenda to include the following amendments. (7 Ayes, 1 Absent)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC AND STA STAFF

~~A. Curtola Park and Ride Expansion Project~~

~~Presented by Mona Babauta~~ – This presentation was deferred to a future meeting.

B. Discussion of STA Update of Comprehensive Transportation Plan (CTP)

Presented by Daryl Halls

e

Joe Leach arrived the meeting at this time.

5. CONSENT CALENDAR

On a motion by Matt Tuggle, and a second by George Hicks, the STA TAC unanimously approved Consent Calendar Items A through G. (8 Ayes)

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

Recommendation:

Approve TAC Meeting Minutes of August 26, 2014.

B. Solano Short Range Transit Plan (SRTP) Plan Update

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.

C. Fiscal Year (FY) 2014-15 Transportation Development Act (TDA) Matrix – October 2014 – City of Dixon Amendment

Recommendation:

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

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

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.

E. SolTrans Recommended Service Modifications to Solano Express Routes 78, 80, and 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, 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.

F. SolTrans Compressed Natural Gas (CNG) Feasibility Study

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

G. Transportation Fund for Clean Air (TFCA) Funding Approval

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 Ridershare/Park and Ride Lots.

6. ACTION FINANCIAL ITEMS

A. Regional Transportation Impact Fee (RTIF) Program FY 2013-14 Annual Report and Policy Guideline

Robert Guerrero distributed and reviewed the revised (changes noted in track changes) draft policy guidelines for administration of RTIF revenues and the RTIF FY 2013-14 Annual Report. He noted that the RTIF Subcommittee made additional changes to the draft policy guidelines at their meeting on September 22, 2014.

Robert Guerrero identified the proposed policy guidelines that focused on the following six components:

1. Project Selection/Implementation Plans
2. Amending the RTIF Strategic Implementation Plan
3. Eligible RTIF Costs
4. Release of RTIF Funds
5. Project Delivery and Reporting Requirements
6. RTIF Loans

Robert Guerrero also reviewed the draft RTIF Program FY 2013-14 Annual Report (dated September 24, 2014). He noted that in summary, the RTIF generated $390,382 in FY 2013-14 from the cities of Benicia, Fairfield, Vacaville, Vallejo and the unincorporated County of Solano with no RTIF collected from the cities of Dixon, Rio Vista or Suisun City during this reporting period. He reported that the total available funding collected for eligible RTIF projects during this period is $382,574 after accounting for STA's two percent administrative fee.

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

1. ***Revised*** - 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.

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

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

Drew Hart presented STA's recommendation to use TDA Article 3 Funds for the Dixon West B Street Undercrossing in the amount of $90,000 and investment in automated bike and pedestrian counters in the amount of $60,000. He also cited that, due to time constraints, these recommendations are being presented to the TAC before the Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) special meeting in early October. He concluded by stating that if these recommendations are approved, the remaining balance of TDA Article 3 funds in FY 2014-15 countywide bicycle and pedestrian projects is $20,005 and Solano County can anticipate receiving approximately $300,000 in TDA Article 3 funds in the next FY 2015-16 for an estimated total of $320,005.

Recommendation:

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

1. ***~~$87~~90,000*** 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.

On a motion by Dan Kasperson, and a second by Joe Leach, the STA TAC approved the recommendation as amended shown above in ***~~strikethrough~~ bold italics***. (8 Ayes)

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

Robert Guerrero explained that STA is considering submitting a grant proposal for the Caltrans Strategic Partnerships Grant category for a Major Investment Study (MIS) for the SR 29 Corridor. He noted that 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. He added that STA staff would like to request $250,000 to complete the study and a local match of $62,500 (20%) in local contribution. Additionally, the STA is requesting to seek a total grant request of $350,000 with $20,000 match request from NCTPA.

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.

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

7. ACTION NON-FINANCIAL ITEMS

A. STA's 2015 Legislative Priorities and Platform

Jayne Bauer presented the first draft form of STA's 2015 Legislative Priorities and Platform. She identified the proposed edits to the Platform and cited that staff will forward the STA Board at their October 8, 2014 meeting with a recommendation to distribute the draft document for public review and comment.

Daryl Halls added that the Final Priorities and Platform will return to the Consortium and TAC in November and be forwarded to the STA Board for consideration of adoption in December 2014.

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

On a motion by Dave Melilli, and a second by Steve Hartwig, the STA TAC approved the recommendation. (8 Ayes)

B. 2014 Solano County Annual Pothole Report

Anthony Adams reviewed the additional changes to the 2014 Solano County Annual Pothole Report made by the Project Delivery Working Group at their September 18, 2014 meeting. In summary, he noted that the newly updated budgets show that Solano County, as a whole, is spending approximately $18.6M annually, and needs to spend approximately $36.6M to keep Solano County's roads maintained at an average PCI of 60.

Daryl Halls requested the TAC to send any additional comments to the pothole report by no later than Monday, September 29, 2014.

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

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

C. Solano Rail Facilities Plan Update

Sofia Recalde summarized the status of current and committed passenger rail stations in Solano County. She described the current criteria guiding the establishment of passenger rail stations and Solano County (via the Capitol Corridor station guidelines). She also outlined the potential Solano-specific criteria that could help guide the decision making and funding process for future passenger stations in the County.

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

On a motion by Mike Roberts, and a second by Joe Leach, the STA TAC approved the recommendation. (8 Ayes)

D. Curtola Transit Center Project Initiation Document (PID) Request

Robert Guerrero noted that since passage of SB 1368 on September 9, 2014, the bill allows Joint Powers Authorities to be eligible to receive Caltrans relinquished properties in which SolTrans, STA and Caltrans have been coordinating to begin the process. Recently, however, 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 which will allow them to enter into a co-op agreement with Caltrans to develop the PID and complete it before the improvement project is completed. He concluded by stating that SolTrans anticipates the improvement project to be completed by October 2015.

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.

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

8. INFORMATIONAL – DISCUSSION

A. Solano Bike Route Wayfinding Signs Implementation Update

Drew Hart provided an update to the development of the Solano Bike Route Wayfinding Signs Plan. He noted that 48 County bike signs have been installed in Vallejo and more signs will be produced using the previously approved $15,000 ($10,000 remains). He cited that the Plan is currently being drafted with the assistance and input from the Bicycle Advisory Committee (BAC). He listed the goals of the planning document 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.

B. MTC's 2017 Regional Transportation Plan (RTP) Update

Sofia Recalde provided an update to the development of MTC's Public Participation Plan. She noted that MTC plans to release the draft Public Participation Plan on November 7, 2014 and that MTC's Legislation Committee will discuss the draft Plan and any recommended changes after a 45-day public comment period. She also commented that MTC staff anticipates 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.

C. Discussion of Active Transportation Program (ATP) Priorities
Sofia Recalde noted that 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) and 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).

NO DISCUSSION ITEMS

D. SolanoExpress Ridership Update for FY 2013-14

E. SolanoExpress Marketing Plan Update

F. Status of Solano's Title VI Program

G. Commuter Benefits Program Update

H. Fiscal Year (FY) 2013-14 Abandoned Vehicle Abatement (AVA) Program Fourth Quarter Report

I. STA's Local Preference Policy FY 2013-14 Year-End Report

J. Summary of Funding Opportunities

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 3:05 p.m.

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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Solano Transportation Authority

DATE: September 29, 2014
TO: STA Board
FROM: Susan Furtado, Accounting and Administrative Services Manager
RE: Fiscal Year (FY) 2014-15 Indirect Cost Allocation Plan (ICAP) Rate Application for Caltrans

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Background:
In compliance with Caltrans Local Program Procedures (LPP) 04-10 and Office of Management and Budget (OMB) Circular A-87, the STA is required to submit an annual ICAP Rate Application to enable STA to charge an indirect cost allocation for federal and state funded projects. The ICAP Rate Application submitted and approved is based on the annual budget as a fixed rate with a carry-forward provision plan. A fixed rate with carry-forward provision is a rate subject to adjustment when actual expenditures for the fiscal year are audited. The difference between the estimated cost and the actual audited cost is carried forward as an adjustment to the second fiscal year following the adjusted year.

The FY 2012-13 ICAP rate is adjusted to reflect the actual and audited indirect cost expenditures using the audited financial statement and reports. The FY 2012-13 indirect cost expenditures is reduced by the amount of $207,644.43 based on actual audited administration expenditures for the fiscal year. This adjustment is reflective of the ICAP Rate exclusions under the statutory and administrative limitations in accordance with OMB Circular A-87 and the Code of Federal Regulations (CFR) Title 2 Grants and Agreements Part 225 Appendix B. This adjustment is carried forward as a reduction to the FY 2014-15 ICAP Rate application.

Discussion:
The STA's FY 2014-15 ICAP Rate application result is at 46.48%. With the approval of this ICAP Rate, STA will be able to charge Indirect Cost to federal funds and other project funds that requires the use of the ICAP Rate, such as the Solano Napa Commuter Information (SNCI) Program, Safe Route to School (SR2S) Program, and the Jepson Parkway Project. The ICAP Rate for FY 2014-15 will allow STA to get a total indirect cost reimbursement in the amount of approximately $172,684 to be reimbursed by the Congestion Mitigation and Air Quality Program (CMAQ) fund for the SNCI and the SR2S Program, and the State Transportation Improvement Program (STIP) fund for the Jepson Parkway Project.

Fiscal Impact:
The proposed ICAP Rate for FY 2014-15 of 46.48% will allow approximately $172,684 of indirect cost to be reimbursed by the SNCI and the SR2S Programs, and the Jepson Parkway Project.

Recommendation:
Approve the following:
1. STA's ICAP Rate Application for FY 2014-15; and
2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.

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Solano Transportation Authority

Date: September 25, 2014
To: STA Board
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 Fiscal Year (FY) 2012-13 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 were also adopted by the City Councils of the Cities of Dixon, Fairfield, Rio Vista and Vacaville and by the Board of Directors of Solano County Transit (SolTrans).

Discussion

This fiscal year, MTC is requesting STA conduct a full Solano SRTP for the small to medium-sized operators and announced a call for applications for SRTP funding by all operators by 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, after consultations with Solano's transit staff, be submitted 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 region's small and medium-sized operators. With the Intercity Transit Corridor Study being close to completion, STA staff recommendation includes combining the SRTPs with the Transit Corridor Study as was conducted in 2012.

Vacaville has opted out of the local Countywide Coordinated SRTP process and will be conducting their own local SRTP. All of the other Solano transit operators have opted to have their SRTP's updated through the Countywide SRTP update process with STA.

At their respective meetings on September 23 and 24, 2014, the SolanoExpress Intercity Transit Consortium and the STA TAC unanimously approved to forward the recommendation to the STA Board for approval.

Fiscal Impact:
State Transit Assistance Funds (STAF) has been budgeted for the Transit Corridor Study Phase II in the approved STA FY 2014-15 Budget. This funding will be used as the local match. STA requested $140,000 in FTA 5303 funds from MTC pending STA Board approval, and MTC staff is recommending STA be provided $120,000 for the Countywide Coordinated SRTP update.

Local Preference Policy:
This contract is not subject to the Local Preference Goal due to the source of funds (federal) being used for the study.

Recommendation
Approve the following:

1. STA to conduct an update to the Countywide Coordinated SRTP for Dixon, Fairfield and Suisun Transit (FAST), Rio Vista and SolTrans Transit Operators as requested by the Metropolitan Transportation Commission (MTC);
2. Authorize the Executive Director to execute a funding agreement with MTC for $120,000 for the Solano County Coordinated SRTP and the Transit Corridor Study; and
3. Authorize the Executive Director to issue a Request for Proposal (RFP) and enter into a contract for the Countywide Coordinated SRTP and Transit Corridor Study Phase II for an amount not-to-exceed $300,000.

Attachment:

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

METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
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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.

Solano Transportation Authority

DATE: September 25, 2014
TO: STA Board
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.

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.

Discussion:
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 State Transit Assistance Funds (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 includes 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.

At their respective meetings on September 23 and 24, 2014, the SolanoExpress Intercity Transit Consortium and the STA TAC unanimously approved to forward the recommendation to the STA Board for approval.

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:
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

DRAFT FY2014-15 TDA Matrix October 2014

ATTACHMENT A

15-Sep-14

FY 2014-15

					Paratransit		Local Transit					Intercity													
												FAST	FAST	FAST	SolTrans	SolTrans	SolTrans	FAST	FAST	SolTrans					
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**	**ADA Subsidized Taxi Phase I**	**Paratransit**	**Dixon Readi-Ride**	**FAST**	**Rio Vista Delta Breeze**	**Vacaville City Coach**	**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**	**Total**	**Balance**
	(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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Solano Transportation Authority

DATE: September 26, 2014
TO: STA Board
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 recommends that SolTrans 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.

The SolanoExpress Transit Consortium and STA Technical Advisory Committee have reviewed and unanimously approved this item at their September 23rd and September 24th meetings respectively.

Recommendation:
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

Solano Transportation Authority

SolTrans

TABLE OF CONTENTS

UNITS OF MEASURE, PRICING, DEFINITIONS	Tab 1
PROJECT UNDERSTANDING	TAB 2
1.1 EXISTING NATURAL GAS SUPPLY	
1.2 EXISTING ELECTRICAL SUPPLY	
BUS REPLACEMENT	TAB 3
CNG STATION DESIGN	TAB 4
COMPRESSOR RECOMMENDATION	TAB 5
4.1 PROPOSED EQUIPMENT	
STATION ENGINEERING AND COST ESTIMATE	TAB 6
CNG STATION CONSTRUCTION	TAB 7
CNG FUELING FACILITY SCHEDULE NARRATIVE	TAB 8

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

CNG Cost	Natural Gas costs ($/mmbtu)...									
	$ 2.00	$ 3.00	$ 4.00	$ 5.00	$ 6.00	$ 7.00	$ 8.00	$ 9.00	$ 10.00
$/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 approximatel6y 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 -40º to 140ºF. 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 **TOTAL**	$ 341,000 $ 384,000 $ 743,000 **$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.

ATTACHMENT B

2014

Solano County Transit (SolTrans) Compressed Natural Gas Facility Assessment

Clean Energy
4675 MacArthur Court, Suite 800
Newport Beach, California 92660
September 11, 2014

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:	$ 35,960
Maintenance Facility Total (USD):	$ 359,750
Heat Option: Heating for shop area:	
Heating Upgrade Cost:	$ 88,706
Heating Engineering Design	$ 2,380
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:	$ 14,800
Isolated Bays Total (USD):	$ 125,136
Heat Option, Heating for the isolated repair bays:	
Heating Upgrade Cost:	$ 24,719
Heating Engineering Design	$ 1,440
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.

Table of Contents

1. Executive Summary ii
3. Introduction 1
3.1. Background 1
3.2. Objective 1
4. Code Overview and Basis of Design 2
4.1. Permits and Regulatory Requirements 2
4.2. Requirements for CNG Repair Facilities 2
4.2.1. Separation 3
4.2.2. Mechanical Ventilation 3
4.2.3. Gas Detection and Fire Suppression 3
4.2.4. Heating Equipment 4
5. Site Overview and Recommendations 4
5.1. Vehicle Maintenance Facility 5
5.1.1. Building Features 5
5.1.2. Mechanical Ventilation 6
5.1.3. Gas Detection System 7
5.1.4. Heating System 8
5.1.5. Electrical 8
6. Cost Estimates 9
7. Appendix 11
A.1 Shop Upgrade and Optional Heating Conceptual Design 1
A.2 Two Bay Isolatioon and Optional Heating Conceptual Design 2
A.3 Typical Operational Signage, Specifications & Notes 3
A.4 Project Baseline Schedule 4
B.1 Job Site Photos 5
C.1 Contractor Submittals 10

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 ft^2 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 ft^2. 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 / ft^2 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 / ft^2 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

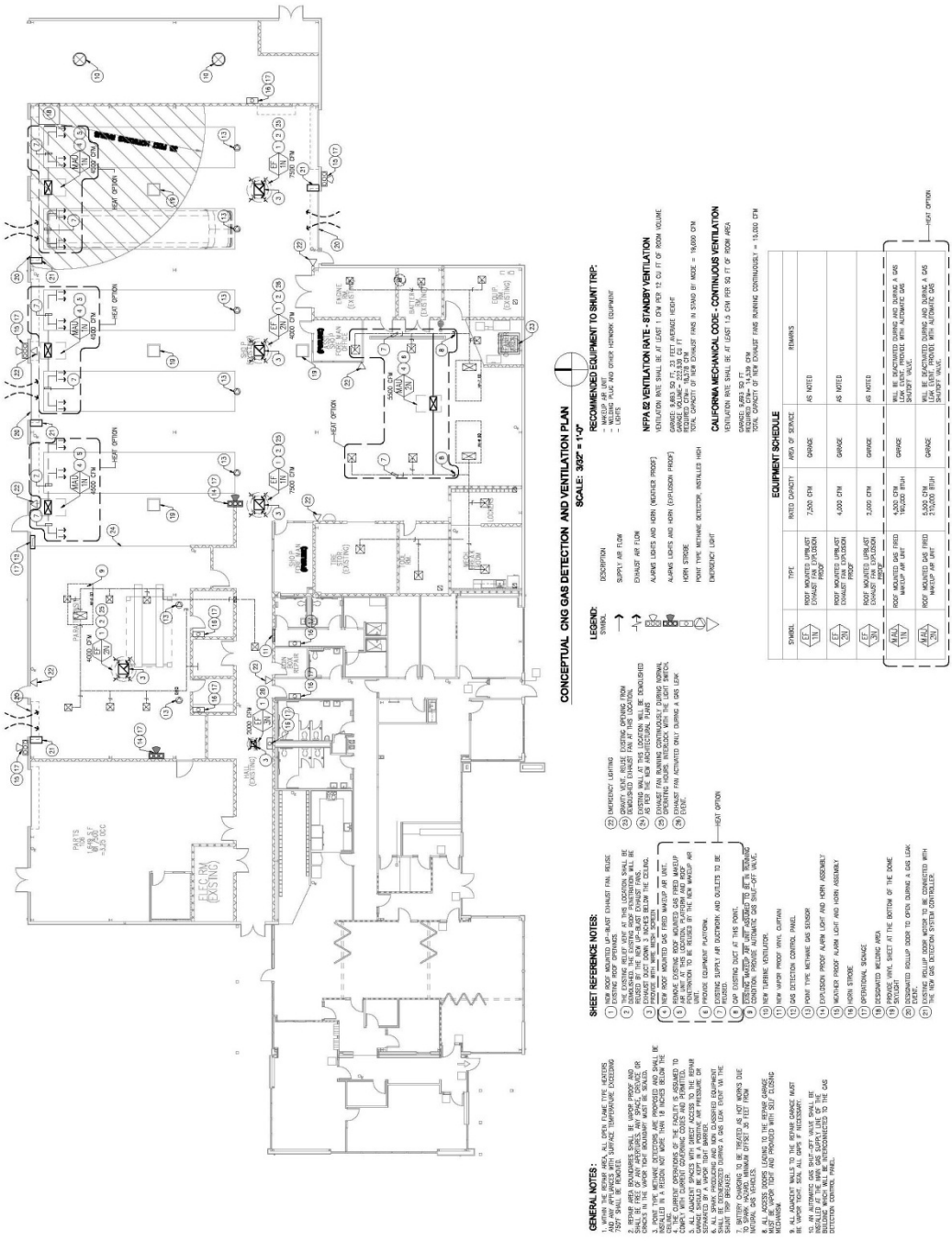
Appendix A.3: Typical Operational Signage, Specifications & Notes

Appendix A.4: Project Baseline Schedule

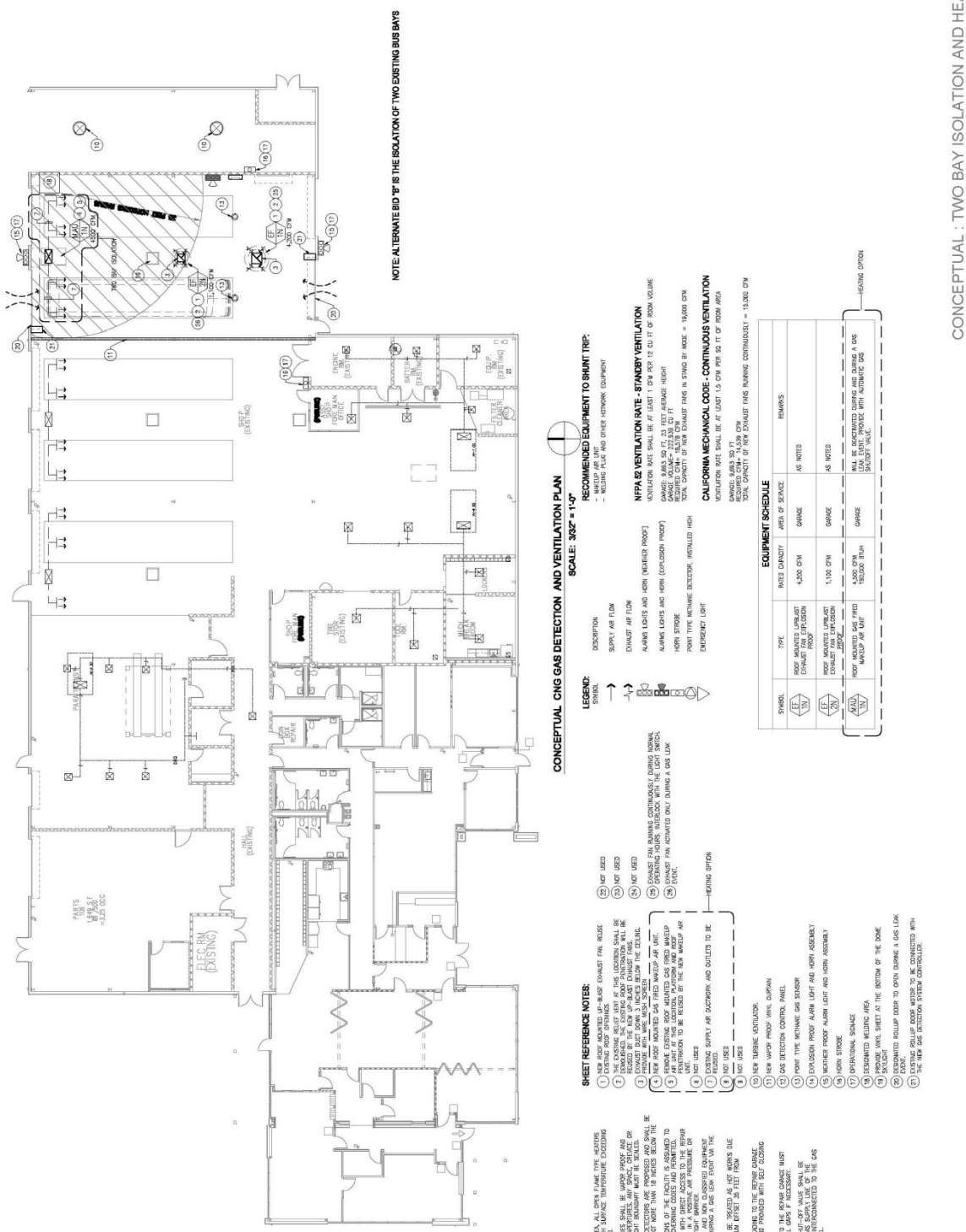
Appendix B.1: Job Site Photos

Appendix C.1: Contractor Submittals

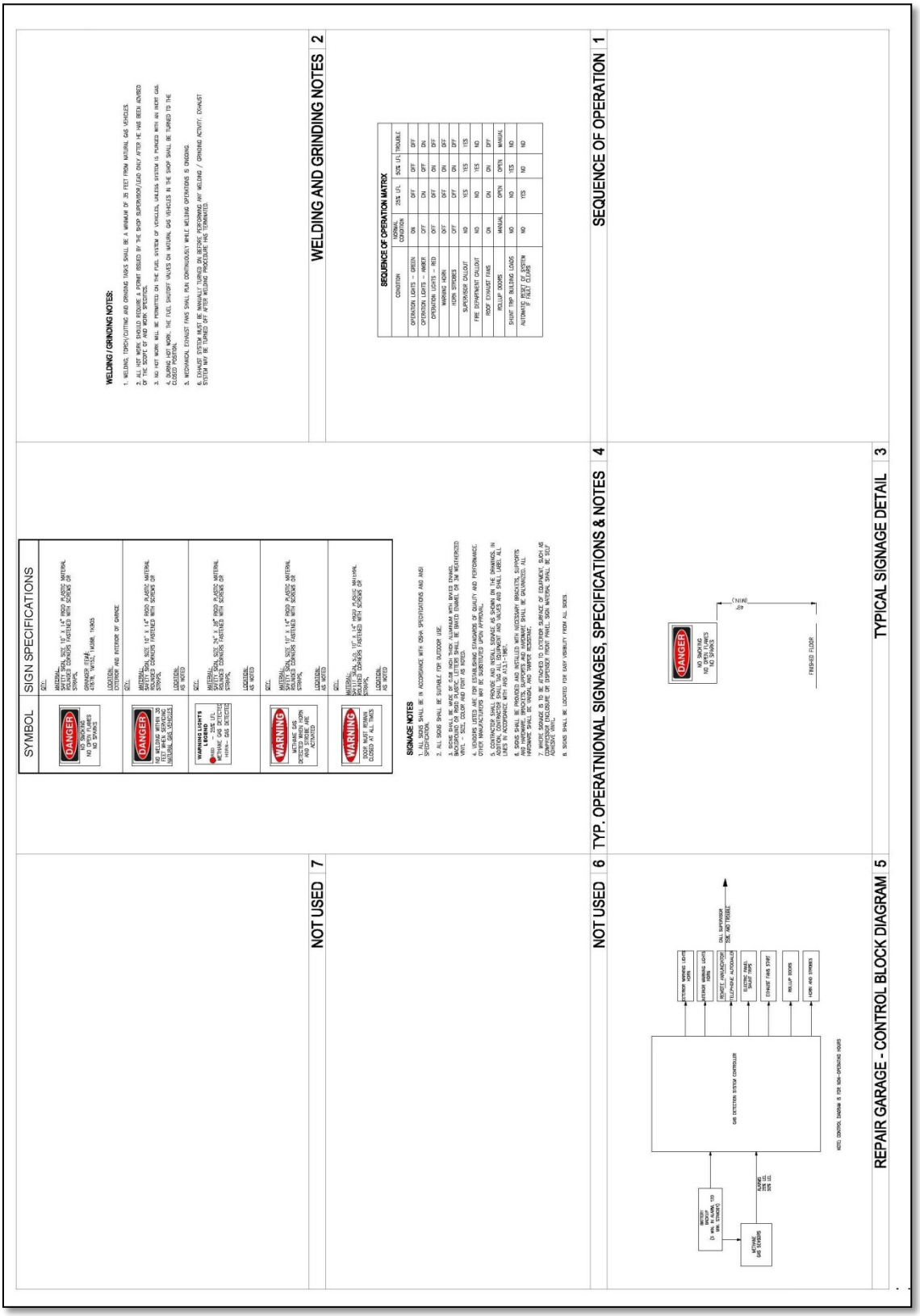
A.1 Vehicle Maintenance Facility Conceptual Design



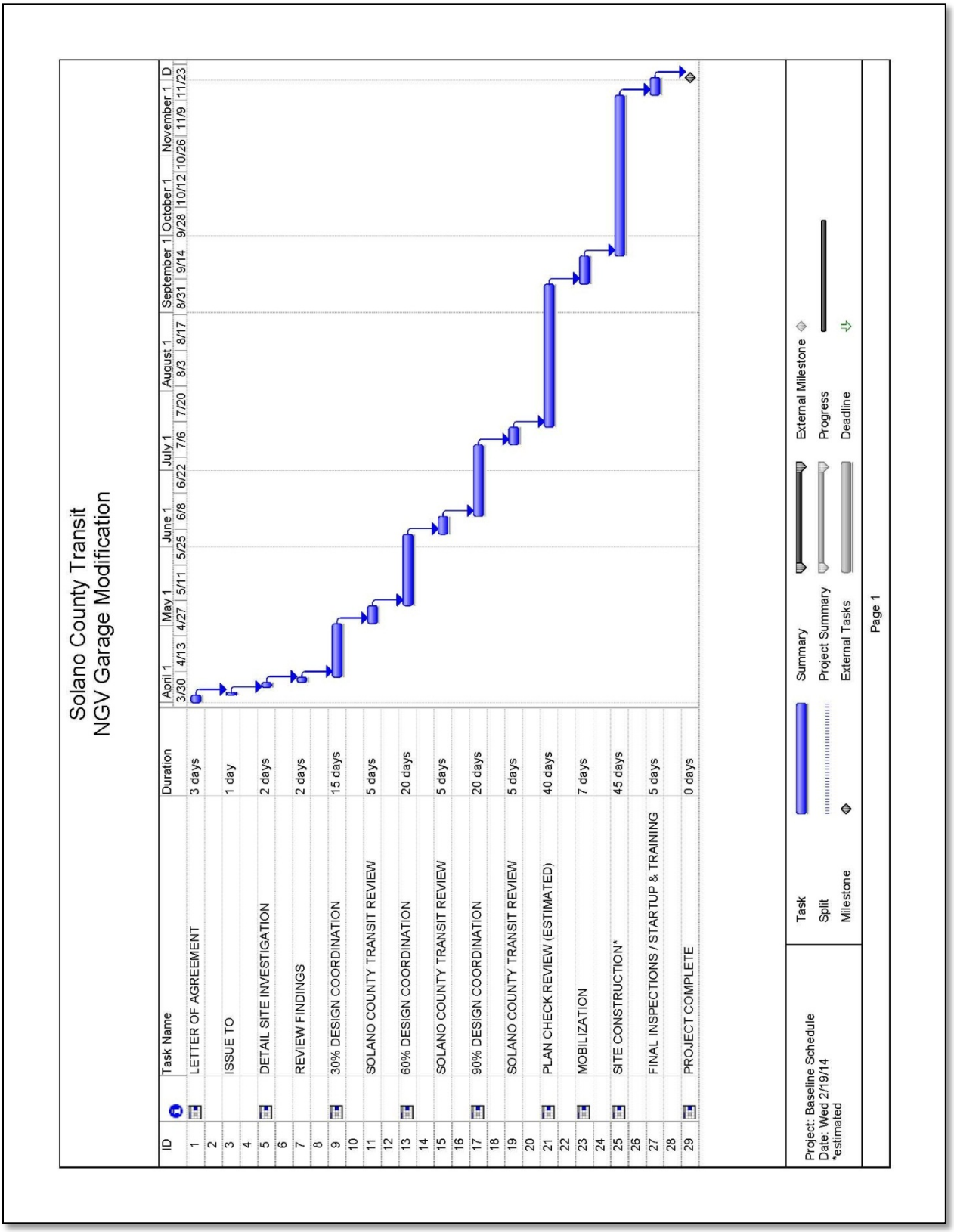
A.2 Vehicle Maintenance Facility Conceptual Design



A.3 Typical Operational Signage, Specifications & Notes



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: EXISITNG DOME SLYLIGHT

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

Solano Transportation Authority

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

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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 Fiscal Year (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. The STA TAC reviewed this item on September 24th and recommended its approval.

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:
Approve the FY 2014-15 Transportation Fund for Clean Air (TFCA) Program to Increase SNCI Rideshare Program's TFCA allocation by $59,507.

Solano Transportation Authority

DATE: September 26, 2014
TO: STA Board
FROM: Robert Guerrero, Project Manager
RE: Curtola Transit Center Project Initiation Document (PID) Request

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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. The STA TAC reviewed this item on September 24th and recommended its approval.

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

Recommendation:
Approve an amendment the STA's FY 2014-15 3-Year Project Initiation Document (PID) Work Plan to include SolTrans Curtola Transit Center in FY 2014-15.

Solano Transportation Authority

DATE: September 25, 2014
TO: STA Board
FROM: Sofia Recalde, Associate Planner
RE: Pedestrian Advisory Committee (PAC) Appointment

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

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

Discussion:
In September 2014, Rischa Slade submitted an application to join the PAC as a representative for Solano Community College (Attachment B). Based on her interest and experience, STA staff is recommending Rischa Slade to serve as the Solano Community College representative on the PAC for a three-year term.

Recommendation:
Appoint Rischa Slade representing the Solano Community College to the Pedestrian Advisory Committee (PAC) for a three-year term.

Attachments:
A. STA PAC Membership Roster
B. PAC Statement of Interest—Rischa Slade

STA Pedestrian Advisory Committee (PAC)

Membership Status
(October 2014)

The following are the Membership Terms of the PAC Members:

Jurisdiction	Member	Term Expires
Benicia	Pete Turner	December 31, 2015
Dixon	Bil Paul	December 31, 2013
Fairfield	Tamer Totah	December 31, 2016
Rio Vista	Kevin McNamara	December 31, 2016
Suisun City	Mike Hudson	December 31, 2013
Vacaville	Shannon Lujan	December 31, 2015
Vallejo	Terersa Booth	December 31, 2017
Solano County	Vacant	N/A
Member-At-Large	Timothy Choi	December 31, 2016
Bay Area Ridge Trail	Kathy Hoffman	December 31, 2015
Solano Community College	Rischa Slade*	December 31, 2017
Tri-City and County Cooperative Planning Group	Vacant	N/A

*Pending STA Board confirmation.

Solano Transportation Authority
...working for you!

PEDESTRIAN ADVISORY COMMITTEE (PAC)
NOMINATION/STATEMENT OF INTEREST FORM

Please fill out the fields below. This nomination form is intended to state your interest. Completion of this form does not guarantee appointment to any position.* For a complete list of vacancies and the application form, please visit STA's website at sta.ca.gov.

Nominee: RISCHA SLADE

Address: SOLANO COMMUNITY COLLEGE

Phone: (707) 863-7839

E-mail: Rischa.Slade@solano.edu

Vacancy Interested in for Consideration: Solano Community College Rep

Please provide a brief statement regarding your interest [or nominee's interest] in participating with the PAC:

I have a history of working in the Transportation arena (Elected Official 1996-2004). In my capacity as the Director of Student Life I would love to have the opportunity to work with other committee members to ensure that the college's citizens (staff, faculty, students, as well as the public) are considered by the PAC when developing pedestrian projects.

Rischa Slade

Please submit form to: Sofia Recalde, Associate Planner, Solano Transportation Authority, One Harbor Center, Suite 130, Suisun City, CA, 94585, by email to srecalde@sta-snci.com or fax to (707) 424-6074. If you have questions, please contact Sofia Recalde at (707) 399-3230.

*To serve as a representative, nominee must be a resident of the City or fit the agency requirements. City or agency must formally nominate an individual for STA Board consideration for appointment through a Council action and/or Letter of Nomination.

Submit by Email

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Solano Transportation Authority

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

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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 project 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 flagging requirements from the Union Pacific have resulted in project cost increases. TDA Article 3 funds are being requested to cover these final items in the amount of $90,000 to close out the project.

- *Investment in automated bike and pedestrian counters | $10,000*
  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 collect data to assist partner agencies be more competitive for grants.

The latter 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 are presented to the TAC which would send a recommendation to the STA Board. However, due to timing constraints, this item was first approved by the TAC on September 24th and is pending approval from the BAC and PAC at the time of this writing. Additionally, the amount requested has changed from $60,000 for the equipment costs to $10,000 after learning more about the counters and collaborating with the Safe Routes to School program. The STA TAC had approved a recommendation for $60,000 but staff has identified a lower estimated cost of $10,000 and is recommending the lower amount.

If these recommendations are approved, the remaining balance of TDA Article 3 funds in FY 14-15 for countywide bicycle and pedestrian projects is $67,005. 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 $367,005.

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**
Rio Vista Waterfront Promenade	($450,000)
Suisun Station Bike/Ped Improvements	($35,000)
Dixon West B Bike/Ped Undercrossing	($250,000)
Dixon West B Bike/Ped Undercrossing	($90,000)
Automated Bike/Ped Counters	($10,000)
FY 2014-15 Balance after STA commitments	**$67,005**

Fiscal Impact:
FY 2014-15 TDA Article 3 funds for $90,000 will help complete construction of the Dixon West B Street Bicycle and Pedestrian Undercrossing Project. An additional $10,000 for automated counters will improve data collection and grant competitiveness.

Recommendation:
Approve the following:

1. $90,000 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; and
2. $10,000 of FY 2014-15 TDA Article 3 funds for the purchase of automated bike and pedestrian counters.

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Solano Transportation Authority

DATE: September 26, 2014
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Adopt a Resolution of Intention Declaring the Remainder of the Former Green Valley Middle School Site as Surplus (4/5 vote required) and Providing Notice of STA's Intention to Sell Surplus Real Property

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Background:
On April 12, 2013, the Solano Transportation Authority (STA) purchased the former Green Valley Middle School site, a 7.69 acre parcel located at 3630 Ritchie Road, to allow for the relocation of the Pacific Gas & Electric (PG&E) gas valve lot as part of the I-80/I-680/I-780 Interchange Project. The previous PG&E valve lot was located between I-680 and I-80, to the east of Lopes Road, and needed to be relocated to make way for the proposed improvements to the Green Valley overcrossing currently under construction.

STA had originally intended to acquire only 1.32 acres of the 7.69 vacant parcel but through negotiations with the Fairfield-Suisun Unified School District and the City of Fairfield, it was determined that STA would acquire the entire parcel and once construction on the PG&E valve lot was complete, the remainder of the parcel (approximately 6.37 acres) would be sold for future private development.

Discussion:
STA staff is now recommending STA disposal of the property not needed for the project through a competitive bidding process. Surplus real property is subject to disposal through a competitive bid process in the manner prescribed in California Government Code section 25363 et seq. In order to conduct the competitive bid process, the Board must adopt a resolution (Attachment A) describing the property to be sold, fixing a date and time to open sealed proposals and establishing a minimum bid amount. The suggested minimum bid amount of $1,142,000 was established by a fair market appraisal for the remaining 6.37 acres. At the public auction, potential bidders will be provided an opportunity to submit oral bids. Staff will return to the Board to recommend the award of the sale of the property to the highest responsible bidder.

Notice of the adoption of a resolution of intention to sell and invitation to submit bids (Attachment B) will be published five days prior in accordance with California Government Code section 6061. Invitation to bid package (Attachment B) containing bid submittal instructions, bid form, and purchase and sale agreement will be available upon request, and bid submittals will be received at the STA office at One Harbor Center, Suite 130, Suisun City, CA until 2:00 p.m. on Tuesday, December 2, 2014, at which point, staff will open the sealed bids and call for any oral bids from any responsible bidders. The award of the purchase of this property will be presented to the Board for approval at the STA meeting on December 10, 2014.

Fiscal Impact:
The parcel was acquired with Bridge Toll Funds through the right of way phase of the I-80/I-680/SR12 Interchange – Initial Construction Project. It is intended that property proceeds be used to complete remaining tasks within the right of way phase of this project.

Recommendation:
Adopt STA Resolution No. 2014-26 declaring the remainder of the former Green Valley Middle School site as surplus to the needs of the STA and notice of intention to sell as surplus real property to the highest responsible bidder, in accordance with the terms and conditions set forth in the attached Bid Submittal Instructions and Purchase and Sale Agreement, for the minimum purchase price of $1,142,000 (4/5th vote required).

Attachments:

A. Resolution of Intention (STA Resolution No. 2014-26) to sell a portion of Assessor's Parcel Number 0044-080-070
B. Notice of Adoption of a Resolution and Intention to Sell and invitation to bid package

RESOLUTION NO. 2014–26

RESOLUTION DECLARING STA-OWNED REAL PROPERTY SURPLUS TO THE NEEDS OF THE SOLANO TRANSPORTATION AUTHORITY AND NOTICE OF INTENTION TO SELL SURPLUS REAL PROPERTY
(A PORTION OF ASSESSOR'S PARCEL NUMBER 0044-080-070)

WHEREAS, Solano Transportation Authority ("STA") owns approximately 6.37 acres of the former Green Valley Middle School site, located at 3630 Ritchie Road, Fairfield, CA, as described in the attached Exhibit A; and

WHEREAS, there is no present or contemplated use that would preclude the STA from declaring this property as surplus to the needs of the STA and offering the property for sale to the highest responsible bidder; and

WHEREAS, California Government Code section 25363 et. seq. authorizes the STA to sell surplus property in the manner proposed; and

WHEREAS, the sale of surplus real property is in the best interests of the STA and the general public.

RESOLVED, the Board of the Solano Transportation Authority:

1. Declares that the described real property is surplus to the needs of the STA; and

2. Intends to sell the surplus real property to the highest responsible bidder, in accordance with the terms and conditions as set forth in the Bid Submittal Instructions and the Purchase and Sale Agreement, contained within, for the minimum acceptable purchase price of $1,142,000; and

3. Authorizes the Executive Director, or his designee, to disseminate individual bid packages for the sale the surplus property containing the Bid Submittal Instructions and Purchase and Sale Agreements; and

4. Requires that each written and oral bid be accompanied by a Bid Guarantee in the form of a cashier's check and amount of 10% of the bid amount; and

5. Authorizes the Clerk of the Board to publish the attached Notice of Intention to sell the surplus real property in the Daily Republic, pursuant to California Government Code section 6061; and

6. Sets December 2, 2014 at 2:00 p.m. at One Harbor Center, Suite 130, Suisun City, CA 94585, as the time and place to conduct a public hearing to open received bid submittals and consider offers to purchase the surplus real property.

_____
Osby Davis, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 8th day of October 2014, by the following vote:

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

ATTEST: _____
Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 8th day of October 2014.

_____
Daryl K. Halls, Executive Director
Solano Transportation Authority

EXHIBIT "A"

All that property situate in the County of Solano, State of California, being a portion of that certain parcel of land described in the Correction Grant Deed to Solano Transportation Authority recorded August 7, 2014 as Document No. 2014-00059043 in Official Records, Solano County, more particularly described as follows:

Beginning at the most northerly corner of said parcel (DN 2014-00059043); thence, along the exterior boundary of said parcel the following six (6) courses: 1) South 30°01'54" East, 393.74 feet, 2) South 29°51'53" East, 219.39 feet, 3) South 68°32'27" West, 632.64 feet, 4) North 54°07'17" West, 334.09 feet, 5) North 23°11'14" West, 33.32 feet and 6) North 46°34'01" East, 20.43 feet; thence, leaving said exterior boundary, South 43°25'59" East, 110.00 feet; thence, North 46°34'01" East, 509.79 feet; thence, North 30°01'54" West, 113.08 feet to said exterior boundary; thence, along said exterior boundary North 46°34'01" East, 223.41 feet, to the **Point of Beginning.**

Containing a total of 277,477 square feet or 6.37 acres more or less.

Reserving therefrom: A permanent easement in favor of Grantor, his Successor and Assigns for access and for the construction and maintenance of underground gas transmission pipelines as described in the Grant Deed, on, over and across the following described parcel of land:

Beginning at the northwesterly terminus of that certain course described in said Grant Deed (DN 2014-00059043) as "North 23°11'14" West, 33.32 feet"; thence, along the northwesterly line of said parcel, North 46°34'01" East, 20.43 feet; thence, leaving said northwesterly line, South 43°25'59" East, 110.00 feet: thence, South 46°34'01" West, 17.10 feet to the northeast line of Richie Road, Co. Road No. 252 (60 feet wide) and the exterior boundary of said parcel; thence, along said exterior boundary the following two (2) courses: 1) North 54°07'17" West, 80.12 feet and 2) North 23°11'14" West, 33.32 feet to the **Point of Beginning.**

Containing a total of 2,750 square feet or 0.06 acres more or less

Exhibit 'B' attached and by this reference made a part hereof

Bearings used in the above description are based upon the California Coordinate System of 1983, Zone 2, CA-HPGN, Epoch 1991.30, Multiply grid distances shown above by 0.9999714 to obtain ground distances.

This real property description has been prepared at Mark Thomas & Company, Inc., by me, or under my direction, in conformance with the Professional Land Surveyors Act.

August 26, 2014
Date

Joel A. Garcia
L.S. No. 5285
Expiration Date: 12-31-2015

LICENSED LAND SURVEYOR
JOEL A. GARCIA
No. 5285
Exp. 12/31/15
STATE OF CALIFORNIA

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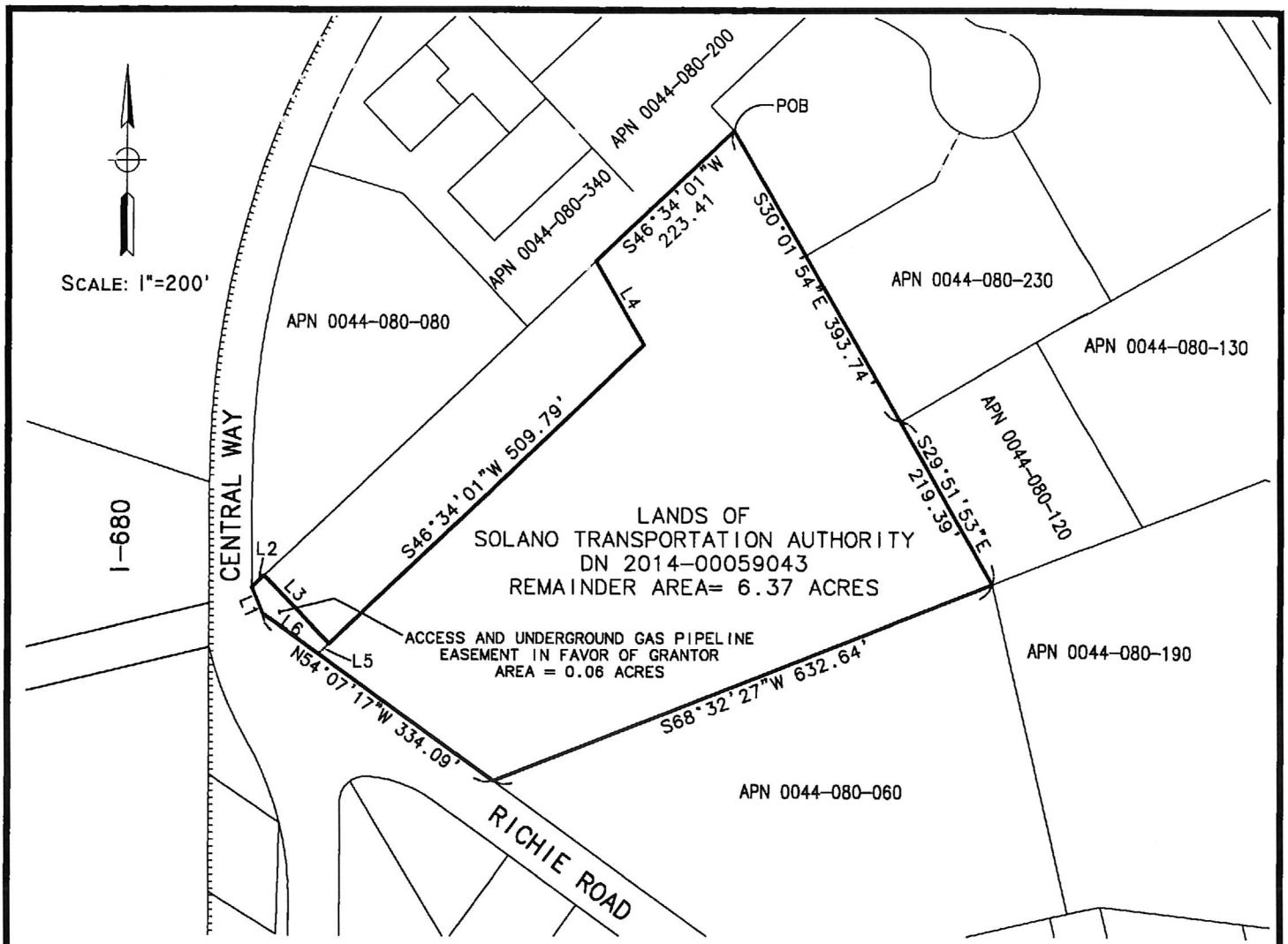

LEGEND

POB –POINT OF BEGINNING
POC –POINT OF COMMENCEMENT
APN –ASSESSOR'S PARCEL NUMBER
..... – ACCESS CONTROLLED

LINE	BEARING	DIST
L1	N 23°11'14" W	33.32'
L2	N 46°34'01" E	20.43'
L3	S 43°25'59" E	110.00'
L4	N 30°01'54" W	113.08'
L5	S 46°34'01" W	17.10'
L6	N 54°07'17" W	80.12'

LICENSED LAND SURVEYOR
JOEL A. GARCIA
EXP.12/31/15
No. 5285
STATE OF CALIFORNIA

62460-1		
Mark Thomas & Company, Inc.	REMAINDER LANDS OF SOLANO TRANSPORTATION AUTHORITY DN 2014-00059043	In Solano County California
Scale: 1"=200' Date 04/08/2014 Checked By PS	EXHIBIT "B" Plat to Accompany Legal Description	08/26/2014 Sheet 1 of 1

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NOTICE OF ADOPTION OF A RESOLUTION OF INTENTION TO SELL SOLANO TRANSPORTATION AUTHORITY-OWNED SURPLUS REAL PROPERTY (A PORTION OF ASSESSOR'S PARCEL NUMBER 0044-080-070)

Pursuant to California Government Code sections 6061 and 25363 *et seq.*, notice is given that the Board of the Solano Transportation Authority ("STA") has on October 8, 2014 at a regular meeting, adopted a Resolution declaring the following STA owned real properties to be surplus to the needs of the STA and its intention to sell and convey by way of grant deed the surplus real property to the highest bidder for the minimum purchase price listed below:

Remainder of former Green Valley Middle School site located at 3630 Ritchie Road, Fairfield, CA (A portion of APN 0044-080-070): $1,142,000

The property will be available to prospective bidders for preliminary inspection by appointment only.

Completed bid packages in sealed envelopes, clearly marked, **"BID FOR PURCHASE OF STA OWNED REAL PROPERTY,"** with the date and time of bid will be accepted until 2:00 p.m., Tuesday, December 2, 2014 at the STA office, One Harbor Center, Suite 130, Suisun City, California 94585. Written bids will not be received thereafter. Bid Packages may be downloaded at www.sta.ca.gov. Inspection appointments and further information may be obtained by contacting Lucy Owens, at (925) 642-7642 or owens.lucy@gmail.com.

The STA staff will open, review and consider the submitted sealed bids. Thereafter, oral bids will be considered with a minimum overbid that is $10,000 higher than the highest submitted written bid or subsequent oral bids. All written and oral bids must be accompanied by a Bid Guarantee in the form of a cashier's check for 10% of the bid amount. Two percent (2%) of the successful bid amount will become an administrative charge (a portion of the Bid Guarantee), non-refundable to the successful bidder. The highest responsible bid will be presented to the STA Board and recommended for award at its December 10, 2014 meeting.

Bid Submittal Instructions

1. Bid Submittal

Bid Submittals must be clearly marked on the outside of a sealed envelope: "BID FOR PURCHASE OF STA OWNED REAL PROPERTY – 3630 Ritchie Road, Fairfield, CA 94533" and contain a complete and properly executed 1) Bid Form, 2) Purchase and Sale Agreement; and 3) Bid Guarantee. Failure to provide or complete any portion of the above documents per these Bid Submittal Instructions will be a basis for rejection of the bid. Bids may only be modified in writing prior to 2:00 p.m. on December 2, 2014.

2. Bid Form

Bids shall be made on the Bid Form provided in the Bid Package. If the bid is made by an individual, it shall be signed and notarized with the full name and address of the bidder. If the bid is made by a joint venture or partnership, it shall be signed and notarized with the full name and address of each member. If the bid is made by a corporation, it shall be signed by the president and secretary in the corporate name with the corporate seal affixed to it. No bid will be considered unless it complies with the applicable signature requirements.

3. Purchase and Sale Agreement

The Purchase and Sale Agreement, included in the Bid Package, must be complete, include the notarized signature(s) of the bidder(s), and be attached to the Bid Form.

4. Bid Guarantee

Each written and oral bid shall include a Bid Guarantee in the form of a cashier's check made payable to the Solano Transportation Authority in an amount equal to ten percent (10%) of the bid amount. Bid Guarantees included with declined bids will be returned to the unsuccessful bidders within ten (10) business days after acceptance of the highest bid or rejection of all bids by the Solano Transportation Authority Board of Directors. Two percent (2%) of the successful bid (portion of Bid Guarantee) will become non-refundable upon the approval of award by the Solano Transportation Authority Board of Directors and the remainder of the Bid Guarantee will be refundable until such time as the Buyer accepts all conditions of the Property and waiving all contingencies in accordance with the terms and conditions of the Purchase and Sale Agreement. The balance of the successful bid amount shall be delivered to the Escrow Holder by bidder no less than three (3) days prior to the Close of Escrow date.

5. Bid Withdrawal

Any bid may be withdrawn, in writing, at any time prior to the time and date fixed for the opening of bids. The withdrawal of a bid shall not prejudice the right of a bidder to file a

new bid prior to the time and date set for the opening of bids. Bids may not be withdrawn after the time of the opening.

6. Bid Award and Rejection

The sale of the STA owned real property will be awarded to the "Highest Bidder", including any oral bids at the time of the Public Auction, whose bid complies with all requirements prescribed above. All oral bids must have a minimum overbid that is $10,000 higher than the highest submitted written bid or subsequent oral bids. The Solano Transportation Authority reserves the right to reject any and all bids.

7. Bid Package Contents

Information about the surplus real property is provided with the Bid Package including:

Property Informational Flyer
Area Map
Plat and Legal Map
Bid Form
Purchase and Sale Agreement
Any other available documents associated with the sale of the property to be found at the STA's website: www.sta.ca.gov

8. Inspection Period

The property will be available for preliminary inspection by appointment only prior to the deadline for bid submittals. The successful bidder will be allowed a contingency period after the award of the bid, pursuant to the Purchase and Sale Agreement, in which to conduct all further inspections, investigations and evaluations.

9. Address to Submit Bids and to Request Additional Information

Bid Submittals must be received by the Solano Transportation Authority no later than the deadline of 2:00 p.m., Tuesday, December 2, 2014 at the address listed below. Any Bid Submittal not received by this deadline, even if post marked before the deadline, will not be accepted. For additional information or assistance, please contact:

For delivery of bids:

Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585
Attn: Janet Adams, Director of Projects
707-424-6075
jadams@sta-snci.com

For addition information:

Lucy Owens
(925) 642-7642
owens.lucy@gmail.com

10. Brokers and Finders Fee.

No commission or finder's fee shall be paid by the STA to any party, licensed real estate broker, or other person for the sale of the surplus real property (regardless of whether the transaction is consummated), even though said party has had contact or dealings regarding the surplus real property, or has communicated with the STA in connection with the subject matter of this transaction. If any commission or finder's fee is due, payment of that commission or finder's fee shall be the responsibility of the bidder.

BID FORM
FOR THE PURCHASE OF
SOLANO TRANSPORTATION AUTHORITY OWNED REAL PROPERTY

This bid to purchase is submitted pursuant to Government Code Section 25363 *et seq.* and pursuant to a published notice of adoption of a Resolution of Intention to sell Solano Transportation Authority ("STA") -owned surplus real property described as 3630 Ritchie Road, Fairfield, CA 94533 (A portion of Solano County Assessor's Parcel Number 0044-080-070).

_____, (referred to as "BIDDER") offers to purchase from the STA the surplus real property described above in accordance with the terms and conditions of the attached Purchase and Sale Agreement.

PURCHASE AND SALE AGREEMENT BID AMOUNT: BIDDER offers and agrees to pay STA the total amount of $_____ as the purchase price of the property (minimum acceptable bid amount must equal or exceed _____ dollars ($_____). BIDDER shall deliver with this bid form to STA a Bid Guarantee in the form of a Cashier's Check in the amount of ten percent (10%) of the BIDDER's bid amount, or $_____. Upon the successful award of the bid, two percent (2%) of the successful bid amount will become an administration charge(a portion of the Bid Guarantee), non-refundable to the successful BIDDER, upon approval of the award by the Solano Transportation Authority Board of Directors and the remainder of the Bid Guarantee will be refundable until such time as the Buyer accepts all conditions of the Property and waiving all contingencies in accordance with the terms and conditions of the Purchase and Sale Agreement.

BIDDER	BIDDER
By: _____ Signature	By: _____ Signature
Name: _____ Printed	Name: _____ Printed
Address: _____	Address: _____
Address: _____	Address: _____
Date: _____	Date: _____

All Bidder signature(s) must be notarized

AGREEMENT OF PURCHASE AND SALE AND INITIAL ESCROW INSTRUCTIONS
(A portion of Solano County APN No. 0044-080-070)

This Agreement of Purchase and Sale and Initial Escrow Instructions ("Agreement"), dated for reference purposes only on December 10, 2014 is entered into between THE SOLANO TRANSPORTATION AUTHORITY, a joint powers authority organized under Government Code section 6500 et seq. consisting of the County of Solano and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun, Vacaville and Vallejo ("Seller"), and _____ ("Buyer").

Recitals

A. Seller is the owner of certain unimproved real property located in the City of Fairfield ("City"), County of Solano ("County"), State of California ("State"), as more particularly described on Exhibit A attached to this Agreement as a portion of Assessor's Parcel No. 0044-080-070.

B. On the terms, conditions and provisions set forth in this Agreement, Buyer desires to purchase, and Seller desires to sell to Buyer, the above listed parcel (the "Property"). Seller no longer requires the Property for future public use. Buyer and Seller have entered into this Agreement voluntarily as a negotiated transaction for the Buyer to acquire and for the Seller to sell the Property.

NOW, THEREFORE, in consideration of the foregoing recitals and the mutual covenants contained in this Agreement, the parties agree as follows:

Agreement

1. Purchase and Sale. Seller agrees to sell to Buyer, and Buyer agrees to purchase from Seller, the Property on the terms and subject to the conditions set forth in this Agreement. The "Effective Date" of this Agreement shall be the date of the last party to execute this Agreement.

2. Purchase Price. The purchase price ("Purchase Price") for the Property shall be _____ dollars ($_____).

3. Escrow.

(a) Opening of Escrow. Within one (1) business day after the Effective Date, Seller shall open escrow ("Escrow") with Escrow Holder. Buyer and Seller agree to execute and deliver to Escrow Holder, in a timely manner, all escrow instructions necessary to consummate the transaction contemplated by this Agreement. If there is any inconsistency between such supplemental instructions and this Agreement, this Agreement shall control. Escrow Holder shall be:

North American Title Company
Attention: Evelyn Bowens-Chambers
4255 Hopyard Road, Suite 1
Pleasanton, CA 94588

(b) Close of Escrow. For the purpose of this Agreement, the "Close of Escrow" shall be defined as the date that the Grant Deed (as defined in Section 5, below) is recorded in the Official

Records of the County. The Close of Escrow shall occur on or before January 16, 2014 unless extended by the mutual written consent of the parties.

4. <u>Payment of Purchase Price</u>: The Purchase Price shall be payable as follows:

(a) Deposit: Buyer has submitted, with this Agreement to Seller, a Good Faith Deposit ("Deposit"), in the form of a cashier's check, in the amount of _____ dollars ($_____), equivalent to ten percent (10%) of the purchase price, which shall be deposited with Escrow Holder within three (3) business days after the Effective Date. The Deposit shall become non-refundable to Buyer upon Buyer's delivery to Seller of the Contingency Period Notice as defined in 7(a)(ii) below accepting all conditions of the Property and waiving all contingencies.

(b) Balance of Purchase Price: At least three (3) business days prior to Close of Escrow, Buyer shall deposit with Escrow Holder the balance of the Purchase Price, in immediately available funds, which shall be paid to Seller at Close of Escrow.

5. <u>Conditions of Title</u>. The Property shall be conveyed to Buyer by Seller by a grant deed, in the form customarily used by Escrow Holder in the County ("Grant Deed"), subject only to (a) a lien to secure payment of real estate taxes and assessments, not delinquent; (b) the lien of current supplemental taxes, not delinquent; (c) such other title matters affecting the Property created by or with the written consent of Buyer; (d) all applicable laws, ordinances, rules and governmental regulations (including, but not limited to, those relative to building, zoning and land use) affecting the development, use, occupancy or enjoyment of the Property; (e) all matters which would be apparent from an inspection, or disclosed by a survey of the Property; and (f) exceptions which are approved and/or accepted by Buyer in accordance with Section 7(a)(i) of this Agreement (collectively, "Approved Conditions of Title").

6. <u>Title Policy</u>. Title shall be evidenced by Escrow Holder's title insurance underwriter ("Title Company") issuing its standard California Land Title Association ("CLTA") Owner's Policy of Title Insurance to Buyer in an amount equal to the Purchase Price, showing title to the Property vested in Buyer, subject only to the Approved Conditions of Title ("Title Policy"). Buyer shall pay the cost of the CLTA Title Policy. If Buyer elects to have Escrow Holder issue its American Land Title Association ("ALTA") Extended Coverage Owner's Policy of Title Insurance, Buyer shall pay for the expense of such ALTA premium increment and any ALTA survey costs. Buyer shall pay for any endorsements to the Title Policy. Buyer's ability to obtain an ALTA policy shall not be a condition to the Close of Escrow.

7. <u>Conditions to Close of Escrow</u>.

(a) <u>Conditions to Buyer's Obligations</u>. The Close of Escrow and Buyer's obligation to consummate the transactions contemplated by this Agreement are subject to the satisfaction of the following conditions (or Buyer's waiver in writing thereof) for Buyer's benefit on or prior to the dates designated below for the satisfaction of such conditions, or the Close of Escrow in the absence of a specified date:

(i) <u>Title</u>. Pursuant to the terms and conditions of this subsection, Buyer shall have the right to approve any and all matters of and exceptions to title of the Property, as disclosed by the following documents and instruments (collectively, "Title Documents"): (A) a Preliminary Report issued by Escrow Holder with respect to the Property; and (B) legible copies of all documents referred to in such Preliminary Report. Seller shall use its best efforts to deliver the Title Documents to Buyer within five (5) business days following the Effective Date. Buyer

shall have fifteen (15) calendar days following receipt of the Title Documents to give Seller and Escrow Holder written notice ("Buyer's Title Notice") of Buyer's approval or disapproval of the Title Documents. The failure of Buyer to give Buyer's Title Notice to Seller within the specified time period shall be deemed Buyer's disapproval of the Title Documents. In the event that Buyer's Title Notice disapproves, or is deemed to have disapproved of any matter of title shown in the Title Documents, Seller shall, within five (5) calendar days after Buyer's Title Notice is received by Seller, give Buyer written notice ("Seller's Title Notice") of those disapproved title matters, if any, which Seller is unwilling or unable after reasonable and good faith efforts to have eliminated from title to the Property by the Close of Escrow. Notwithstanding the foregoing, Seller agrees to remove on the Close of Escrow any deeds of trust whereby Seller is the trustor or borrower which are currently recorded against the Property. If Seller is unable or unwilling to remove all of the title matters objected to by Buyer in Buyer's Title Notice, or fails to deliver Seller's Title Notice, Buyer shall have five (5) business days from receipt of Seller's Title Notice to notify Seller in writing that either (1) Buyer is willing to purchase the Property, subject to such disapproved exceptions, or (2) Buyer elects to terminate this transaction. Failure of Buyer to take either one of the actions described in clause (1) or (2) in the previous sentence shall be deemed to be Buyer's election to take the action described in clause (2). If this Agreement is terminated pursuant to this Section 7(a)(i), the Deposit shall be returned to Buyer together with all interest that may have accrued (provided that Buyer has complied with the terms of Section 21(m) below), and, except as otherwise provided in this Agreement, Seller and Buyer will have no further obligations or rights to one another under this Agreement;

(ii) Inspections and Studies/Costs. For the period of time commencing on the Effective Date and ending fifteen (15) calendar days later ("**Contingency Period**"), Buyer shall have the right to conduct any and all non-destructive inspections, investigations, tests and studies (including, without limitation, investigations with regard to zoning, building codes and other governmental regulations, architectural inspections, engineering tests, economic feasibility studies and soils, seismic and geologic reports and environmental testing) with respect to the Property as Buyer may elect to make or maintain. The cost of any such inspections, tests and/or studies shall be borne by Buyer.

Between the Effective Date and the Close of Escrow, Buyer and Buyer's employees, agents, contractors, subcontractors and consultants (collectively, "Buyer's Representatives") shall have the right to enter upon the Property, at reasonable times during ordinary business hours upon prior written notice to Seller to perform such inspections, investigations, tests and studies. Following any such tests or inspections, Buyer agrees to promptly return any portions of the Property damaged or altered by Buyer during such tests or inspections to substantially the same condition which existed prior to such test or inspection. Buyer shall indemnify, defend and hold Seller and the Property harmless from any and all claims, damages or liabilities arising out of or resulting from the entry onto or activities upon the Property by Buyer or Buyer's Representatives or liens arising from Buyer's due diligence review of the Property. Prior to any entry on to the Property by any of Buyer's Representatives, Buyer shall deliver to Seller an endorsement to a commercial general liability insurance policy which evidences that such Buyer's Representative is carrying a commercial general liability insurance policy with a financially responsible insurance company acceptable to Seller, covering the activities of such Buyer's Representative on or upon the Property. Such endorsement shall evidence that such insurance policy shall have a per occurrence limit of at least One Million and No/100ths Dollars ($1,000,000.00) and an aggregate limit of at least Two Million and No/100ths Dollars ($2,000,000.00), shall name Seller as an additional insured, and shall be primary and non-contributing with any other insurance available to Seller.

Prior to the expiration of the Contingency Period, Buyer shall deliver to Seller and Escrow Holder written notice ("Contingency Period Notice") of its approval or disapproval of the Property and the Documents and Materials (as defined in Section 7(a)(viii), below). Buyer acknowledges that the property will transfer to Buyer in its present **"AS-IS"** condition as at the time of the Close of Escrow and that Seller will make no repairs before or during Escrow or after the Close of Escrow. The Contingency Period Notice to the Escrow Holder shall be accompanied by the Natural Hazards Disclosure Statement. The failure of Buyer to timely deliver the Contingency Period Notice shall be deemed to constitute Buyer's disapproval of the Property and the Documents and Materials, and the Deposit shall be returned to Buyer (provided that Buyer has complied with the terms of Section 21(m) below), and, except as otherwise provided in this Agreement, Seller and Buyer will have no further obligations or rights to one another under this Agreement.

If this Agreement is terminated pursuant to this subsection, Buyer shall deliver to Seller (y) the Documents and Materials delivered to Buyer by Seller, and (z) at no cost and without warranty as to correctness, copies of all reports, studies, maps and engineering studies that were generated by third parties for Buyer with respect to the Property, including, but not limited to, all environmental reports, surveys, marketing reports, geotechnical reports, lot studies and improvement plans;

(iii) Title Insurance. As of the Close of Escrow, Escrow Holder shall have committed to issue the Title Policy to Buyer;

(iv) Seller's Representations. All representations and warranties made by Seller to Buyer in this Agreement shall be true and correct on the date hereof and shall be true and correct in all material respects as of the Close of Escrow;

(v) Natural Hazards Disclosure Statement. No later than ten (10) business days prior to the scheduled expiration of the Contingency Period, Seller shall deliver to Buyer a Natural Hazards Disclosure Statement for the Property. Buyer shall have approved the Natural Hazards Disclosure Statement and returned a signed copy thereof to Seller and Escrow Holder by the expiration of the Contingency Period;

(vi) Seller's Obligations. As of the Close of Escrow, Seller shall have performed all of the obligations required to be performed by Seller under this Agreement;

(vii) Documents and Materials. All available documents in Seller's possession were made available on Seller's website found at www.sta.ca.gov. ("Documents and Materials"). Seller makes no representation or warranty as to the accuracy or completeness of any of the Documents and Materials which were not prepared by Seller.

(b) Conditions to Seller's Obligations. The Close of Escrow and Seller's obligation to consummate the transactions contemplated in this Agreement are subject to the satisfaction of the following conditions (or Seller's waiver thereof) for Seller's benefit on or prior to the dates designated below for the satisfaction of such conditions, or the Close of Escrow in absence of a specified date:

(i) Buyer's Obligations. Buyer shall have timely performed all of the obligations required to be performed by Buyer under this Agreement;

(ii) Buyer's Representations. All representations and warranties made by Buyer to Seller in this Agreement shall be true and correct on the date hereof and shall be true and correct in all material respects as of the Close of Escrow;

(v) Purchase Price. Buyer shall have timely delivered the Purchase Price and other sums owing under this Agreement in good funds to Escrow Holder;

(vi) Natural Hazards Disclosure Statement. Prior to the end of the Contingency Period, Buyer shall have returned a signed copy of the Natural Hazards Disclosure Statement to the Seller, which shall be mutually acceptable to both Buyer and Seller.

(c) Failure of Condition to Close of Escrow. If any of the conditions set forth in Section 7(a) or Section 7(b) are not timely satisfied or waived by the appropriate benefited party for a reason other than the default of Buyer or Seller, this Agreement shall terminate, and the Deposit and all other monies delivered to Escrow Holder by Buyer, less 2% of the Purchase Price (administrative charge) from Buyer's deposit, shall be immediately returned to Buyer (provided that Buyer has complied with the requirements of Section 21(m) below), and except as otherwise provided herein, the parties shall have no further obligations hereunder.

8. Deposits By Seller. At least one (1) business day prior to the Close of Escrow, Seller shall deposit with Escrow Holder the following documents:

(a) Grant Deed. The Grant Deed, duly executed and acknowledged in recordable form by Seller.

(b) FIRPTA Certificate. A certification, acceptable to Escrow Holder, duly executed by the parties that constitute Seller under penalty of perjury, setting forth such party's address and federal tax identification number in accordance with and/or for the purpose of the provisions of Sections 7701 and 1445, as may be amended, of the Internal Revenue Code of 1986, as amended, and any regulations promulgated thereunder.

9. Deposits By Buyer. At least three (3) business day prior to the Close of Escrow, Buyer shall deposit or cause to be deposited with Escrow Holder the following:

(a) Purchase Price. The balance of the Purchase Price (as adjusted by the Deposit, and prorations provided for herein), in cash or immediately available funds.

10. Costs and Expenses. Except as otherwise specified in this Agreement, Buyer shall be responsible for and pay any applicable transfer taxes, escrow fees and recording charges. Buyer and Seller shall each pay all legal and professional fees and fees of other consultants incurred by Buyer and Seller, respectively. Any costs incurred through the Escrow relating to the Property that are not specifically allocated to Buyer or Seller under this Agreement shall be apportioned in the manner customary in the County.

11. Prorations.

(a) Taxes/Assessments. All non-delinquent real estate taxes and non-delinquent assessments on the Property shall be prorated as of 12:01 a.m. on the day of the Close of Escrow based on the actual current tax bill, but if such tax bill has not yet been received by Seller by the Close of Escrow, then the current year's taxes shall be deemed to be one hundred two percent (102%) of the amount of the previous year's tax bill for the Property. All delinquent taxes and all

delinquent assessments, interest and penalties, if any, on the Property shall be paid at the Close of Escrow from funds accruing to Seller. All supplemental taxes billed after the Close of Escrow for periods prior to the Close of Escrow shall be paid promptly by Seller to Buyer in immediately available funds.

(b) Other Expenses. All other expenses for the Property shall be prorated as of 12:01 a.m. on the day of the Close of Escrow between the parties based upon the latest available information.

12. Corrections. If any errors or omissions are made regarding adjustments and prorations as set forth in this Agreement, the parties shall make the appropriate corrections promptly upon discovery. If any estimates are made at the Close of Escrow regarding adjustments or prorations, the party shall make the appropriate correction promptly when accurate information becomes available. Any corrected adjustment or proration shall be paid in cash to the party entitled to the adjustment or proration.

13. Condition and Inspection of Property. Notwithstanding any other provision of this Agreement to the contrary, Seller makes no representation or warranty (except as expressly set forth in Section 14 below) whatsoever regarding the Property, the physical condition of the Property, its past use, its compliance with laws (including, without limitation, laws governing environmental matters, zoning, and land use), or its suitability for Buyer's intended use. Buyer represents and warrants that Buyer is relying solely upon, and as of the expiration of the Contingency Period will have conducted its own independent inspection, investigation, and analysis of the Property as it deems necessary or appropriate in so acquiring the Property from Seller, including, without limitation, any and all matters concerning the condition, use, sale, development or suitability for development of the Property. Seller would not sell the Property to Buyer without the foregoing provision and the waiver and release contained in Section 14 below.

14. Seller's Representations and Warranties. In consideration of Buyer entering into this Agreement, Seller makes the representations and warranties set forth in this Section 14, the continued truth and accuracy of which constitutes a condition precedent to Buyer's obligations hereunder. Seller shall represent and warrant the accuracy or completeness of all documents and information ("Reports") reviewed or received by any of the parties in connection with this transaction, including financial reports, lease and/or sublease agreements, service contracts, structural, geological, or engineering studies, plans and specifications. Seller represents and warrants that all documents provided to Buyer shall be complete and accurate to the best knowledge and ability of Seller. In the event that Buyer, prior to Close of Escrow, becomes aware, from Seller or otherwise, of any inaccuracy or omission in the disclosures, information, or representations previously provided to Buyer by Seller or its consultants or agents, which will have a material, adverse impact on Buyer, the Property or the intended use of the Property, Buyer, as its sole option and remedy, may either (i) terminate this transaction and receive a refund of its Deposit, thereby waiving any claims or actions that Buyer may have against Seller as a result of such inaccuracy or omission, or (ii) proceed with the Close of Escrow hereunder, thereby waiving any rights that Buyer may have against Seller as a result of such inaccuracy or omission. Buyer agrees that, under no circumstances, shall Buyer be entitled to purchase the Property and then bring any claim or action against Seller for damages as a result of such inaccuracy or omission, except if such inaccuracy or omission is based on fraud or intentional misrepresentation by Seller.

(a) Seller's Authority. Seller is the sole owner of fee title to the Property and has the legal power, right and authority to enter into this Agreement and the instruments referenced, and to consummate the transactions contemplated in the execution, delivery and performance of this

Agreement. Furthermore, the execution and delivery of this Agreement has been duly authorized and no other action by Seller is required in order to make it a valid and binding contractual obligation of Seller.

(b) No Prior Transfers. Seller has not previously sold, transferred or conveyed the Property, or granted to any other person or entity any right or interest in all or any part of the Property and Seller has not entered into any executory contracts for the sale of all or any part of the Property (other than this Agreement and the reservation of rights to SELLER for an underground pipeline and access easement to be granted to PG&E at a later date, as shown in Exhibit A), nor do there exist any rights of first refusal or options to purchase the Property, other than this Agreement and except as may be set forth in the Title Documents or the Leases.

(c) Leases. To the Seller's present actual knowledge, there are no leases or other agreements (whether oral or written) affecting or relating to the rights of any party with respect to the possession of the Property or any portion thereof which will be in effect after Close of Escrow.

(d) Hazardous Materials. Except as disclosed in the Documents and Materials, to the actual knowledge of Seller, the Property is not, as of the date of the Effective Date of this Agreement, in violation of any federal, state or local law, ordinance or regulation relating to Hazardous Materials (as defined herein), industrial hygiene or the environmental conditions on, under or about the Property including, but not limited to, soil and ground water condition. The term "Hazardous Materials" shall mean any flammable explosives, radioactive materials, hazardous wastes or substances, toxic wastes or substances and other related materials including, without limitation, any substances defined as or included in the definition of "hazardous substances," "hazardous wastes," "hazardous materials," or "toxic substances" under any applicable federal, state or local laws or regulations.

15. Buyer's Representations and Warranties. In consideration of Seller entering into this Agreement and as an inducement to Seller to sell the Property to Buyer, Buyer makes the following representations and warranties, each of which is material and is being relied upon by Seller (the continued truth and accuracy of which constitutes a condition precedent to Seller's obligations hereunder):

(a) Buyer's Authority. Buyer has the legal right, power and authority to enter into this Agreement and to consummate the transactions contemplated, and the execution, delivery and performance of this Agreement and no other action by Buyer is requisite to the valid and binding execution, delivery and performance of this Agreement.

(b) Enforceability. This Agreement and all required documents to be executed by Buyer are and shall be valid, legally binding obligations of and enforceable against Buyer in accordance with their terms.

(c) Conflicting Documents. Neither the execution and delivery of this Agreement and the documents and instruments referenced herein, nor the occurrence of the obligations set forth herein, nor the consummation of the transaction contemplated herein, nor compliance with the terms of this Agreement and the documents and instruments referenced herein conflict with or result in the materials breach of any terms, conditions or provisions of, or constitute a default under, any bond, note, or other evidence of indebtedness or any contract, indenture, mortgage, deed of trust, loan, partnership agreement, lease or other agreement or instrument to which Buyer is a party.

(d) No Side Agreements or Representations. Buyer represents, warrants and covenants to Seller that Buyer has entered into this Agreement based upon its rights and intentions to independently inspect the Property.

16. Default by Seller or Buyer: If the transaction is not consummated solely as a result of a default by either Seller or Buyer, then the non-defaulting party may terminate this Agreement by delivery of notice of termination to the defaulting party. The defaulting party shall pay any title and/or escrow fees charged by the Escrow Holder in connection with canceling escrow, and, except for any indemnity or other provisions in this Agreement that specifically survive the Closing or the earlier termination of this Agreement, neither party shall have any further rights or obligations hereunder.

17. Damage or Condemnation Prior To Closing. Seller shall promptly notify Buyer of any casualty to the Property or any condemnation proceeding considered or commenced prior to the Close of Escrow. If any such damage or proceeding relates to or may result in the loss of any "material portion" (as defined herein) of the Property, Seller or Buyer may, each at its option, elect either to (i) terminate this Agreement, in which event the Deposit, including all accrued interest, shall be returned to Buyer and neither party shall have any further rights or obligations hereunder, or (ii) continue the Agreement in effect, in which event upon the Close of Escrow, Buyer shall be entitled to any compensation, award, or other payments or relief resulting from such casualty or condemnation proceedings. The term "material portion" shall mean damages greater than One Hundred Thousand Dollars ($100,000.00).

18. Notices. All notices, demands, consents, requests or other communications required to or permitted to be given pursuant to this Agreement shall be in writing, shall be given only in accordance with the provisions of this Section, shall be addressed to the parties in the manner set forth below, and shall be conclusively deemed to have been properly delivered: (a) upon receipt when hand delivered during normal business hours (provided that, notices which are hand delivered shall not be effective unless the sending party obtains a signature of a person at such address that the notice has been received); (b) upon receipt when sent by electronic mail to the address set forth below (provided that, notices given by electronic mail shall not be effective unless the receiving party delivers the notice also by one other method permitted under this Section); (c) upon the day of delivery if the notice has been deposited in a authorized receptacle of the United States Postal Service as first-class, registered or certified mail, postage prepaid, with a return receipt requested (provided that, the sender has in its possession the return receipt to prove actual delivery); or (d) one (1) business day after the notice has been deposited with either Golden State Overnight, FedEx or United Parcel Service to be delivered by overnight delivery (provided that, the sending party receives a confirmation of actual delivery from the courier). The addresses of the parties to receive notices are as follows:

TO SELLER:

Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585
Attn: Janet Adams, Director of Projects
Telephone: (707) 424-6075
Email: jadams@sta-snci.com

TO BUYER:

TO ESCROW HOLDER:
North American Title Company

Each party shall make an ordinary, good faith effort to ensure that it will accept or receive notices that are given in accordance with this Section 18, and that any person to be given notice actually receives such notice. Any notice to a party which is required to be given to multiple addresses shall only be deemed to have been delivered when all of the notices to that party have been delivered pursuant to this Section. If any notice is refused, the notice shall be deemed to have been delivered upon such refusal. Any notice delivered after 5:00 p.m. (recipient's time) or on a non-business day shall be deemed delivered on the next business day. A party may change or supplement the addresses given above, or designate additional addressees, for purposes of this Section by delivering to the other party written notice in the manner set forth above.

19. Brokers. Seller represents it has not engaged nor is it aware of any person entitled to any brokerage commission or finder's fee in connection with this transaction. Buyer represents it has not engaged any person entitled to any brokerage commission or finder's fee in connection with this transaction except _____ ("Buyer's Broker"), in which Buyer shall be responsible for any and all of Buyer's Broker applicable fees. Each party agrees to indemnify the other party against any claim asserted against or adjudged against the other party, for any brokerage commission or finder's fee or any like compensation occasioned by or as a result of any act or omission of each such party, including all attorney's fees, costs, expenses and any other fees incurred by, charged against or adjudicated against, the other party, whether or not suit is filed, which are related to this indemnity agreement or enforcement thereof.

20. Assignment. Buyer shall not assign its right, title or interest in this Agreement to any other party without the prior written consent of Seller.

21. Miscellaneous.

(a) Partial Invalidity. If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each such term and provision of this Agreement shall be valid and be enforced to the fullest extent permitted by law.

(b) Waivers. No waiver of any breach of any covenant or provision herein contained shall be deemed a waiver of any preceding or succeeding breach thereof, or of any other covenant or provision herein contained. No extension of time for performance of any obligation or act shall be deemed an extension of the time for performance of any other obligation or act except those of the waiving party, which shall be extended by a period of time equal to the period of the delay.

(c) Survival. All of Buyer's and Seller's warranties, indemnities, representations, covenants, obligations, undertakings and agreements contained in this Agreement shall survive for one (1) year following the Close of Escrow.

(d) Successors and Assigns. Subject to Section 20, this Agreement shall be binding upon and shall inure to the benefit of the grantees, transferees, successors and permitted assigns of the parties.

(e) Entire Agreement. This Agreement (including all Recitals and Exhibits attached), is the final expression of, and contains the entire agreement between, the parties with respect to the subject matter hereof and supersedes all prior understandings with respect to it. This Agreement may not be modified, changed, supplemented, superseded, canceled or terminated, nor may any obligations hereunder be waived, except by written instrument signed by the party to be charged or by its agent duly authorized in writing or as otherwise expressly permitted herein. The parties do not intend to confer any benefit hereunder on any person, firm or corporation other than the parties to the Agreement.

(f) Time of Essence. Seller and Buyer acknowledge and agree that time is strictly of the essence with respect to each and every term, condition, obligation and provision hereof and that failure to timely perform any of the terms, conditions, obligations or provisions by either party shall constitute a material breach of and a non-curable (but waivable) default under this Agreement by the party so failing to perform.

(g) Relationship of Parties. Nothing contained in this Agreement shall be deemed or construed by the parties to create the relationship of principal and agent, a partnership, joint venture or any other association between Buyer and Seller.

(h) Construction/Exhibits. Headings at the beginning of each paragraph and subparagraph are solely for the convenience of the parties and are not a part of the Agreement. Whenever required by the context of this Agreement, the singular shall include the plural and the masculine shall include the feminine and vice versa. This Agreement shall not be construed as if it had been prepared by one of the parties, but rather as if both parties had prepared the same. Unless otherwise indicated, all references to paragraphs, Sections, subparagraphs and subsections are to this Agreement. All exhibits referred to in this Agreement are attached and incorporated herein by this reference.

(i) Governing Law. The parties acknowledge that this Agreement has been negotiated and entered into in the State of California. The parties expressly agree that this Agreement shall be governed by, interpreted under, and construed and enforced in accordance with the laws of the State of California.

(j) Days of Week. A "business day," as used herein, shall mean any day other than a Saturday, Sunday or holiday, as defined in Section 6700 of the California Government Code. If any date for performance herein falls on a day other than a business day, the time for such performance shall be extended to 5:00 p.m. on the next business day.

(k) Possession of Property. Subject to the Approved Conditions of Title, Buyer shall be entitled to the possession of the Property immediately following the Close of Escrow.

(l) Counterparts. This Agreement may be executed in multiple counterparts, each of which shall be deemed an original, but all of which, together, shall constitute one and the same instrument.

(m) Termination Documents. If this Agreement is terminated prior to the Close of Escrow for any reason, Buyer shall deliver to Seller the following documents and materials

(collectively hereinafter referred to as the "Termination Documents"): (y) the Documents and Materials delivered to Buyer by Seller, and (z) at no cost and without warranty as to correctness, copies of all reports, studies, maps and engineering studies that were generated by third parties for Buyer with respect to the Property, including, but not limited to, all environmental reports, surveys, marketing reports, geotechnical reports, lot studies and improvement plans. It is understood and agreed that, with respect to any provision of this Agreement which refers to the termination of this Agreement and the return of the Deposit to Buyer, such Deposit shall not be returned to Buyer unless and until Buyer has fulfilled its obligation to return to Seller the Termination Documents.

The parties have executed this Agreement as of the date last set forth below.

SELLER:

SOLANO TRANSPORTATION AUTHORITY

By: _____
Name: _____
Title: _____

Date:_____ ___, 2014

BUYER

_____

By:_____
Name: _____
Title: _____

Date: _____, 2014

APPROVED AS TO FORM:

By: _____
STA Legal Counsel

EXHIBIT A

Legal Description

[To be inserted]

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Solano Transportation Authority

DATE: October 1, 2014
TO: STA Board
FROM: Drew Hart, Associate Planner
RE: Zero Emission Vehicle Readiness Grant for Electric Vehicle Implementation

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This report will be provided under separate cover.

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Solano Transportation Authority

Date: September 29, 2014
To: STA Board
From: Liz Niedziela, Transit Program Manager
RE: Conduct Public Hearing SolTrans Recommended Service Modifications to Solano Express Routes 78 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 has provided comments to SolTrans regarding Route 85.

At their respective meetings on September 23 and 24, 2014, the SolanoExpress Intercity Transit Consortium and the STA TAC unanimously approved to forward the recommendation to the STA Board for approval.

Recommendation

Approve the following:

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

Attachment:

A. SolTrans Staff Report

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Solano County Transit

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	• Integrate Route 76 into Route 78 for productivity purposes; consolidate Route 80S with Route 78.
85	• 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	• Integrate Route 76 into Route 78 for productivity purposes.
80S	• Discontinue service and reinvest hours in Route 80.
80	• Add Sunday service
85	• 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.

<u>NEXT STEPS:</u>

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.

Solano Transportation Authority

DATE: September 26, 2014
TO: STA Board
FROM: Anthony Adams, Project Assistant
RE: 2014 Solano County Annual Pothole Report

Background:
The 2014 Solano County 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 the seven cities and the County with the intent of providing more accurate funding projections and PCI scores.

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

Discussion:
STA staff is seeking final approval of the 2014 Solano County Pothole Report by the Board at their October 8th meeting. All seven cities and the County 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 version approved during the STA board meeting of July 9th, with updates focusing on the following:

- Current 2013 PCI scores – (*Projected PCI based on 2012 budgets* vs. Actual PCI score)
  - Benicia - *60* vs. 58 (Lower than projected)
  - Dixon – *77* vs. 76 (Lower than projected)
  - Fairfield – *70* vs. 68 (Lower than projected)
  - Rio Vista – *57* vs. 58 (Higher than projected)
  - Solano County – *75* vs. 77 (Higher than projected, Further explanation below)
  - Suisun City – *65* vs. 56 (Lower than projected, Further explanation below)
  - Vacaville – *68* vs. 69 (Higher than projected)
  - Vallejo – *49* vs. 47 (Lower than projected)

- Fiscal Year 2013-14 budget data – All cities and the County provided STA with updated budget data.

- Updated budget projections and shortfalls – Updated budget data from all cities was averaged from the past five fiscal years. This yielded higher future budget projection totals for all cities except Vacaville. Due to lower actual 2013 PCI scores (on average) than previous projections, the cost to maintain roads increased on an annual basis and on

a 15 year projection timeline. The newly updated budgets shows that Solano County, as awhole, is spending approximately $20M annually, less than half of the approximately $44M required to keep our roads maintained at an average PCI of 60.

- Newly projected future PCI maps – Despite slight increases in the budgets used for projections, the lower actual 2013 scores (on average) resulted in negligible change to newly projected future PCI maps.
- Federal, state, local & countywide funding sources – More detailed information regarding these funding sources was included in the report. This includes data on temporary local sales tax measures, and SF Bay Area countywide sales tax measures.

Projected 2013 PCI vs. actual 2013 PCI further explanation

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 projected as a steady degrading of road conditions was shown as a 9 point drop in one year. Actual pavement conditions have not degraded in just one year as 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.

The Solano PDWG reviewed and provided comments to the report at their September 18th meeting. The Solano TAC also reviewed, provided comments and forwarded a recommendation to the STA Board to approve the 2014 Solano County Annual Pothole Report at their September 24th meeting. All comments from PDWG and TAC members have been incorporated into the updated 2014 Solano County Annual Pothole Report, which is now ready for final approval.

Recommendation:
Approve the 2014 Solano County Annual Pothole Report as shown in Attachment A.

Attachment:

A. 2014 Solano County Annual Pothole Report (This attachment has been provided to the STA Board Members under separate enclosure. The 2014 Solano County Pothole Report is also available for review and printing on STA's website: http://www.sta.ca.gov/docs.php?oid=1000005018&ogid=1000000947

Solano Transportation Authority

DATE: September 30, 2014
TO: STA Board
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. The STA Technical Advisory Committee (TAC) and Transit Consortium reviewed the Draft 2015 Legislative Platform and Priorities 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).

At their September meetings, the TAC and Consortium voted to forward the Draft 2015 Legislative Platform and Priorities to the STA Board, 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 opportunities.

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:
Distribute the STA's Draft 2015 Legislative Priorities and Platform for review and comment.

Attachments:

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

October 8, 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 – October 2014

Legislative Update
The Legislature has been in recess since August 29 and will not return until December 1, when it will swear in newly elected members. The Legislature will fully reconvene on January 5 for the 2015-16 Legislative Session. The Governor had until September 30 to act on bills. Later in this report, we provide an update on legislation of importance to the Board (see **Bills of Interest** beginning on page 4).

2013-14 Legislative Session Recap
Solano Transportation Authority Co-Sponsors Legislation
SB 1368 (Wolk), co-sponsored by the Board, with SolTrans, clarifies 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 was signed by the Governor on September 9.**

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.

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

This issue will return again in the 2015-16 Legislative Session as California State Transportation Agency Secretary Brian Kelly's California Transportation Infrastructure Priorities working group will make recommendations to the Governor regarding managed lanes very similar to the provisions contained in SB 983. **Therefore, we expect that similar legislation will be introduced in 2015, perhaps with the full support of the administration.**

Lower-Vote Thresholds for Transportation Funding
In 2013-14, many non-self-help counties hoped the legislature would consider passing a constitutional amendment to allow for the vote threshold to be reduced from two-thirds to 55% for transportation sales tax measures. There are currently 19 counties that have a sales tax dedicated to transportation, which represents nearly 70% of available resources for transportation financing. Some counties with existing taxes recently have tried but failed to add new or extend existing taxes.

During the 2013-14 Legislative Session, Senators Carol Liu (D-Glendale) and Ellen Corbett (D-Alameda) introduced SCA 4 and SCA 8, respectively, for purposes of lowering the vote threshold to 55% for local transportation sales tax measures. Senator Hancock (D-Berkeley) has also introduced SCA 11, which would allow the threshold to be lowered for all sectors.

During the second half of the two-year session, the Senate was down three Democratic members due to extended leaves of absence, so the majority party no longer had the two-thirds majority it would need to pass a lower voter-threshold bill without gaining Republican support. **Any chance for future lower-voter threshold legislation will largely depend on the outcome of the November 4, 2014 General Election and whether Democrats are able to regain a super-majority.** Additionally, the California State Transportation Agency has included lower-voter thresholds in its California Transportation Infrastructure Priorities Working Group report as part of its longer-term strategy, so there is some willingness from the Administration to explore policy changes in the future.

WETA Appointment
While legislation introduced two years ago to guarantee a Solano County seat on the Water Emergency Transportation Authority (WETA) Board of Directors, **AB 935 (Frazier)**, and we successfully amended that bill to give the Solano Transportation Authority the ability to choose the possible candidates, that measure did not gain traction in the Senate. Additionally, we are not sure the Governor would have signed the measure, had it been sent to him.

That is why we worked with the Board and STA staff to lobby the Governor and his Administration for a Solano County appointment to WETA, when the seats turned over earlier this year. On February 28, Governor Brown reappointed Anthony Intintoli to the WETA Board of Directors. We had worked towards that outcome, meeting several times with Governor Brown's key officials involved in the appointments process. This will ensure Solano County continues to be represented on the WETA Board for the foreseeable future. **The question for next year is: Will the Bay Area legislative delegation be able to rally around a consensus measure, one which the Governor will sign, ensconcing in statute the preferred outcome?**

The Budget
The FY 2014-15 Budget Act includes $351 million in early loan repayments originally borrowed from the Highway Users Tax Account and scheduled for repayment in 2021. Of the amount proposed for repayment, $100 million would go to cities and counties, $237 million would be repaid to Caltrans for highway rehabilitation and maintenance projects, $9 million would be used for active transportation projects, and $5 million for environmental mitigation.

Additionally, the Budget Act appropriates $793 million in Prop 1B PTMISEA for transit agencies and $160 million for intercity rail projects.

Finally, the enacted budget appropriates $630 million from the Greenhouse Gas Reduction Fund (GGRF), generated from the sale of Cap and Trade allowances, to a variety of programs in the transportation universe. The budget provides a mix of formula funding competitive grants, and direct allocations to agencies to implement the goals of AB 32, both in the budget year, as well as to certain programs as a continuous percentage of Cap and Trade revenues (noted in parenthesis below). The funding was appropriated as follows:

- $25 million to the STA program for direct funding to transit agencies for operations and capital projects that reduce GHG emissions (5 percent ongoing).
- $25 million to the California State Transportation Agency (CalSTA) for a competitive grant program for transit and intercity rail capital projects that reduce GHG emissions (10 percent ongoing).
- $130 million to the Strategic Growth Council for a competitive grant program for projects that provide affordable housing near transit and that implement sustainable communities strategies consistent with SB 375 (20 percent ongoing).
- $200 million to the Air Resources Board for low-carbon transportation projects, including zero- and near zero-emission bus deployment projects (subject to annual appropriation).
- $250 million to the High-Speed Rail Authority for construction of the first phase of the high-speed rail project, including work on the blended system (25 percent ongoing).

Cap and Trade and the various program elements will continue to be something we engage in on the Authority's behalf during the 2015-16 Legislative Session.

The Latest on Cap and Trade
On September 18, the Air Resources Board (Board) met to consider approving the Investments to Benefit Disadvantaged Communities: Interim Guidance to Agencies Administering Greenhouse Gas Reduction Fund Monies (Interim Guidance). After much discussion and public comment, the Board voted to approve the revised version of the Interim Guidance.

The Board stated that the Interim Guidance was to be applied to projects in FY 2014-15 and that the Board would be releasing an updated version as part of its full funding guidelines in mid-2015. The final Cal Enviro Screen tool, used to identify disadvantaged communities, is scheduled to be released by the end of September/beginning of October.

On September 23, the Strategic Growth Council (Council) released the Affordable Housing and Sustainable Communities Program Preliminary Draft Program Guidelines (Draft Guidelines). The goal of the Affordable Housing and Sustainable Communities Program (AHSCP), established pursuant to SB 862 (Committee on Budget and Fiscal Review), is to "reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support

infill and compact development." The Council is tasked with developing guidelines for the AHSCP and began seeking stakeholder input in late August through a series of public workshops. For Fiscal Year 2014-15, $130 million was appropriated to the AHSCP. Additionally, 20 percent of all Cap and Trade funding is available to the AHSCP beginning in Fiscal Year 2015-16. The program has a 50 percent target for projects benefitting a disadvantaged community.

The Draft Guidelines establish two project-types – transit-oriented development projects and integrated connectivity projects – both of which transit agencies may apply for. The Draft Guidelines also make "transportation- or transit-related infrastructure" an eligible capital use, but limit AHSCP funding to 50 percent of the total capital for this use. Any proposed project must be consistent with a Sustainable Communities Strategy (SCS), or similar sustainable planning document in non-MPO regions. The Council has announced a series of public workshops for late October, prior to the close of the public comment period on October 31. The final guidelines will be released on December 1 and the Council will vote on the adoption of the Draft Guidelines on December 11.

With respect to the Transit and Intercity Rail Capital Program and Low-Carbon Transit Operations Program, the California State Transportation Agency and Caltrans are scheduled to release draft guidelines for both in October 2014. Once these program guidelines are released, stakeholders will be given the opportunity to provide comment and a series of public workshops will be scheduled.

Bills of Interest

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 transportations 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 was signed by the Governor on September 9 [Chapter 315, Statutes of 2014].**

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 was signed by the Governor on September 17 [Chapter 386, Statutes of 2014].**

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 was signed by the Governor on September 29 [Chapter 832, Statutes of 2014].**

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 was signed by the Governor on September 29 [Chapter 785, Statutes of 2014].**

SB 1077 (DeSaulnier) would direct the California State Transportation Agency (CalSTA) to develop a pilot program designed to assess specified issues related to implementing a mileage-based fee (MBF) in California to replace the state's existing fuel excise tax by January 1, 2016. The bill would require the CalSTA to assess certain issues related to implementing an MBF, including different methods for calculating mileage and collecting road use information, processes for managing, storing, transmitting, and destroying data to protect the integrity of the data and ensure drivers' privacy, and costs associated with the implementation and operation of the MBF system. **This bill was signed by the Governor on September 29 [Chapter 835, Statutes of 2014]. . <u>The STA Board has adopted a "Watch" Position for this bill.</u>**

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 was vetoed by the Governor on September 19. <u>The STA Board Supports this bill.</u>**

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Akin Gump
STRAUSS HAUER & FELD LLP

M E M O R A N D U M

September 25, 2014

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: September Report

During the month of September we monitored developments with federal funding and reauthorization of the transportation bill. We also assisted STA with developing its federal platform for 2015.

Fiscal Year 2015 Appropriations

On September 19, President Obama signed into law (Public Law No. 113-164) a continuing resolution to fund federal government programs through December 11 at the current funding level. The House passed the bill on September 17 (319-108) and the Senate voted on September 18 to approve the bill (73-22).

Congress either must pass omnibus legislation before December 11 funding the federal government for the remainder of fiscal year 2015 or pass another stopgap measure until next year when the new Congress adjourns. The Senate and House Appropriations Committees have begun to prepare an omnibus bill to resolve spending for the remainder of the fiscal year. The outcome of the elections will likely determine whether or not the omnibus bill will be adopted or if Congress will continue to fund the federal government under a CR. If the Republicans gain control of the Senate, it is more likely that Republicans will insist on another short term CR so that they can shape their funding priorities in January when they control both houses.

Regulatory Streamlining

On September 9, the House Transportation and Infrastructure Committee's Subcommittee on Highways and Transit held a hearing to examine how MAP-21's provisions to streamline the environmental review process are working and consider improvements for the next surface transportation bill. The witnesses, Utah Department of Transportation Executive Director Carlos Braceras, Washington State Secretary of Transportation Lynn Peterson, Texas Department of Transportation Director of Environmental Affairs Carlos Swonke and Transportation Corridor Agencies Acting Chief Executive Officer Michael Kraman, agreed that expanding the number of categorical exclusions under NEPA had improved the process, but suggested that further reforms could be made to enable greater collaboration and information-sharing among federal agencies to reduce project delays and inefficiencies. Kraman recommended that projects in states with more

stringent environmental laws, such as California, should undergo a single review that would be recognized as complying with the federal law. He also suggested establishing a single NEPA document for use among all federal agencies responsible for funding, permitting or approving a project.

Both Congress and the Administration are seeking reforms that would speed transportation infrastructure construction. On July 1, the Office of Management and Budget released an action plan requiring DOT, EPA and eight other executive branch agencies to harmonize their approach for reviewing and issuing permits for infrastructure projects and implement the plan within one year. The policy will apply to "major infrastructure projects," which the plan defines as those that involve more than one federal agency, have major environmental consequences and entail permit reviews that need "focused attention and enhanced coordination." The Administration also requested $8 million in fiscal 2015 to create an interagency permitting center housed at

On September 10, DOT issued a notice of proposed rulemaking seeking comment on the use of planning products developed during the transportation planning process for project development and the environmental review process. Comments are due on November 10.

AMTRAK Reauthorization

On September 17, the House Transportation and Infrastructure Committee ordered reported legislation [*The Passenger Rail Reform and Investment Act* (PRRIA), H.R. 5449] to reauthorize Amtrak by voice vote. The legislation reduces Amtrak's authorized funding levels by 40 percent, a level more consistent with current appropriations of about $1.39 billion annually. The bill authorizes $300 million (subject to annual appropriations) for state grants, with $150 million dedicated to the Northeast Corridor, and $150 million available across the National Network.

The bill is intended to expand opportunities for increased investment and partnerships with the private sector, including station development and railroad corridor development. The bill also contains language to reform the Railroad Rehabilitation and Improvement Program (RRIF) to make approval less cumbersome and streamline the rail project environmental review process. Although it received bipartisan support in the Committee and may be approved by the House, the bill is not expected to be enacted before the end of the year, because of the limited time left in the legislative session.

Public Private Partnerships

On September 17, the House Transportation and Infrastructure Committee's Special Panel on Public Private Partnerships (P3s) issued a report and policy recommendations to encourage the investment of private capital in public infrastructure projects. The panel held a series of roundtables, hearings and meetings to examine the current U.S. experience with P3s, how the partnerships can be used to promote speed and efficiencies in the delivery of infrastructure projects, and how to balance public and private interest in identifying, developing, and implementing P3 partnership projects. The Panel found that P3 procurements have the potential to deliver certain high-cost, technically complex projects more quickly or in a different manner than would otherwise occur under traditional procurement and financing mechanisms. However, the report notes that only a small portion of infrastructure projects have the potential of meeting the criteria necessary for private investment. At a press conference to release the report, both Republican and Democrats spoke in support of using P3s to expand investments. Rep. Michael Capuano (D-MA), the panel's ranking minority member, emphasized the need to require transparency in order to protect the public investment in P3s.

Pedestrian and Bicyclist Safety Initiative

On September 10, Transportation Secretary Anthony Foxx announced a new initiative to reduce the number of pedestrian and bicyclist injuries and fatalities through a comprehensive approach that addresses infrastructure safety, education, vehicle safety and data collection. During an 18-month campaign, DOT will conduct road safety assessments in every state, and provide resources to help communities design streets that are safer for people walking, bicycling, and taking public transportation.

Legislation Introduced

The Metropolitan Planning Enhancement Act (H.R. 5467), introduced by Rep. Lois Frankel (D-FL) on September 15, would grant "High-Performing" MPOs a larger portion of funds under two federal transportation programs – the Surface Transportation Program (STP) and the Transportation Alternatives Program (TAP). The bill defines High-Performing MPOs as those that that represent an urbanized area with a population of over 200,000, coordinate well with other MPOs in the region, consider performance goals as part of their planning, have equitable approaches to decision making, and demonstrate high technical capacity.

On September 18, Sen. Robert Menendez (D-NJ) introduced legislation (*The Livable Communities Act*, S. 2900) to formally authorize HUD's Office of Sustainable Housing and Communities. The office would be authorized to coordinate federal policies that foster sustainable development, and administer HUD's sustainability initiatives. The office would also

award Comprehensive Planning grants, Community Challenge grants, and encourage transit-oriented development. The bill would also establish a loan Program to Support Transit Oriented Development that will help local communities better leverage their transit systems to catalyze economic development. The bill was referred to the Senate Banking Committee and was cosponsored by 10 Democratic Senators.

Rep. Alan Lowenthal (D-CA) introduced *The National Multimodal and Sustainable Freight Infrastructure Act* (H.R. 5624). The bill would establish a Freight Transportation Infrastructure Trust Fund to award $8 billion annually to fund road, rail, air or water freight facilities, intermodal facilities, including ports and airports, first and last mile connectors, and international border crossing facilities. Funding for the Trust Fund would come from a one percent waybill fee on goods movement paid by entities shipping cargo via ground transportation within the United States. The bill was referred to the House Transportation and Infrastructure Committee with subsequent referral to the House Ways and Means Committee.

On September 19, Senators Cory Booker (D-NJ) and Roger Wicker (R-MS) introduced *The Innovation in Surface Transportation Act* (S. 2891) which would allow local jurisdictions to compete for a larger share of federal surface transportation funds. Each state would be required to set up an innovation in surface transportation selection panel to formulate criteria for selecting projects. Local jurisdictions, metropolitan planning organizations, transit providers, and others would develop projects for consideration and a panel of local stakeholders would decide which projects to approve based on how the project could improve the transportation system, promote innovation, and spur economic development. The bill was referred to the Senate Environment and Public Works Committee.

Solano Transportation Authority
DRAFT 2015 Legislative Priorities and Platform

For ~~Consortium/TAC~~STA Board Review, ~~September~~October 8, 2014
9/26/2014 12:57 PM

PROJECTS AND FUNDING PRIORITIES

Pursue (and seek funding for) the following priority projects:

Roadway/Highway:

- I-80/I-680/SR 12 Interchange Packages II & III
- I-80 Express Lanes – Vacaville Segment (Airbase Parkway to I-505)
- I-80 Westbound Truck Scales
- Jepson Parkway

Transit Centers:

Tier 1:

- Fairfield/Vacaville ~~Multimodal~~ Intermodal ~~Train~~ Station, Phase ~~1~~2 (building/solar panels)
- ~~Vallejo USPS Relocation (advance project of Transit Center Parking Structure)~~

Tier 2:

- Fairfield Transportation Center Expansion
- Parkway Blvd. Overcrossing / Dixon Intermodal Station
- Vacaville Transit Center, Phase 2
- Vallejo Transit Center (Downtown) Parking Structure Phase B
- ~~Vallejo Transit Center at Curtola and Lemon~~SolTrans Curtola Park & Ride Hub, Phase 1B Parking Structure

Federal Funding

1. **Roadway/Highway**
   - I-80/I-680/SR 12 Interchange Packages II and III
     - Candidate for TIGER or Projects of National or Regional Significance ~~grant~~ or goods movement program grant depending on timing and substance of transportation legislation
     - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
   - I-80 Express Lanes – Vacaville segment
     - Candidate for TIFIA financing (via MTC)
   - I-80 Westbound Truck Scales
     - Potential candidate for TIGER or Project of National or Regional Significance or goods movement program grant depending on timing and substance of transportation legislation ~~grant~~ (in lieu of the I-80/I-680/SR-12 project)
     - Pursue funding under Surface Transportation Program
   - Jepson Parkway
     - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
   - SR 12 East Improvements
     - Eligible for funding under National Highway Performance Program, Surface

2. **Transit Centers**
   - Fairfield/Vacaville Intermodal Station, Phase 2 (building/solar panels)
   - ~~Fairfield/Vacaville Multimodal Train Station, Phase 1~~
     - Eligible for federal transit funds distributed by formula
     - Eligible for Surface Transportation Program funds
     - Consider joint development opportunities to leverage federal dollars
     - Consider New Starts funding
   - Fairfield Transportation Center Expansion
     - Eligible for federal transit funds distributed by formula
     - Eligible for Surface Transportation Program funds
     - Consider joint development opportunities to leverage federal dollars
     - Likely eligible for CMAQ Funds
   - Parkway Blvd. Overcrossing/Dixon Intermodal Station
     - Candidate for Highway Safety Improvement Program funds
   - Vacaville Transit Center, Phase 2
     - Eligible for federal transit funds distributed by formula
     - Eligible for Surface Transportation Program funds
     - Consider joint development opportunities to leverage federal dollars
     - Likely eligible for CMAQ Funds
   - Vallejo Transit Center (Downtown) Parking Structure Phase B
     - Eligible for federal transit funds distributed by formula
     - Eligible for Surface Transportation Program funds
     - Consider joint development opportunities to leverage federal dollars
     - Likely eligible for CMAQ Funds
   - SolTrans Curtola Park & Ride Hub, Phase 1B Parking Structure
     - ~~Vallejo Transit Center at Curtola and Lemon, Phase 1~~
     - Eligible for federal transit funds distributed by formula
     - Eligible for Surface Transportation Program Funds
     - Likely eligible for CMAQ funds
     - Consider joint development opportunities to leverage federal dollars

3. **Programs**
   - Active Transportation (bike, ped, SR2S, PD, PCA) – *formerly called alternative modes*
     - Seek funding for SR2S from Transportation Alternatives program
     - Projects would be eligible for CMAQ funding
   - Climate Change/Alternative Fuels
     - Can use federal transit funds and CMAQ funds for alternative fuel transit vehicles and fueling infrastructure
     - Pursue Diesel Emission Reduction Act Funding
     - Pursue Department of Energy Clean Cities technical support
   - Freight/Goods Movement
     - Identify federal fund source for I-80/I-680/SR 12 Interchange Packages II and III

- Identify federal fund source for I-80 Westbound Truck Scales
- Rail Crossings/Grade Separations
  - Candidate for TIGER or Projects of National or Regional Significance or goods movement program grant depending on timing and substance of transportation legislation~~grant~~
  - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
  - Grade crossing eligible for funding under Highway Safety Improvement Program

- Mobility Management
  - Eligible for Transportation for Elderly Persons and Persons with Disabilities formula program
  - Eligible for federal transit funds distributed by formula
- Safe Routes to School
  - Seek funding from Active Transportation ~~Alternatives~~ program

State Funding

1. Active Transportation
   - ~~Jepson Parkway Bike Path~~
   - SR2S – ~~Walking School Bus Phase 2~~Engineering projects
   - ~~SR2S Middle School Program Implementation~~
   - Vallejo segment of Napa Vine Trail (future)
   - Fairfield/Vacaville Intermodal Station – Pedestrian/Bicyclist Access

2. Cap and Trade
   - Capital Bus Replacement – SolanoExpress
   - Transit service expansions
   - OBAG Priorities (bicycle, pedestrian, PDA, PCA, SR2S)
   - Capitol Corridor improvements
   - Multimodal transit facilities

3. Freight/Goods Movement
   - I-80 Westbound Truck Scales
   - Rail Crossings/Grade Separations
   - SR 12

4. ITIP
   - I-80 Express Lanes – Vacaville segment (Airbase Parkway to I-505)
   - I-80/I-680/SR 12 Interchange Packages II & III

5. RTIP
   - I-80 Express Lanes – Vacaville segment Airbase Parkway to I-505
   - I-80/I-680/SR 12 Interchange Phase II & III
   - Jepson Parkway

6. SHOPP
    - I-80 Westbound Truck Scales
    - SR 12/113 Intersection
    - SR 12 Summerset to Drouin Gap – Rio Vista
    - SR 113 Rehabilitation

LEGISLATIVE PRIORITIES

1. Monitor/support/seek/sponsor, as appropriate, legislative proposals in support of initiatives that increase funding for transportation, infrastructure, operations and maintenance in Solano County.

2. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects.

3. Oppose efforts to reduce or divert funding from transportation projects.

4. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.

5. Support establishment of regional Express Lanes network~~ with assurance that revenues collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate~~.

6. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Continue to p~~P~~articipate in the implementation of Plan Bay Area, the Bay Area's Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the Plan Bay Area.

7. Support the State Cap and Trade program:
   ~~a) Dedicate the allocation revenues related to fuels to transportation investments.~~
   ~~b)~~a) Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.
   ~~c)~~b) Structure the investments to favor integrated transportation and land use strategies.
   ~~d)~~c) Distribute available funds to strategically advance the implementation of Plan Bay Area and related regional policies to meet GHG reduction goals through transportation and land use investments.
   ~~e)~~d) Provide the incentives and assistance that local governments need to make SB 375 work.

8. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg).

9. Support efforts to protect and preserve funding in the Public Transportation Account (PTA).

10. Support timely reauthorization of ~~MAP-21~~MAP-21 with stable funding for highway and transit programs.

11. Monitor state implementation of ~~MAP-21~~MAP-21 ~~-~~and support efforts to ensure Solano receives fair share of federal transportation funding.

12. Support development of a national freight policy and engage Caltrans in the development of a California ~~f~~Freight Mobility ~~p~~Plan t~~hat~~o ~~incentivizes~~recognize and fund~~ing for~~ critical projects such as I-80, SR 12, Capitol Corridor and Cordelia Truck Scales.

13. Support creation of new grant program in ~~MAP-21~~MAP-21 reauthorization legislation for goods movement projects.

14. Support funding of federal discretionary programs, including Projects of National and Regional Significance such as I-80 and Westbound Truck Scales, and transit discretionary grants.

15. Support federal laws and policies that incentivize grant recipients that develop performance measures and invest in projects and programs designed to achieve the performance measures.

16. Support laws and policies that expedite project delivery.

17. Support legislation that identifies long-term funding for transportation.

18. Support "fix it first" efforts that prioritize a large portion of our scarce federal and state resources on maintaining, rehabilitating and operating Solano County's aging transportation infrastructure over expansion.

19. Advocate for continued Solano County representation on the WETA Board. Concurrently seek sponsorship for and support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board.

20. Advocate for new bridge toll funding, and support the implementation of projects funded by bridge tolls in and/or benefitting Solano County. Ensure that any new bridge tolls collected in Solano County are dedicated to improve operations and mobility in Solano County. (Potentially: I-80/I-680/SR 12 Interchange, I-80 Express Lanes, Express bus facilities [Fairfield Transportation Center], additional operating funds for SolanoExpress, additional station and track improvements for Capitol Corridor)

~~21. Co-sponsor legislation allowing SolTrans JPA to receive State property pertaining to the Transit Center at Curtola and Lemon Parking Structure in Vallejo.~~

LEGISLATIVE PLATFORM

I. Active Transportation (Bicycles, HOV, Livable Communities, Safe Routes to School, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commuter option.

2. Support legislation promoting the planning, design and implementation of complete streets.

3. Support legislation to promote Safe Routes to School programs in Solano County.

~~3~~4. Support legislation providing land use incentives in connection with rail and multimodal transit stations – Transit Oriented Development (TOD).

~~4~~5. Support legislation and regional policy that provide qualified Commuter Carpools and Vanpools with reduced tolls on toll facilities as an incentive to encourage and promote ridesharing.

~~5~~6. Support legislation that increases employers' opportunities to offer commuter incentives.

~~6~~7. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for federal, state and regional funding of TOD projects. Ensure that development and transit standards for TOD projects can be reasonably met by suburban communities.

~~7~~8. Support establishment of regional Express Lanes network ~~with assurance that revenues collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate~~. *(Priority #5)*

II. Climate Change/Air Quality

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with MTC and SACOG to ensure consistent review of projects in the two air basins.

2. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. ~~P~~Continue to participate in the implementation of Plan Bay Area, the Bay Area's Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the Plan Bay Area. *(Priority #6)*

3. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.

4. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.

5. Support policies that improve and streamline the environmental review process, including the establishment and use of mitigation banks.

6. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas. Allow standards that tolerate higher levels of particulates and other air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions.

7. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.

8. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.

9. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels and/or to retrofit existing fleets with latest emission technologies.

10. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.

11. Support federal climate change legislation that provides funding from, and any revenue generated by, emission dis-incentives or fuel tax increases (e.g. cap and trade programs) to local transportation agencies for transportation purposes.

12. Support the State Cap and Trade program:
    - ~~a) Dedicate the allocation revenues related to fuels to transportation investments.~~
    - ~~b)~~a) Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.
    - ~~c)~~b) Structure the investments to favor integrated transportation and land use strategies.
    - ~~d)~~c) Distribute available funds to strategically advance the implementation of Plan Bay Area and related regional policies to meet GHG reduction goals through transportation and land use investments.
    - ~~e)~~d) Provide the incentives and assistance that local governments need to make SB 375 work. *(Priority #7)*

III. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.

2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.

3. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

IV. Environmental

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Route 12 and State Route 113.

2. Monitor sea-level rise and climate change in relation to existing and proposed transportation facilities in Solano County.

3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new "critical habitat" in areas that will impact existing and proposed transportation facilities.

4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-foreseeable transportation improvements.

5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.

6. Monitor implementation of the environmental streamlining provisions in ~~MAP-21~~MAP-21.

7. Support provisions in ~~MAP-21~~MAP-21 reauthorization legislation that further streamline the project approval process.

V. Ferry

1. Protect existing sources of operating and capital support for San Francisco Bay Ferry service (including the Bridge Tolls-Northern Bridge Group "1st and 2nd dollar" revenues) which do not jeopardize transit operating funds for FAST, SolTrans, and SolanoExpress intercity bus operations.

2. Support efforts to ensure appropriate levels of service directly between Vallejo and San Francisco.

3. Monitor surface transportation authorization legislation to ensure adequate funding for ferry capital projects.

4. Advocate for continued Solano County representation on the WETA Board. Concurrently seek sponsorship for and support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board. *(Priority #19)*

VI. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.

2. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.

3. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.

4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.

5. Support efforts to protect and preserve funding in the Public Transportation Account (PTA). *(Priority #9)*

6. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. *(Priority #1)*

7. Support legislation that encourages public private partnerships and provides low-~~-~~cost financing for transportation projects in Solano County. *(Priority #2)*

8. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.

9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.

10. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures. Any provisions of the State to require a contribution for maintenance on a project included in a local measure must have a nexus to the project being funded by the measure. *(Priority #4)*

~~11. Ensure that fees collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate. *(Priority #5)*~~

~~12~~11. Support timely reauthorization of MAP-21~~MAP-21~~ with stable funding for highway and transit programs. *(Priority #10)*

~~13~~12. Support development of a national freight policy that incentivizes funding for critical projects such as the I-80, SR 12, Capitol Corridor and Cordelia Truck Scales. *(Priority #12)*

~~14~~13. Support legislation that provides funding for Safe Routes to Schools and bike and pedestrian paths.

~~15~~14. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases,

or environmental and engineering consultant efforts.

~~16~~15. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.

~~17~~16. Monitor the distribution of State and regional transportation demand management funding.

~~18~~17. Advocate for new bridge toll funding, and support the implementation of projects funded by bridge tolls in and/or benefitting Solano County. Ensure that any new bridge tolls collected in Solano County are dedicated to improve operations and mobility in Solano County.

~~19~~18. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any local ballot initiative raising transportation revenues. *(Priority #3)*

~~20~~19. Support legislation that encourages multiple stakeholders from multiple disciplines to collaborate with regard to the application for and the awarding of Safe Routes to School grants.

20. Support maintaining Cap and Trade funding for bus and rail transit, transit-oriented development, and other strategies that reduce vehicle miles travelled. *(Priority #7)*

VII. Project Delivery

1. Monitor implementation of ~~MAP-21~~MAP-21 provisions that would expedite project delivery. (*Priority #16*)

2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.

3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.

4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

5. Support legislation that encourages public private partnerships and provides streamlined

and economical delivery of transportation projects in Solano County. (*Priority #2*)

6. Support legislation and/or administrative reforms that require federal and state regulatory agencies to adhere to their statutory deadlines for review and/or approval of environmental documents that have statutory funding deadlines for delivery, to ensure the timely delivery of projects funded with state and/or federal funds.

VIII. Rail

1. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.

2. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.

3. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.

4. Seek funds for the expansion of intercity rail service within Solano County, and development of regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions, including the use of Cap and Trade revenues.

5. Support efforts to fully connect Capitol Corridor trains to the California High Speed Rail system, and ensure access to state and federal high speed rail funds for the Capitol Corridor.

6. Oppose legislation that would prohibit Amtrak from providing federal funds for any state-supported Intercity Passenger Rail corridor services.

IX. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.

2. Monitor continuation of the Safety Enhancement-Double Fine Zone designation on SR 12 from I-80 in Solano County to I-5 in San Joaquin County, as authorized by AB 112.

3. Support legislation to adequately fund replacement of at-grade railroad crossings with grade-separated crossings.

4. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

X. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.

2. Support tax benefits and/or incentives for programs to promote use of public transit.

3. In partnership with the affected agencies and local governments, seek additional strategies and funding of programs that benefit seniors, people with disabilities, and the economically disadvantaged such as mobility management programs, intercity paratransit operations, and other community based programs.

4. Monitor efforts to change Federal requirements and regulations regarding the use of federal transit funds for transit operations for rural, small and large Urbanized Areas (UZAs).

5. ~~Co-sponsor legislation allowing SolTrans JPA to receive State property pertaining to the Transit Center at Curtola and Lemon Parking Structure in Vallejo. *(Priority #21)*~~

~~6~~5. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail. *(Priority #20)*

~~7~~6. Monitor implementation of requirements in ~~MAP-21~~MAP-21 for transit agencies to prepare asset management plans and undertake transportation planning.

7. Support the use of Cap and Trade funds for improved or expanded transit service. *(Priority #7)*

XI. Movement of Goods

1. Monitor and participate in development of a national freight policy and California's freight plan. *(Priority #12)*

2. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.

3. Support efforts to mitigate the impacts of additional maritime goods movement on surface transportation facilities.

4. Monitor and support initiatives that augment planning and funding for movement of goods via rail involvement.

5. Monitor and support initiatives that augment planning and funding for movement of goods via aviation.

6. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if

such facilities are located at TAFB.

~~XI. Movement of Goods~~

1. ~~Monitor and participate in development of a national freight policy and California's freight plan. *(Priority #12)*~~

2. ~~Ensure I-80 is included in the national freight policy and fund freight-related projects. *(Priority #12)*~~

3. ~~Ensure SR 12 is included in the California freight plan and fund freight-related projects. *(Priority #12)*~~

4. ~~Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.~~

5. ~~Support efforts to mitigate the impacts of additional maritime goods movement on surface transportation facilities.~~

6. ~~Monitor and support initiatives that augment planning and funding for movement of goods via rail involvement.~~

7. ~~Monitor and support initiatives that augment planning and funding for movement of goods via aviation.~~

8. ~~Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.~~

XII. Reauthorization of ~~MAP-21~~MAP-21

1. Support timely reauthorization of ~~MAP-21~~MAP-21. *(Priority #10)*

2. Legislation should provide stable funding source for highway and transit programs.

3. Between 2015 and 2025:
   a) Federal fuel tax should be raised and indexed to the construction cost index.
   b) Federal user-based fees (such as freight fees for goods movement, dedication of a portion of existing customs duties, ticket taxes for passenger rail improvements) should be implemented to help address the funding shortfall.
   c) State and local governments need to raise motor fuel, motor vehicle, and other related user fees.

4. Post 2025: A vehicle miles traveled (VMT) fee should be implemented.

5. Legislation should include separate funding for goods movement projects.

6. Legislation should include discretionary programs for high priority transit and highway projects. *(Priority #13)*

7. Legislation should further streamline project delivery.

Solano Transportation Authority
DRAFT 2015 Legislative Priorities and Platform

For STA Board Review, October 8, 2014
9/26/2014 1:01 PM

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- Vallejo Transit Center (Downtown) Parking Structure Phase B
- SolTrans Curtola Park & Ride Hub, Phase 1B Parking Structure

Federal Funding

1. **Roadway/Highway**
   - I-80/I-680/SR 12 Interchange Packages II and III
     - Candidate for TIGER or Projects of National or Regional Significance or goods movement program grant depending on timing and substance of transportation legislation
     - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
   - I-80 Express Lanes – Vacaville segment
     - Candidate for TIFIA financing (via MTC)
   - I-80 Westbound Truck Scales
     - Potential candidate for TIGER or Project of National or Regional Significance or goods movement program grant depending on timing and substance of transportation legislation (in lieu of the I-80/I-680/SR-12 project)
     - Pursue funding under Surface Transportation Program
   - Jepson Parkway
     - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
   - SR 12 East Improvements
     - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program

2. **Transit Centers**
   - Fairfield/Vacaville Intermodal Station, Phase 2 (building/solar panels)
     - Eligible for federal transit funds distributed by formula
     - Eligible for Surface Transportation Program funds
     - Consider joint development opportunities to leverage federal dollars
     - Consider New Starts funding
   - Fairfield Transportation Center Expansion
     - Eligible for federal transit funds distributed by formula
     - Eligible for Surface Transportation Program funds
     - Consider joint development opportunities to leverage federal dollars
     - Likely eligible for CMAQ Funds
   - Parkway Blvd. Overcrossing/Dixon Intermodal Station
     - Candidate for Highway Safety Improvement Program funds
   - Vacaville Transit Center, Phase 2
     - Eligible for federal transit funds distributed by formula
     - Eligible for Surface Transportation Program funds
     - Consider joint development opportunities to leverage federal dollars
     - Likely eligible for CMAQ Funds
   - Vallejo Transit Center (Downtown) Parking Structure Phase B
     - Eligible for federal transit funds distributed by formula
     - Eligible for Surface Transportation Program funds
     - Consider joint development opportunities to leverage federal dollars
     - Likely eligible for CMAQ Funds
   - SolTrans Curtola Park & Ride Hub, Phase 1B Parking Structure
     - Eligible for federal transit funds distributed by formula
     - Eligible for Surface Transportation Program Funds
     - Likely eligible for CMAQ funds
     - Consider joint development opportunities to leverage federal dollars

3. **Programs**
   - Active Transportation (bike, ped, SR2S, PD, PCA) – *formerly called alternative modes*
     - Seek funding for SR2S from Transportation Alternatives program
     - Projects would be eligible for CMAQ funding
   - Climate Change/Alternative Fuels
     - Can use federal transit funds and CMAQ funds for alternative fuel transit vehicles and fueling infrastructure
     - Pursue Diesel Emission Reduction Act Funding
     - Pursue Department of Energy Clean Cities technical support
   - Freight/Goods Movement
     - Identify federal fund source for I-80/I-680/SR 12 Interchange Packages II and III
     - Identify federal fund source for I-80 Westbound Truck Scales
     - Rail Crossings/Grade Separations
       - Candidate for TIGER or Projects of National or Regional Significance or goods movement program grant depending on timing and substance of transportation legislation
       - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
       - Grade crossing eligible for funding under Highway Safety Improvement Program

- Mobility Management
    - Eligible for Transportation for Elderly Persons and Persons with Disabilities formula program
    - Eligible for federal transit funds distributed by formula
- Safe Routes to School
    - Seek funding from Active Transportation program

State Funding

1. Active Transportation
    - SR2S – Engineering projects
    - Vallejo segment of Napa Vine Trail (future)
    - Fairfield/Vacaville Intermodal Station – Pedestrian/Bicyclist Access

2. Cap and Trade
    - Capital Bus Replacement – SolanoExpress
    - Transit service expansions
    - OBAG Priorities (bicycle, pedestrian, PDA, PCA, SR2S)
    - Capitol Corridor improvements
    - Multimodal transit facilities

3. Freight/Goods Movement
    - I-80 Westbound Truck Scales
    - Rail Crossings/Grade Separations
    - SR 12

4. ITIP
    - I-80 Express Lanes – Vacaville segment (Airbase Parkway to I-505)
    - I-80/I-680/SR 12 Interchange Packages II & III

5. RTIP
    - I-80 Express Lanes – Vacaville segment Airbase Parkway to I-505
    - I-80/I-680/SR 12 Interchange Phase II & III
    - Jepson Parkway

6. SHOPP
    - I-80 Westbound Truck Scales
    - SR 12/113 Intersection
    - SR 12 Summerset to Drouin Gap – Rio Vista
    - SR 113 Rehabilitation

LEGISLATIVE PRIORITIES

1. Monitor/support/seek/sponsor, as appropriate, legislative proposals in support of initiatives that increase funding for transportation, infrastructure, operations and maintenance in Solano County.

2. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects.

3. Oppose efforts to reduce or divert funding from transportation projects.

4. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.

5. Support establishment of regional Express Lanes network.

6. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Continue to participate in the implementation of Plan Bay Area, the Bay Area's Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the Plan Bay Area.

7. Support the State Cap and Trade program:
    a) Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.
    b) Structure the investments to favor integrated transportation and land use strategies.
    c) Distribute available funds to strategically advance the implementation of Plan Bay Area and related regional policies to meet GHG reduction goals through transportation and land use investments.
    d) Provide the incentives and assistance that local governments need to make SB 375 work.

8. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg).

9. Support efforts to protect and preserve funding in the Public Transportation Account (PTA).

10. Support timely reauthorization of MAP-21 with stable funding for highway and transit programs.

11. Monitor state implementation of MAP-21 and support efforts to ensure Solano receives fair share of federal transportation funding.

12. Support development of a national freight policy and engage Caltrans in the development of a California Freight Mobility Plan to recognize and fund critical projects such as I-80, SR 12, Capitol Corridor and Cordelia Truck Scales.

13. Support creation of new grant program in MAP-21 reauthorization legislation for goods movement projects.

14. Support funding of federal discretionary programs, including Projects of National and Regional Significance such as I-80 and Westbound Truck Scales, and transit discretionary grants.

15. Support federal laws and policies that incentivize grant recipients that develop performance measures and invest in projects and programs designed to achieve the performance measures.

16. Support laws and policies that expedite project delivery.

17. Support legislation that identifies long-term funding for transportation.

18. Support "fix it first" efforts that prioritize a large portion of our scarce federal and state resources on maintaining, rehabilitating and operating Solano County's aging transportation infrastructure over expansion.

19. Advocate for continued Solano County representation on the WETA Board. Concurrently seek sponsorship for and support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board.

20. Advocate for new bridge toll funding, and support the implementation of projects funded by bridge tolls in and/or benefitting Solano County. Ensure that any new bridge tolls collected in Solano County are dedicated to improve operations and mobility in Solano County. (Potentially: I-80/I-680/SR 12 Interchange, I-80 Express Lanes, Express bus facilities [Fairfield Transportation Center], additional operating funds for SolanoExpress, additional station and track improvements for Capitol Corridor)

LEGISLATIVE PLATFORM

I. Active Transportation (Bicycles, HOV, Livable Communities, Safe Routes to School, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commuter option.

2. Support legislation promoting the planning, design and implementation of complete streets.

3. Support legislation to promote Safe Routes to School programs in Solano County.

4. Support legislation providing land use incentives in connection with rail and multimodal transit stations – Transit Oriented Development (TOD).

5. Support legislation and regional policy that provide qualified Commuter Carpools and Vanpools with reduced tolls on toll facilities as an incentive to encourage and promote ridesharing.

6. Support legislation that increases employers' opportunities to offer commuter incentives.

7. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for federal, state and regional funding of TOD projects. Ensure that development and transit standards for TOD projects can be reasonably met by suburban communities.

8. Support establishment of regional Express Lanes network. *(Priority #5)*

II. Climate Change/Air Quality

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with MTC and SACOG to ensure consistent review of projects in the two air basins.

2. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Continue to participate in the implementation of Plan Bay Area, the Bay Area's Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the Plan Bay Area. *(Priority #6)*

3. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.

4. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.

5. Support policies that improve and streamline the environmental review process, including the establishment and use of mitigation banks.

6. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas. Allow standards that tolerate higher levels of particulates and other air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions.

7. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.

8. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.

9. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels and/or to retrofit existing fleets with latest emission technologies.

10. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.

11. Support federal climate change legislation that provides funding from, and any revenue generated by, emission dis-incentives or fuel tax increases (e.g. cap and trade programs) to local transportation agencies for transportation purposes.

12. Support the State Cap and Trade program:
    a) Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.
    b) Structure the investments to favor integrated transportation and land use strategies.
    c) Distribute available funds to strategically advance the implementation of Plan Bay Area and related regional policies to meet GHG reduction goals through transportation and land use investments.
    d) Provide the incentives and assistance that local governments need to make SB 375 work. *(Priority #7)*

III. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.

2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.

3. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

IV. Environmental

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Route 12 and State Route 113.

2. Monitor sea-level rise and climate change in relation to existing and proposed transportation facilities in Solano County.

3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new "critical habitat" in areas that will impact existing and proposed transportation facilities.

4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-foreseeable transportation improvements.

5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.

6. Monitor implementation of the environmental streamlining provisions in MAP-21.

7. Support provisions in MAP-21 reauthorization legislation that further streamline the project approval process.

V. Ferry

1. Protect existing sources of operating and capital support for San Francisco Bay Ferry service (including the Bridge Tolls-Northern Bridge Group "1st and 2nd dollar" revenues) which do not jeopardize transit operating funds for FAST, SolTrans, and SolanoExpress intercity bus operations.

2. Support efforts to ensure appropriate levels of service directly between Vallejo and San Francisco.

3. Monitor surface transportation authorization legislation to ensure adequate funding for ferry capital projects.

4. Advocate for continued Solano County representation on the WETA Board. Concurrently seek sponsorship for and support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board. *(Priority #19)*

VI. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.

2. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.

3. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.

4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.

5. Support efforts to protect and preserve funding in the Public Transportation Account (PTA). *(Priority #9)*

6. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. *(Priority #1)*

7. Support legislation that encourages public private partnerships and provides low-cost financing for transportation projects in Solano County. *(Priority #2)*

8. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.

9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.

10. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures. Any provisions of the State to require a contribution for maintenance on a project included in a local measure must have a nexus to the project being funded by the measure. *(Priority #4)*

11. Support timely reauthorization of MAP-21 with stable funding for highway and transit programs. *(Priority #10)*

12. Support development of a national freight policy that incentivizes funding for critical projects such as the I-80, SR 12, Capitol Corridor and Cordelia Truck Scales. *(Priority #12)*

13. Support legislation that provides funding for Safe Routes to Schools and bike and pedestrian paths.

14. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.

15. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.

16. Monitor the distribution of State and regional transportation demand management funding.

17. Advocate for new bridge toll funding, and support the implementation of projects funded by bridge tolls in and/or benefitting Solano County. Ensure that any new bridge tolls collected in Solano County are dedicated to improve operations and mobility in Solano County.

18. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any local ballot initiative raising transportation revenues. *(Priority #3)*

19. Support legislation that encourages multiple stakeholders from multiple disciplines to collaborate with regard to the application for and the awarding of Safe Routes to School grants.

20. Support maintaining Cap and Trade funding for bus and rail transit, transit-oriented development, and other strategies that reduce vehicle miles travelled. *(Priority #7)*

VII. Project Delivery

1. Monitor implementation of MAP-21 provisions that would expedite project delivery. (*Priority #16*)

2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.

3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.

4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

5. Support legislation that encourages public private partnerships and provides streamlined and economical delivery of transportation projects in Solano County. (*Priority #2*)

6. Support legislation and/or administrative reforms that require federal and state regulatory agencies to adhere to their statutory deadlines for review and/or approval of environmental documents that have statutory funding deadlines for delivery, to ensure the timely delivery of projects funded with state and/or federal funds.

VIII. Rail

1. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.

2. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.

3. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.

4. Seek funds for the expansion of intercity rail service within Solano County, and development of regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions, including the use of Cap and Trade revenues.

5. Support efforts to fully connect Capitol Corridor trains to the California High Speed Rail system, and ensure access to state and federal high speed rail funds for the Capitol Corridor.

6. Oppose legislation that would prohibit Amtrak from providing federal funds for any state-supported Intercity Passenger Rail corridor services.

IX. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.

2. Monitor continuation of the Safety Enhancement-Double Fine Zone designation on SR 12 from I-80 in Solano County to I-5 in San Joaquin County, as authorized by AB 112.

3. Support legislation to adequately fund replacement of at-grade railroad crossings with grade-separated crossings.

4. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

X. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.

2. Support tax benefits and/or incentives for programs to promote use of public transit.

3. In partnership with the affected agencies and local governments, seek additional strategies and funding of programs that benefit seniors, people with disabilities, and the economically disadvantaged such as mobility management programs, intercity paratransit operations, and other community based programs.

4. Monitor efforts to change Federal requirements and regulations regarding the use of federal transit funds for transit operations for rural, small and large Urbanized Areas (UZAs).

5. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail. *(Priority #20)*

6. Monitor implementation of requirements in MAP-21 for transit agencies to prepare asset management plans and undertake transportation planning.

7. Support the use of Cap and Trade funds for improved or expanded transit service. *(Priority #7)*

XI. Movement of Goods

1. Monitor and participate in development of a national freight policy and California's freight plan. *(Priority #12)*

2. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.

3. Support efforts to mitigate the impacts of additional maritime goods movement on surface transportation facilities.

4. Monitor and support initiatives that augment planning and funding for movement of goods via rail involvement.

5. Monitor and support initiatives that augment planning and funding for movement of goods via aviation.

6. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.

XII. Reauthorization of MAP-21

1. Support timely reauthorization of MAP-21. *(Priority #10)*

2. Legislation should provide stable funding source for highway and transit programs.

3. Between 2015 and 2025:
   a) Federal fuel tax should be raised and indexed to the construction cost index.
   b) Federal user-based fees (such as freight fees for goods movement, dedication of a portion of existing customs duties, ticket taxes for passenger rail improvements) should be implemented to help address the funding shortfall.
   c) State and local governments need to raise motor fuel, motor vehicle, and other related user fees.

4. Post 2025: A vehicle miles traveled (VMT) fee should be implemented.

5. Legislation should include separate funding for goods movement projects.

6. Legislation should include discretionary programs for high priority transit and highway projects. *(Priority #13)*

7. Legislation should further streamline project delivery.

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Solano Transportation Authority

DATE: September 15, 2014
TO: STA Board
FROM: Tiffany Gephart, Transit Mobility Coordinator
RE: Countywide In-Person ADA Eligibility Program Fiscal Year (FY) 2013-14 Annual Progress Report

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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 worked 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 provided In-Person ADA Eligibility Assessment in each of the cities in Solano County.

Discussion:
The month of July 2014 marked the completion of the first fiscal 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 four 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 the last six months of the fiscal year.
- 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:
Receive and file the Countywide In-Person ADA Eligibility Program FY 2013-14 Annual Progress Report.

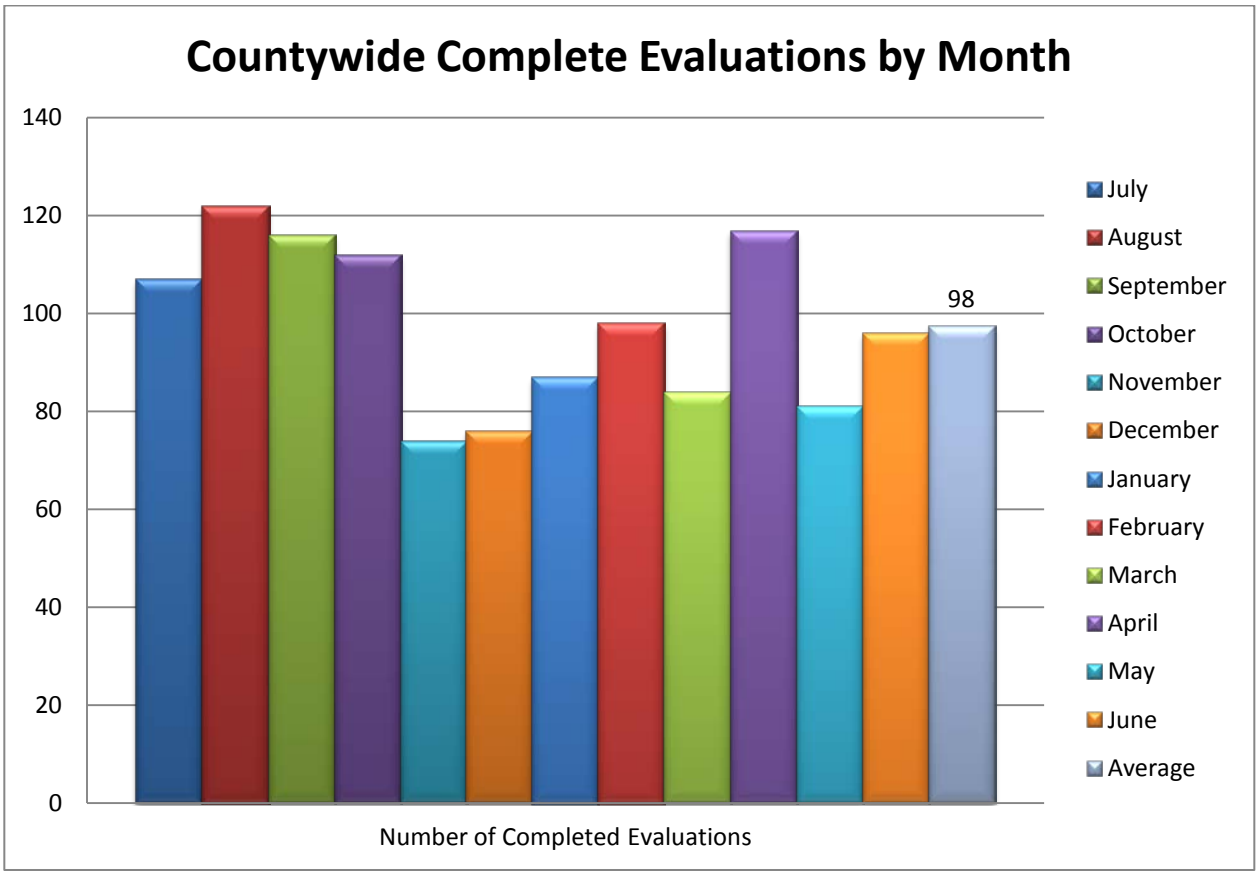
Attachments:

A. Countywide In-Person ADA Eligibility Program FY 2013-14 Progress Report

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

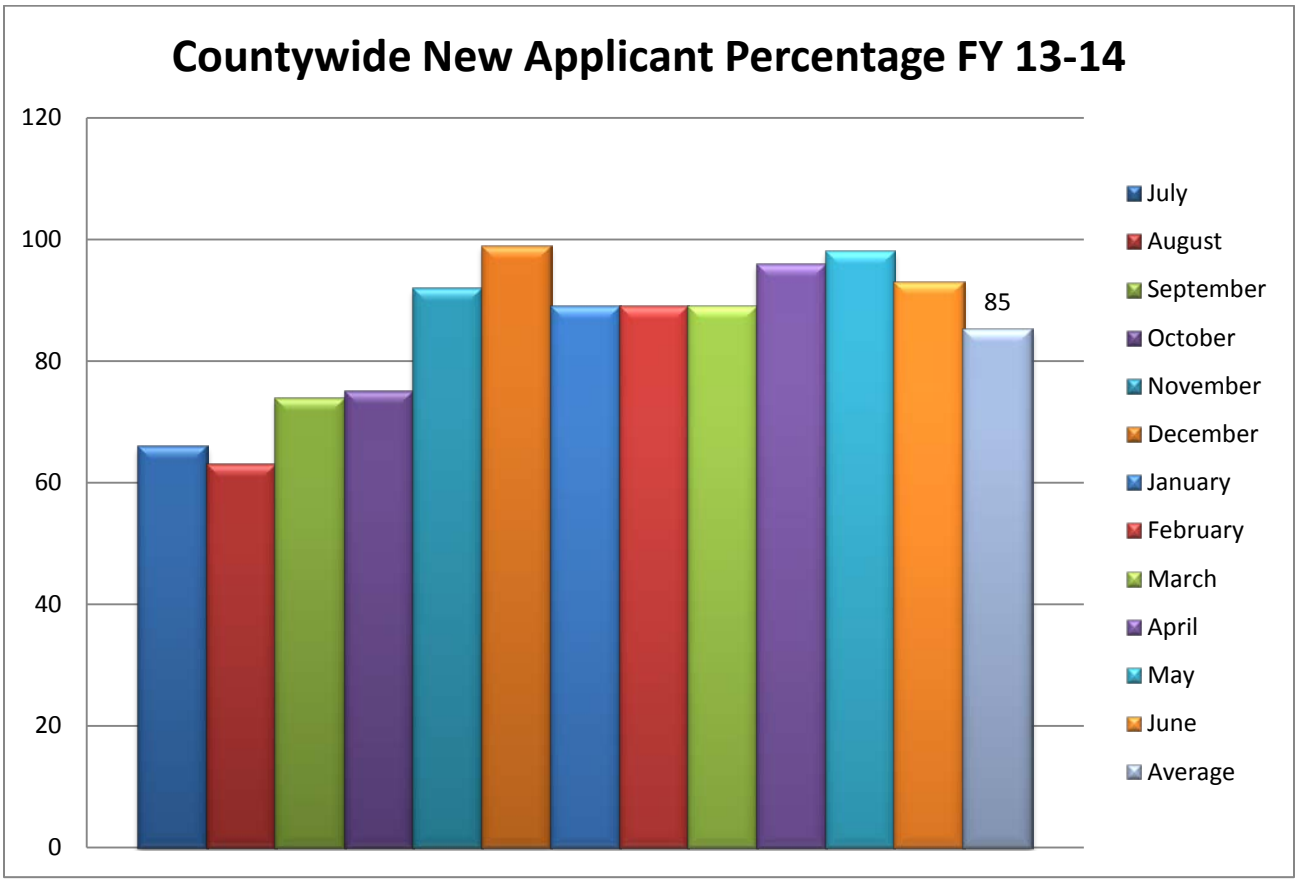
Applicant Volume by Month: CARE Evaluators completed 1172 evaluations in Solano County in FY 13-14 (July 1, 2013 - June 30, 2014). The total number of evaluations peaked in August, decreased in the winter months and peaked again in April 2014. It was expected that November and December evaluation totals 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%***



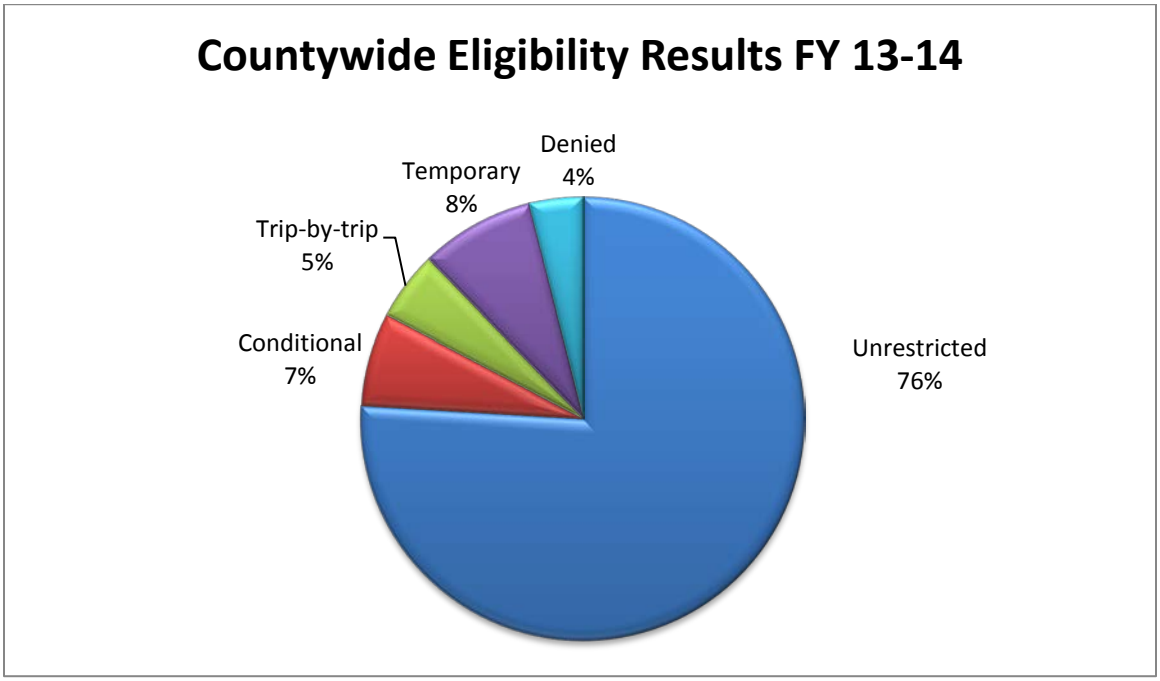
New versus re-certification: In FY 13-14, 84% of all applicants were new. This number has increased over the first year of the program from 66% in July 2013 to 96% in June 2014, with an average of 85%.

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%



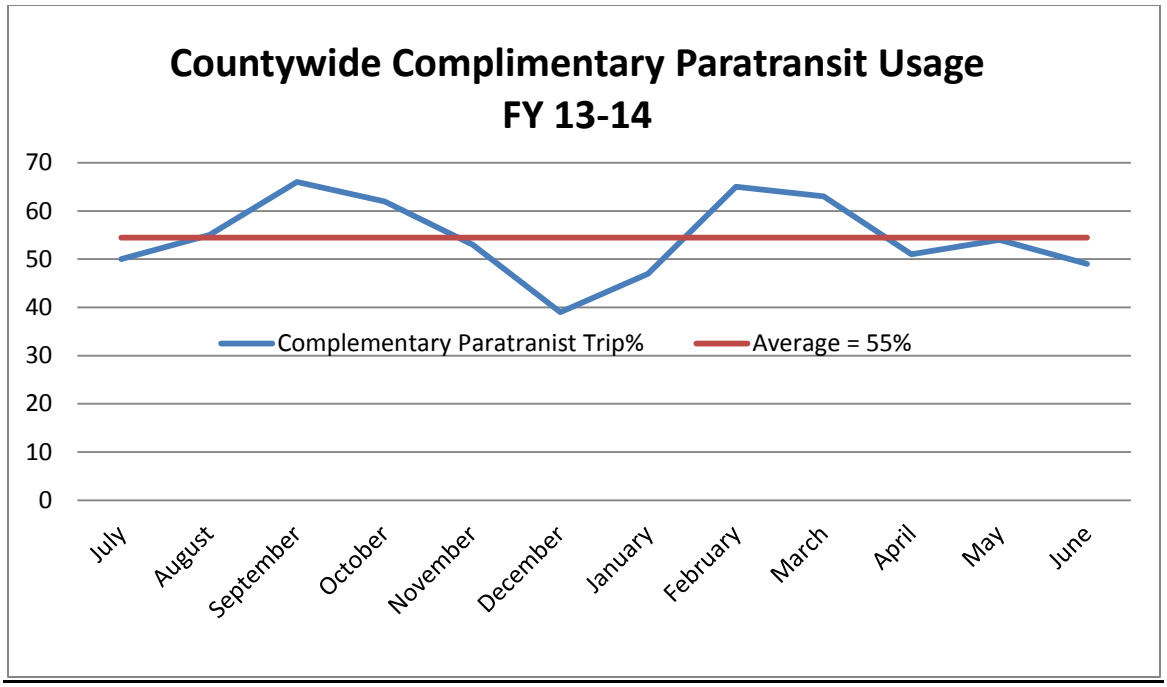
Eligibility determinations: Of the 1172 assessments that took place, 889 (76%) were given unrestricted eligibility, 88 (7%) were given conditional eligibility, 54 (5%) were given trip-by-trip eligibility, 97 (8%) were given temporary eligibility and 44 (4%) were denied. A low denial rate is an indicator 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 Readi-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 Readi-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 Readi-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 Readi-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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Solano Transportation Authority

DATE: September 29, 2014
TO: STA Board
FROM: Sofia Recalde, Associate Planner
RE: Solano Rail Facilities Plan Update

Background:
In March 2014, the STA began work on the Solano Rail Facilities Plan update 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.

On September 24, 2014, the TAC forwarded a recommendation to the STA Board to adopt the Solano-Specific Station Criteria as described in Attachment A.

Fiscal Impact:
None.

Recommendation:
Adopt the proposed Solano-Specific Station Criteria as shown on Page 10 in Attachment A.

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

Menzies & McCrossan LLC
transportation / strategy / facilitation

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 FY2012-13[1]. 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 then 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 polices 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)

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Solano Rail Facilities Plan Update

Map F

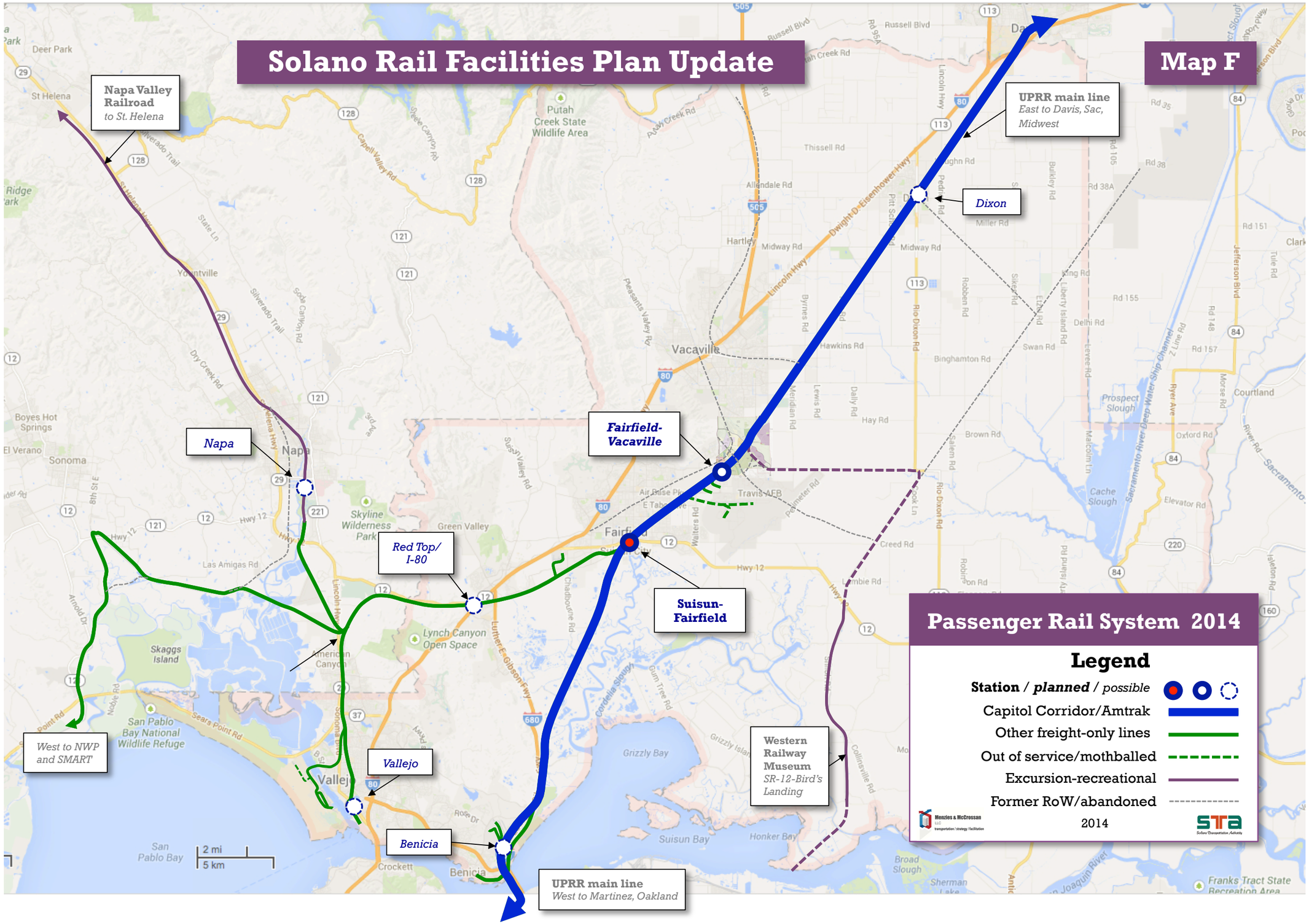

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Exhibit B: Summary Of Current Station Stop Criteria

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) boarding 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) boarding or alightings per train within the first six (6) months of CCJPA train service to the new station
  - Minimum daily average of twelve (12) boarding or alightings per train within two years of CCJPA train service
  - Minimum daily average of fifteen (15) boarding 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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Solano Transportation Authority

DATE: September 25, 2014
TO: STA Board
FROM: Robert Guerrero, Project Manager
RE: Regional Transportation Impact Fee (RTIF) Program FY 2013-14 Annual Report and Policy Guidelines

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Background:
On December 3rd, the Solano 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 County's PFF update.

The County began collecting the RTIF as part of the revised PFF 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.

$89,671 was collected for RTIF projects for the 3rd quarter and $298,879 was collected in the 4th quarter of Fiscal Year (FY) 2013-14. This brings the total RTIF collected to date at $382,574, predominately from the cities of Fairfield and Vacaville building permits, for eligible RTIF projects.

Discussion:
On September 22, 2014, a sub-committee of RTIF Policy Committee reviewed, modified and approved RTIF Implementation Policy Guidelines. The sub-committee participants included members of the STA Board, City Managers, the County Administrator and TAC members. The proposed Policy Guidelines includes 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 guidelines for each component is provided in Attachment A. The STA Technical Advisory Committee reviewed and unanimously recommended approval of this item at their September 24th meeting.

Recommendation:

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. Policy Guidelines for Administration of RTIF Revenues (September 25, 2014)
B. Solano FY 2013-14 RTIF Annual Report (September 26, 2014)

FEHR PEERS

MEMORANDUM

Date: September 25, 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.

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www.fehrandpeers.com

POLICY GUIDELINES FOR RTIF PROGRAM

A. Project Selection/Implementation Plans

1. To be eligible to receive Regional Transportation Impact Fee (RTIF) funds, a project must be included in the RTIF Nexus Study and be included in the relevant local agency's Capital Improvement Plan (CIP). To receive RTIF funds, a project must be selected by the relevant Working Group and be included in the STA Board-approved RTIF Strategic Implementation Plan (SIP) and Solano County Public Facility Fee.
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 County Board of Supervisor's amending the County PFF.
3. RTIF SIP amendments shall be considered no more frequently than annually and must be considered and approved by STA Board prior to the annual review of the Board of Supervisors for inclusion in the coming year.

C. Eligible RTIF Costs

1. RTIF funds may be used only to reimburse sponsoring agencies for direct expenses that are required for project delivery such as environmental, right of way, design or construction.
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. <u>Releasing RTIF Funds</u>

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. <u>Project Delivery and Reporting Requirements</u>

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 and the project's Working Group annually. The project sponsor has the option to request a modification to the RTIF funding agreement in order to accommodate changes in project circumstances. If, during the annual review process, the Working Group determines that the project is not meeting the milestones laid out in the RTIF funding agreement, the project sponsor may be deemed ineligible 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. <u>RTIF Loans</u>

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 agree to make the loan and reach consensus on the loan terms. If consensus is not reached, the matter will be elevated to the relevant city managers and CAO; if agreement still cannot be reached then the loan negotiations will cease. 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. The loan terms must include a guarantee that the loan will be repaid within a specified period of time, and must identify the source of the funds that will be used to repay the loan if the actual RTIF revenues fall short of projections.
5. 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.
6. All parties to RTIF loans should be aware that the rate of RTIF collections is inherently uncertain, and should negotiate loan terms with that risk in mind.

G. Working Group Dispute Resolution

1. Working Groups that cannot reach a consensus for prioritizing and selecting eligible projects to receive RTIF revenue from their district will have the matter 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.

Solano Transportation Authority
...working for you!

Solano County

Regional Transportation Impact Fee

(A Component of the Solano County Public Facility Fee)

Annual Report
for
Fiscal Year 2013-14

October 1, 2014

Solano County Regional Transportation Impact Fee (RTIF)
(A Component of the Solano County Public Facility Fee)
Annual Report for Fiscal Year 2013-14

Table of Contents	Page
Fiscal Year 2013-14 RTIF Summary	1

List of Exhibits	Page
A. RTIF District Revenue	2
B. RTIF Working Group Priority Projects	4

Fiscal Year 2013-14 Solano Regional Transportation Impact Fee (RTIF) Summary

On December 3, 2013, the County Board of Supervisors established the Regional Transportation Impact Fee (RTIF) as part of the Solano County Public Facility Fee (PFF). This was in response to a request by the STA Board of Directors. The County of Solano then began collecting the RTIF on February 3, 2013. This report is the first RTIF annual report provided by the STA for the last two quarters of Fiscal Year 2013-14 (FY 2013-14).

In summary, the RTIF generated $390,382 in FY 2013-14 from the cities of Benicia, Fairfield, Vacaville, Vallejo and the unincorporated County of Solano. There were no RTIF collected from the cities of Dixon, Rio Vista or Suisun City during this reporting period. The total available funding collected for eligible RTIF projects during this period is $382,574 after accounting for STA's two percent administrative fee.

For RTIF revenue disbursements, the county is divided into five RTIF districts, with a Working Group identified for each district. The Working Groups are made up of staff from the local agencies included in that district. **Exhibit A** includes a table of RTIF revenue available for each district for eligible RTIF Projects.

Eligible RTIF Projects were identified in the RTIF nexus report, approved by the STA Board on July 10, 2013. On July 9, 2014, the STA Board approved Working Groups 2, 3, 4, 5 and 6 project priorities for implementation within their district. Districts 1 and 7 have opted to provide implementation plans in FY 2014-15. **Exhibit B** includes a description of each approved RTIF Working Group and their identified priority project or projects. Ninety percent (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%). Page 4 under Exhibit B illustrates the five RTIF district boundaries in Solano County.

No RTIF funding was disbursed during this reporting period. STA anticipates entering into funding agreements with the following projects sponsors to begin implementing their RTIF Projects in FY 2014-15:

1. The City of Fairfield and Vacaville for the Jepson Parkway Project*- Working Group 1
2. The City of Rio Vista for the SR12/Church Road Project- Working Group 2
3. County of Solano for the SR 37/Redwood Street/Fairgrounds Drive-Working Group 3
4. The City of Fairfield for the Green Valley Overcrossing Project*-Working Group 4
5. City of Dixon and the County of Solano for Pittschool Road Parkway Blvd Intersection-Working Group 5
6. City of Benicia for the Industrial Park Transit Center Construction*- Working Group 6
7. The County of Solano for their selected unincorporated county road projects- Working Group 7

*Existing funding agreement to be amended to reflect RTIF Implementation Policies.

Exhibit A

RTIF District Revenue Fiscal Year 2013-14

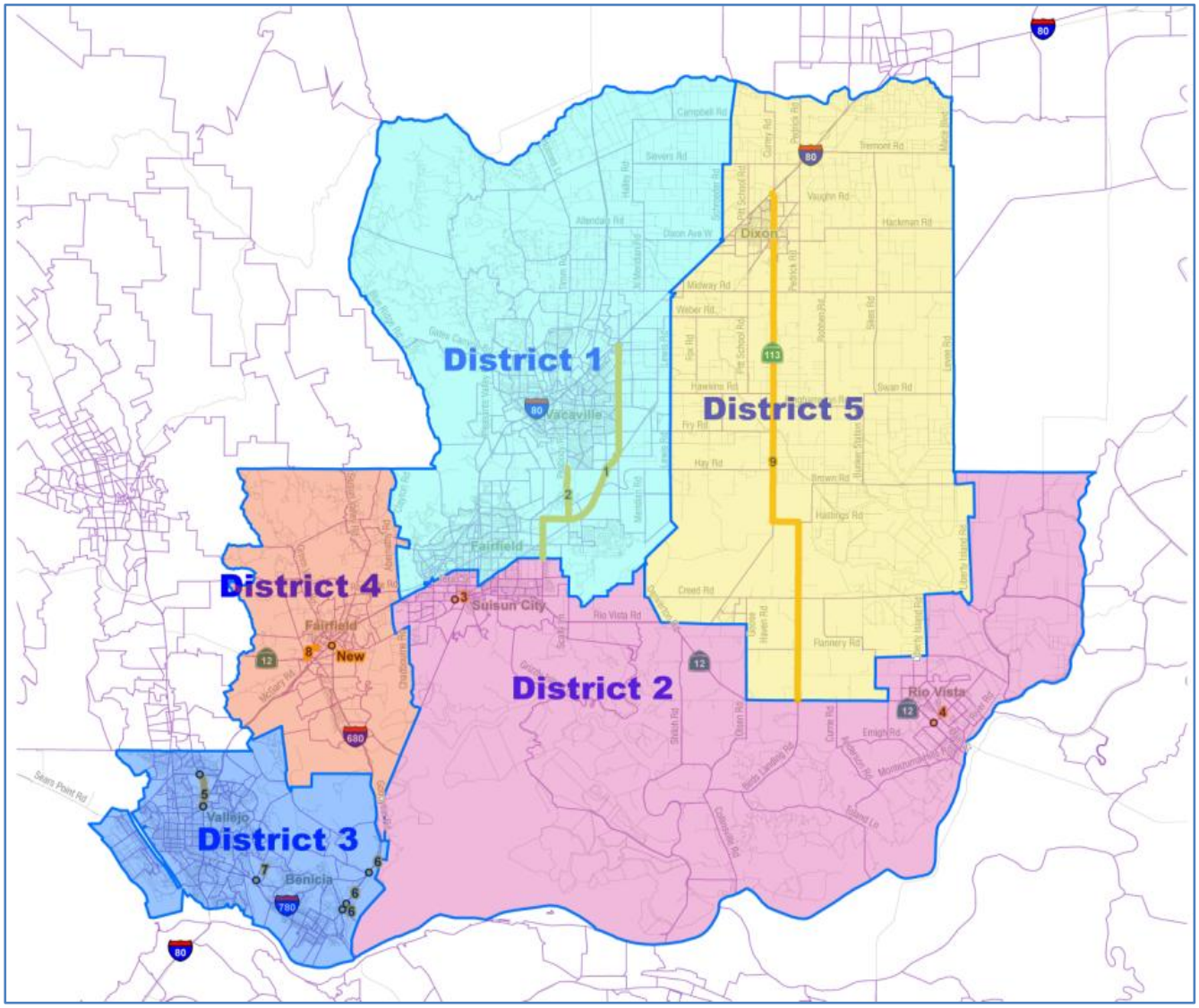
	3rd Quarter (Jan 1st to Mar 31st)	4th Quarter (Apr 1st to Jun 30th)	Working Group District Cumulative Total
RTIF Collection	$ 89,673	$ 292,901	
District 1 Jepson Corridor	$ 55,099	$ 226,535	$ 281,634
District 2 SR 12 Corridor	$ 15,023	$ 12,739	$ 27,762
District 3 South County	$ -	$ 4,493	$ 4,493
District 4 Central County	$ 10,584	$ 19,845	$ 30,429
District 5 SR 113	$ -	$ -	$ -
Transit (5%)	$ 4,484	$ 14,645	$ 19,129
County Road (5%)	$ 4,484	$ 14,645	$ 19,129
Total:	$ 89,673	$ 292,901	$ 382,574

Exhibit B

Regional Transportation Impact Fee (RTIF) Working Group Priority Projects

Approved July 9, 2014 by STA Board

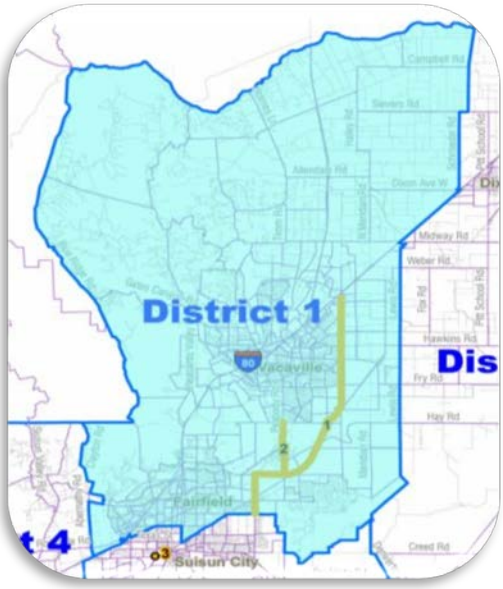
Solano Regional Transportation Impact Fee District Map



Working Group 1

1. **Description**

   Working Group 1 comprises of three agencies: Solano County and the cities of Fairfield and Vacaville. The Working Group is located in District 1 which includes all of Vacaville, a portion of northeast Fairfield and the surrounding area of unincorporated Solano County.



2. **Participating Agencies:**
   a. City of Fairfield
   b. City of Vacaville
   c. Solano County

3. **Estimated RTIF 5-Year Projection**

   $4,372,914

4. **FY 2013-14 RTIF Revenue (3rd and 4th Quarter Report)**

   $281,634

5. **Eligible RTIF Projects:**
   a. Remaining segments of the Jepson Parkway Project
   b. Unincorporated segment of Peabody Road

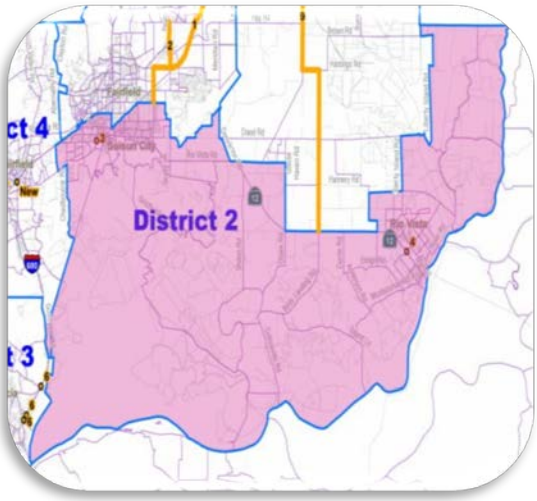
6. **RTIF Projects in Priority Order**
   a. Remaining segments of the Jepson Parkway* (Funding to be determined in FY 2014-15)

*Existing Funding Agreement in place and will be amended to reflect RTIF Policy Implementation Guidelines

Working Group 2

1. **Description**

   Working Group 2 comprises of four agencies: Solano County and the cities of Fairfield, Rio Vista and Suisun City. The Working Group is located in District 2 which includes all of the cities of Rio Vista, Suisun City, and portions of southern Fairfield and the surrounding area of unincorporated Solano County.



2. **Participating Agencies:**
   a. City of Fairfield
   b. City of Rio Vista
   c. City of Suisun City
   d. Solano County

3. **Estimated RTIF 5-Year Projection**

   $2,130,298

4. **FY 2013-14 RTIF Revenue (3rd and 4th Quarter Report)**

   $27,762

5. **Eligible RTIF Projects:**
   a. SR 12/Pennsylvania Ave Interchange
   b. SR 12/Church Rd Intersection
   c. Benicia Industrial Park Access Project

6. **RTIF Projects in Priority Order**
   b. SR 12/Church Rd Intersection ($300k Recommended)

Working Group 3

1. **Description**

   Working Group 3 comprises of three agencies: Solano County and the cities of Benicia and Vallejo. The Working Group is located in District 3 which includes all of the cities of Benicia and Vallejo and the surrounding area of unincorporated Solano County.

2. **Participating Agencies:**
   a. City of Benicia
   b. City of Vallejo
   c. Solano County

3. **Estimated RTIF 5-Year Projection**

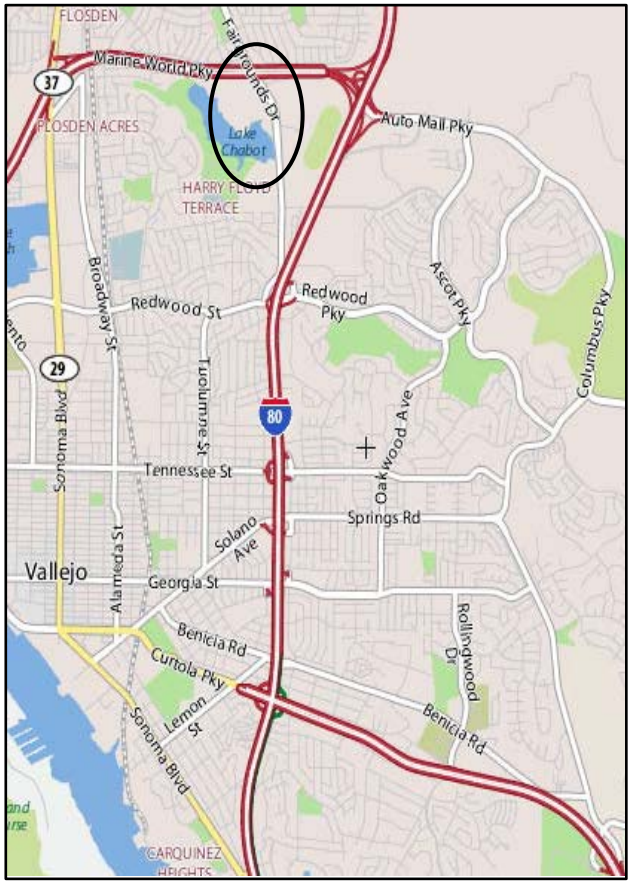
   $309,310

4. **FY 2013-14 RTIF Revenue (3rd and 4th Quarter Report)**

   $4,493

5. **Eligible RTIF Projects:**
   a. SR 37/Redwood Street/Fairgrounds Drive
   b. Columbus Dr.

6. **RTIF Projects in Priority Order**
   a. SR 37/Redwood Street/Fairgrounds Drive ($40k Recommended)
   b. Columbus Parkway ($60k Recommended)



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Working Group 4

1. **Description**

   Working Group 4 comprises of two agencies: Solano County and the City of Fairfield. The Working Group is located in District 4 which includes a portion of city of Fairfield and the surrounding area of unincorporated Solano County.

2. **Participating Agencies:**
   a. City of Fairfield
   b. Solano County

3. **Estimated RTIF 5-Year Projection**

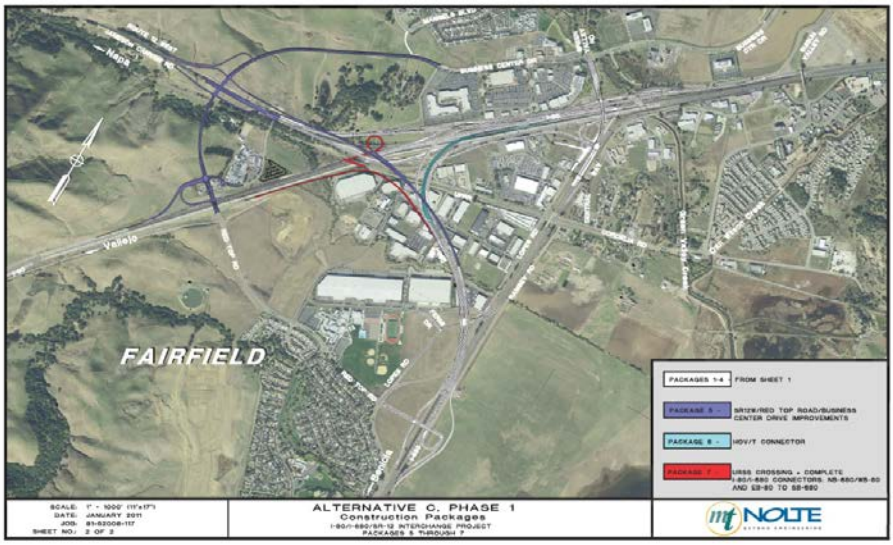
   $1,305,970

4. **FY 2013-14 RTIF Revenue (3rd and 4th Quarter Report)**

   $30,429

5. **Eligible RTIF Projects:**
   a. North Connector West
   b. Green Valley Overcrossing

6. **Projects in Priority Order**
   a. Green Valley Overcrossing ($1,305,970 Recommended)*

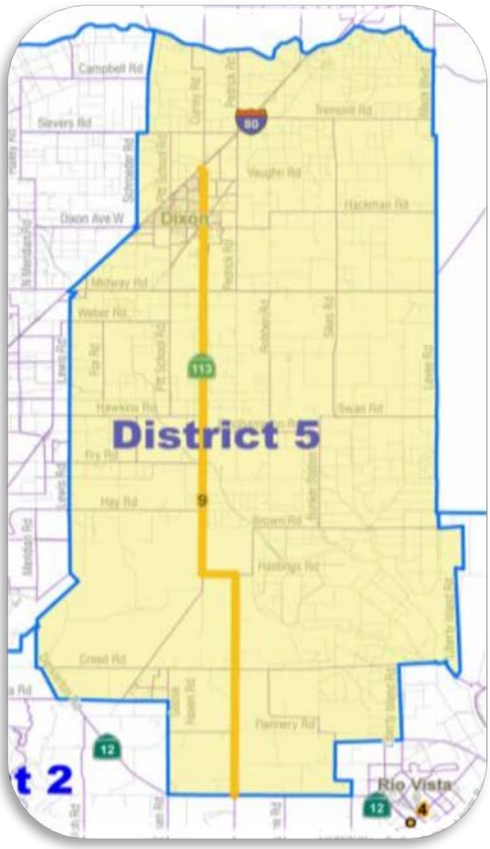


*Existing Funding Agreement in place and will be amended to reflect RTIF Policy Implementation Guidelines. The STA to request County of Solano amend the project into County Public Facility Fee following completion of the RTIF Nexus Report update.

Working Group 5

1. **Description**

   Working Group 5 comprises of two agencies: Solano County and the city of Dixon. The Working Group is located in District 5 which includes all of the city of Dixon and the surrounding area of unincorporated Solano County.



2. **Participating Agencies:**
   a. City of Dixon
   b. Solano County

3. **Estimated RTIF 5-Year Projection**

   $848,581

4. **FY 2013-14 RTIF Revenue (3rd and 4th Quarter Report)**

   $0

5. **Eligible RTIF Projects:**
   a. SR 113 Corridor
   b. Pittschool Road/Parkway Blvd Intersection

6. **RTIF Projects in Priority Order**
   a. Pittschool Road/Parkway Blvd Intersection ($200k Recommended)

Working Group 6

1. **Description**

   Working Group 6 comprises of Solano County Transit Operators and cities. This Working Group was approved to receive 5% of RTIF for transit projects.

2. **Participating Agencies:**
   a. City of Benicia
   b. City of Dixon
   c. City of Fairfield
   d. City of Suisun
   e. City of Vacaville
   f. Solano County Transit (SolTrans)
   g. County of Solano

3. **Estimated RTIF 5-Year Projection**

   $498,171

4. **FY 2013-14 RTIF Revenue (3rd and 4th Quarter Report)**

   $19,129

5. **Eligible RTIF Projects:**
   a. Benicia Industrial Park Multi-modal Transit Center
   b. Dixon Multimodal Transportation Center
   c. Fairfield Transportation Center (FTC)
   d. Fairfield Vacaville Train Station
   e. Suisun City Train Station
   f. Vallejo Transit Center
   g. Curtola Transit Center
   h. Solano County 360 Project- Transit Center

6. **RTIF Projects in Priority Order**
   a. Benicia Industrial Park Transit Center ($100k Recommended)*
   b. FTC ($400k Recommended)

*Existing Funding Agreement in place and will be amended to reflect RTIF Policy Implementation Guidelines

Working Group 7

1. **Description**

   Working Group 7 comprises of Solano County unincorporated road improvements . This Working Group was approved to receive 5% of RTIF for road improvement projects.

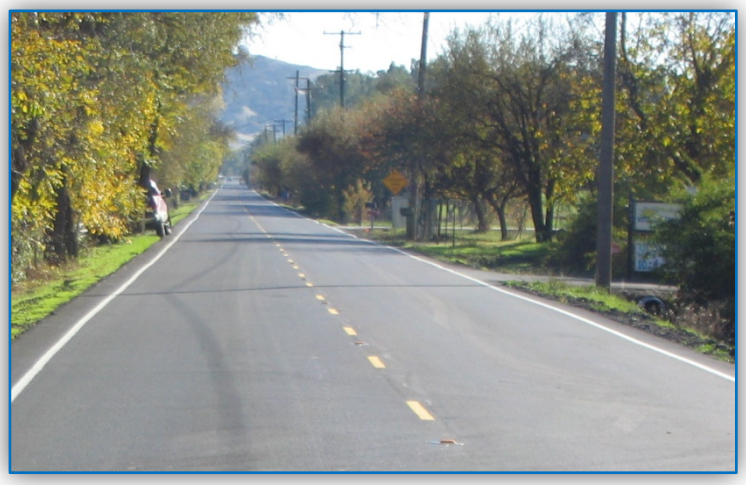
2. **Participating Agencies:**
   a. County of Solano

3. **Estimated RTIF 5-Year Projection**

   $498,171

4. **FY 2013-14 RTIF Revenue (3rd and 4th Quarter Report)**

   $19,129



5. **Eligible RTIF Projects:**
   a. Abernathy Rd.
   b. Azevedo Rd.
   c. Canright Rd.
   d. Cherry Glen Rd
   e. Cordelia Rd.
   f. Fry Rd.
   g. Foothill Rd.
   h. Lewis Rd.
   i. Lopes Rd.
   j. Lyon Rd.
   k. Mankas Corner Rd.
   l. McCloskey Rd.
   m. Midway Rd.
   n. Pedrick Rd.
   o. Pitt School Rd.
   p. Pleasants Valley Rd.
   q. Porter Rd.
   r. Rockville Rd.
   s. Suisun Valley Rd.
   t. Vacavalley Rd.

6. **Priority Project (s) Not in Priority Order**
   a. Cordelia Rd
   b. Midway Rd
   c. Pleasants Valley Rd.
   d. Suisun Valley Rd.
   e. Vacavalley Rd.

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Solano Transportation Authority

DATE: September 29, 2014
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Notice of Canceled Public Hearing – Resolution No. 2014-25

The Public Hearing continued from the September 10, 2014 Board Meeting to consider the adoption of a Resolution of Necessity (Resolution No. 2014-25) to Acquire Property by Eminent Domain for the Jepson Parkway Project has been canceled (APN 0135-0707-010, 0135-0707-020). The parties have reached an agreement.

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Solano Transportation Authority

DATE: September 26, 2014
TO: STA Board
FROM: Robert Guerrero, Project Manager
RE: Strategic Partnership Grant Application for the SR 29 Corridor Major Investment Study

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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. The Sustainable Communities grant category has more funding available with $8.5 million available on a competitive basis statewide. 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 recommending STA submit a grant proposal for either the Caltrans Strategic Partnerships or the Sustainable Communities grant category for a Major Investment Study (MIS) for the SR 29 Corridor. 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, Solano County Transit (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.

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 has not made any commitments to implement any of the potential projects or improvements recommended in either plans.

Based on STA's prior experience in working with Caltrans to develop Major Investment Study (MIS) for SR 12 and SR 113, STA staff recommend requesting $330,000 to complete the study. A local match of up to 20% is required which would amount to $85,000 in local contribution for a total budget of $425,000 to complete the MIS. STA is recommending $62,500 of future State Transit Assistance Funds (STAF) be dedicated to providing the local match in addition to $20,000 contributed by Napa County Transportation Planning Agency (NCTPA), subject to the grant being successfully awarded to the project.

The STA has discussed the grant proposal with staff from NCTPA, SolTrans and the City of Vallejo and received their support at the staff level. The SolanoExpress Transit Consortium and STA Technical Advisory Committee have reviewed and unanimously approved this item at their September 23rd and September 24th meetings respectively.

Financial Impact:
The Strategic Partnership Grant and the Sustainable Communities grant requires a local match contribution of up to 20% which amounts to $82,500. STA staff is recommending a local match commitment of up to $62,500 of future State Transit Assistance Funds (STAF) in addition to a $20,000 local match contribution from NCTPA.

Recommendation:
Approve the following:

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

Solano Transportation Authority

DATE: September 29, 2014
TO: STA Board
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 were translated by a professional translations agency.

- 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.

Solano Transportation Authority

DATE: September 29, 2014
TO: STA Board
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 developed by STA's Solano Napa Commuter Information (SNCI) Program, in consultation with the BAAQMD, 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). STA's SNCI Program has consulted with many Napa and Solano 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. STA's 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 16th, 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.

Solano Transportation Authority

DATE: September 11, 2014
TO: STA Board
FROM: Judy Kowalsky, Accounting Technician
RE: Fiscal Year (FY) 2013-14 Abandoned Vehicle Abatement (AVA) Program Fourth Quarter Report

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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 and 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

ATTACHMENT A

Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2013-14 and FY 2012-13 Fourth Quarter Ending June 30, 2014

	FY 2013-14				FY 2012-13		
Member Agency	**# 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.

Solano Transportation Authority

DATE: September 11, 2014
TO: STA Board
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)

Attachment A

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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Solano Transportation Authority

DATE: September 15, 2014
TO: STA Board
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
	Regional[1]		
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

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[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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Attachment A

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants[1]						
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/msprog/aqip/cvrp.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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