



Solano Transportation Authority

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SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

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TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

1:30 p.m., Wednesday, November 19, 2014

Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City, CA 94585

<u>ITEM</u>	<u>STAFF PERSON</u>
1. CALL TO ORDER	Daryl Halls, Chair
2. APPROVAL OF AGENDA	
3. OPPORTUNITY FOR PUBLIC COMMENT (1:35 -1:40 p.m.)	
4. REPORTS FROM MTC, STA STAFF, AND OTHER AGENCIES (1:35 –1:45 p.m.)	
5. CONSENT CALENDAR <u>Recommendation:</u> Approve the following consent items in one motion. (1:45 – 1:50 p.m.)	
A. Minutes of the TAC Meeting of September 24, 2014 <u>Recommendation:</u> Approve TAC Meeting Minutes of September 24, 2014. Pg. 5	Johanna Masiclat
B. Letters of Support for Federal Transit Administration (FTA) Section 5310 Funding for Solano Mobility Management Programs <u>Recommendation:</u> Forward a recommendation to the STA Board to authorize the Chair to forward a Letter of Support to Caltrans in Support of the Solano Transportation funding application for FTA Section 5310 for Solano Mobility Management Program. Pg. 13	Liz Niedziela

TAC MEMBERS

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

C. Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) Revised Recommendation

Liz Niedziela

Recommendation:

Forward a recommendation to the STA Board to approve Federal Section 5311 Allocation for 2014 and 2015 in the amount of \$409,092 as specified in Attachment C.

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6. ACTION FINANCIAL ITEMS

A. Regional Transportation Impact Fee (RTIF): Nexus Report Amendment

Robert Guerrero

Recommendation:

Forward a recommendation to the STA Board to approve the Regional Transportation Impact Fee Supplemental Nexus Analysis for the Green Valley Overcrossing Project.

(1:50 – 1:55 p.m.)

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7. ACTION NON-FINANCIAL ITEMS

A. STA's Draft 2015 Legislative Priorities and Platform

Jayne Bauer

Recommendation:

Forward a recommendation to the STA Board to adopt the STA's 2015 Legislative Priorities and Platform as specified in Attachment C.

(1:55 – 2:00 p.m.)

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B. Intercity Transit Corridor Study – Selection of Preferred Service Alternative, RFP for Phase 2 and Establishment of Public Outreach Process

Jim McElroy, STA
Project Manager

Recommendation:

Forward a recommendation to the STA Board to:

1. Select Alternative B – BART-like Trunk System as the preferred service alternative for the Solano intercity transit system;
2. Authorize the Executive Director to develop and issue a Request for Proposal (RFP) for consultant services for the Transit Corridor Study Phase 2 and the Coordinated SRTP;
3. Authorize the Executive Director to enter into an agreement in an amount not-to-exceed \$275,000 for Transit Corridor Study Phase 2 and Coordinated SRTP;
4. Approve the public review and input process for Phase 2 as described in Attachment F; and
5. Establish a SolanoExpress Intercity Transit Advisory Committee as described in Attachment G.

(2:00 – 2:10 p.m.)

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8. INFORMATIONAL ITEMS – DISCUSSION

- A. **Solano Priority Conservation Area (PCA) Plan Update** Drew Hart
(2:10 – 2:15 p.m.)
Pg. 161
- B. **State Affordable Housing and Sustainable Communities Program Update** Robert Macaulay
(2:15 – 2:20 p.m.)
Pg. 163
- C. **Quarterly Project Delivery Update** Anthony Adams
(2:20 – 2:25 p.m.)
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INFORMATIONAL ITEMS – NO DISCUSSION

- D. **Status of Solano’s Title VI Program** Anthony Adams
Pg. 267
- E. **Solano Employer Commute Challenge 2014 – Results** Judy Leaks
Pg. 269
- F. **Summary of Funding Opportunities** Andrew Hart
Pg. 273

9. UPCOMING AGENDA ITEMS

- A. December 2014
1. Discussion of Transit Element of CTP
 2. Update of Intercity Transit Capital Plan
 3. Solano Rail Facilities Plan
- B. January 2015
1. Presentation on Status of Jepson Parkway Project
 2. Presentation on Fairfield/Vacaville Train Station
- C. February 2015
1. Discussion of Arterials, Highways and Freeways Element of CTP

10. ADJOURNMENT

NOTE: Due to the Christmas holiday, the next regular meeting of the Technical Advisory Committee is scheduled for an **earlier date, 1:30 p.m. on Wednesday, December 17, 2014.**

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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 Masielat	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

Joe Leach arrived the meeting at 1:35 p.m.

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 Matrix – October 2014 as shown in Attachment A for the City of Dixon Amendment.

D. Countywide In-Person ADA Eligibility Program FY 2013-2014 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 Rideshare/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. No RTIF funds were 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 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 not to exceed \$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 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. ~~\$8790,000~~ 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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DATE: November 7, 2014
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager
RE: Letters of Support for Federal Transit Administration (FTA) Section 5310
Funding for Solano Mobility Management Programs

Background:

Caltrans recently released a call for projects for FTA Section 5310 projects in the state's small urbanized areas (UAs) and rural areas. The program purpose for of the 5310 programs is to provide capital and operating grants for projects that meet the transportation needs of seniors and individuals with disabilities: where public mass transportation services are otherwise unavailable, insufficient or inappropriate; that exceed the requirements of the ADA; that improve access to fixed-route service; that provide alternatives to public transportation. Estimated available federal funding statewide is \$13 million for a two year cycle. One of the eligible projects includes Mobility Management.

Discussion:

STA staff recommends submitting a grant application to Caltrans for the Solano Mobility Management Program for this FTA Section 5310 funding cycle. The funding will assist in sustaining the current Mobility Programs. A letter of support for the Mobility Management Program and an Authorizing Resolution will be going to the STA Board for approval in December.

The projects that STA staff is preparing to request FTA Section 5310 funding for the Solano Mobility Management Programs include:

- Call Center and website to continue to coordinate transportation information
- Travel Training Programs
- Mobility Management Public Outreach/Marketing
- Intercity Taxi Scrip Program

Fiscal Impact:

STA is limited in requesting \$150,000 per year for two years. The total amount that will be requested in the small UA is \$300,000 over this two year period. The amount that will be requested in the rural area is an amount not to exceed \$100,000.

Recommendation:

Forward a recommendation to the STA Board to authorize the Chair to forward a Letter of Support to Caltrans in Support of the Solano Transportation Authority's funding application for FTA Section 5310 for Solano Mobility Management Programs.

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DATE: November 18, 2014
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager
RE: Federal Transit Administration (FTA) Non-Urbanized Area Program
(FTA Section 5311) Revised Recommendation

Background:

The Federal Transit Administration (FTA) Nonurbanized Area Formula Program (Section 5311) makes funding available to each state for public transportation projects in nonurbanized areas. Eligible applicants include public agencies, non-profits agencies, and American Indian tribes. Solano Transportation Authority (STA) approves the 5311 projects for Solano County and submits them to MTC. The Metropolitan Transportation Commission (MTC) annually develops the regional program of 5311 projects for submittal to Caltrans. MTC submits the San Francisco Region 5311 program to Caltrans and then Caltrans submits a statewide program to FTA for approval.

MTC requested STA program the 5311 funding for Solano County for the next two years for 2014 and 2015 in the amount of \$488,428 in each year. Since Dixon and Rio Vista are the two main rural operators, STA initially met with the two cities' Public Work Directors and Transit staff to discuss their capital and operating needs. Subsequently, STA staff organized a telephone conference call with all interested applicants prior to developing a 5311 funding recommendation.

Attachment A shows the 5311 projects and STA authorized for funding in February 2014.

Discussion:

STA staff received a communication from MTC staff that according to Caltrans staff, the statewide Section 5311 FY15 Call for Projects will be released in late December 2014. Caltrans staff also indicated that the FY15 dollar amount for the MTC region will likely be lower than MTC originally anticipated (\$1,597,707 rather than \$1,865,390). This is because MTC's FY14 5311 amount which was used to estimate the FY15 amount included carryover funds from previous years and MTC staff was not aware of that fact.

The lower amount effects STA by \$79,336. STA staff recommends reducing Dixon/Solano County Intercity Bus Replacement from \$108,428 to \$29,092 to address this shortfall. By reducing the Intercity Bus Replacement will keep the other current projects fully funded. STA staff will continue to look for funding opportunities to assist Dixon and County of Solano with their share of the Intercity Bus Replacement.

In addition, STA recommends moving \$25,000 from Rio Vista Transit Park and Ride to Rio Vista Delta Breeze Operating per the City of Rio Vista's request (Attachment B).

Fiscal Impact:

Federal Section 5311 funding in the amount of \$409,092 is available to Solano County Transit Operators that operate service in rural area in FY 2015.

Recommendation:

Forward a recommendation to the STA Board to approve Federal Section 5311 Allocation for 2014 and 2015 in the amount of \$409,092 as specified in Attachment C.

Attachments:

- A. Solano County Federal Section 5311 Funding for 2014 and 2015 approved by the STA Board February 2014
- B. Rio Vista Letter of Request (To be provided under separate cover.)
- C. Solano County Federal Section 5311 Recommendation for 2015

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STA BOARD
Solano County 5311 Funding Recommendation
2014 and 2015

Operator	Projects	2014 Requested Amount	2015 Requested Amount	2014 STA Recommended Amount	2015 STA Recommended Amount
Dixon	Operating Assistance	\$260,000	\$260,000	\$70,000	\$70,000
*Dixon/Solano County	Fund Swap for Intercity Bus Replacement			\$133,428	\$108,428
**Dixon Local Bus Reserve (4)	Fund Swap for Local Bus Replacement			\$40,000	\$40,000
Dixon	Bus Replacement	85,000	\$85,000	\$65,000	\$65,000
Fairfield	Operating Assist (Route 30)	\$100,000	\$100,000	\$100,000	\$100,000
Rio Vista	Operating Assistance	\$40,000	\$40,000	\$40,000	\$40,000
Rio Vista	Transit Park and Ride	\$20,000	\$75,000		\$25,000
SolTrans	Operating Assistance (Route 85)	\$40,000	\$40,000	\$40,000	\$40,000
* \$725,924 is Dixon and Solano Co. Share	Total	\$545,000	\$600,000	\$488,428	\$488,428
** \$266,000 is Dixon Federal Share	Amount Available	\$477,631	\$477,631		
	Over/Under	(\$67,369)	(\$122,369)	\$ -	\$ -

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CITY OF RIO VISTA

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

November 13, 2014

Daryl Halls
Executive Director
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585-2473

Re: FTA 5311 Reallocation Request

In 2013, Rio Vista requested an allocation of \$25,000 for a transit park and ride lot from Solano County's FTA 5311 funds. STA approved this allocation request in December 2013. Subsequent to these events, Caltrans awarded an FTA Section 5304 Transit Planning for Rural Communities grant to STA for Rio Vista Transit Service Outreach and Analysis.

This letter is intended as a request to reallocate the \$25,000 in FY15 FTA 5311 funding to support the City of Rio Vista's management of the upcoming planning study. As you know, transit is an increasingly important element of Rio Vista's transportation system. The Rio Vista Transit Service Outreach and Analysis study will provide valuable information to guide the City's Delta Breeze services to best serve our current and future residents. The reallocation of the FTA 5311 funds will enable Rio Vista to provide the level of support this important study requires.

Thank you for your consideration of this request. If you have any questions concerning the proposed reallocations of the FTA 5311 funds please contact John Harris.

Sincerely,

Tim Chapa
City Manager, City of Rio Vista

Cc: Elizabeth Niedziela, STA

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STA BOARD
Solano County 5311 Funding Recommendation
2014 and 2015

Operator	Projects	2014 STA Approved Amount	2015 STA Approved Amount	2015 Recommended Amount
Dixon	Operating Assistance	\$70,000	\$70,000	\$ 70,000
*Dixon/Solano County	Fund Swap for Intercity Bus Replacement	\$133,428	\$108,428	\$ 29,092
**Dixon Local Bus Reserve (4)	Fund Swap for Local Bus Replacement	\$40,000	\$40,000	\$ 40,000
Dixon	Bus Replacement	\$65,000	\$65,000	\$ 65,000
Fairfield	Operating Assist (Route 30)	\$100,000	\$100,000	\$ 100,000
Rio Vista	Operating Assistance	\$40,000	\$40,000	\$ 65,000
Rio Vista	Transit Park and Ride		\$25,000	
SolTrans	Operating Assistance (Route 85)	\$40,000	\$40,000	\$ 40,000
* \$725,924 is Dixon and Solano Co. Share	Total	\$488,428	\$488,428	\$ 409,092
** \$266,000 is Dixon Federal Share for (4) Bus Replacement	Amount Available		\$409,092	
	Over/Under	\$ -	(\$79,336)	

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DATE: November 6, 2014
TO: STA TAC
FROM: Robert Guerrero, Project Manager
RE: Regional Transportation Impact Fee (RTIF): Nexus Report Amendment

Background:

On December 3rd, The County Board of Supervisors unanimously approved the Public Facility Fee (PFF) Update with \$1,500 per dwelling unit equivalent allocated toward the STA's Regional Transportation Impact Fee (RTIF). The County began collecting the RTIF on February 3rd. The County Board of Supervisors approved the RTIF based on a Nexus Report approved by the STA Board on July 10, 2013. The RTIF Nexus Report is required to calculate the maximum allowable fee that could be charged pursuant to the requirements of AB 1600 ("Fees for Development Projects").

The RTIF Nexus Report also included a list of eleven (11) eligible projects and project categories as identified in Attachment A. The report and the list of eligible projects and categories were the result of several years of consensus building.

Discussion:

On February 12, 2014, the STA Board authorized staff to request the County of Solano update the PFF to include the Green Valley Overcrossing as an eligible project for RTIF Working Group District 4. Any proposed amendments to the list of eligible RTIF projects in the original RTIF Nexus Report will impact the maximum nexus fee amount. Therefore, a Supplemental Nexus Analysis is required to include the Green Valley Overcrossing in order to identify what those impacts are related to the maximum fee nexus. It should be noted that the Analysis does not advocate one way or the other for a change in fee collection. In summary, with the addition of the Green Valley Overcrossing, the update nexus fee had a modest increase from \$8,282 to \$8,793 for the maximum eligible fee. However, the STA is not seeking to adjust the amount of the PFF at this time.

Attachment B is a copy of the Fehr and Peers Supplemental Nexus Analysis memorandum which includes the technical details regarding the calculation. The memo points out that the base information and methodology remained the same and often refers to the original Nexus Report for further details which is included as Attachment C as reference.

If approved by the STA Board, STA staff will provide the Supplemental Nexus Analysis to the County of Solano along with a formal request to amend the RTIF and PFF to include the Green Valley Overcrossing Project.

Fiscal Impact:

No impact to the STA Budget at this time.

Recommendation:

Forward a recommendation to the STA Board to approve the Regional Transportation Impact Fee Supplemental Nexus Analysis for the Green Valley Overcrossing Project.

Attachments:

- A. 2013 RTIF Nexus Report Eligible Project List
- B. Supplemental Nexus Analysis for Green Valley Overcrossing Project
- C. 2013 RTIF Nexus Report

Attachment A

RTIF Project	Description
#1 - Jepson Parkway	Construct remaining segments of Jepson Parkway
#2 - Peabody Road	Widen from 2 to 4 lanes
#3 - SR 12/Pennsylvania Avenue	Construct new interchange
#4 - SR 12/Church Road	Improve intersection
#5 - SR 37/Redwood Pkwy/ Fairgrounds Dr.	Widen roads and improve interchanges
#6 - Benicia Industrial Park Access	Add traffic signals and better accommodate trucks at I-680/Lake Herman Rd, and I-680/Park/Industrial
#7 - Columbus Parkway	Add traffic signal at Columbus/ Rose and improve westbound approach
#8 - North Connector	Construct North Connector from Business Center Drive to SR 12
#9 - SR 113 Improvements	TSM, TDM and ITS (e.g. incentives for carpooling, transit services, Park and Ride facilities, advance swerve warning signs, speed feedback signs and fog detection or closed circuit TV)
#10 County Rd. Projects	Unincorporated County roadway improvements that address new growth impacts
#11 Express Bus Transit Centers and Train Stations	<ul style="list-style-type: none">• Benicia Industrial Park Multi-modal Transit Center<ul style="list-style-type: none">• Dixon Multimodal Transportation Center• Fairfield Transportation Center, next phase• 360 Project Area Transit Center• Vallejo Station or Curtola Park & Ride, next phase<ul style="list-style-type: none">• Vacaville Transportation Center, next phase• Suisun City Train Station improvements

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TECHNICAL MEMORANDUM

Date: November 10, 2014
To: Robert Guerrero, STA
From: Julie Morgan, Fehr & Peers
Subject: Supplemental Nexus Analysis for Green Valley Road Interchange Project as part of Solano Regional Transportation Impact Fee Program

WC14-3103

BACKGROUND

The Solano Regional Transportation Impact Fee (RTIF) Program was adopted by the Solano County Board of Supervisors on December 13, 2013 as a component of the Solano County Public Facilities Fee. As required by state law, the technical analysis used in calculating the RTIF was documented in a nexus report; the RTIF Nexus Report was presented as Attachment 1 to the *Nexus Analysis for Solano County Public Facilities Fee Update: Final Report*, dated November 13, 2013, prepared by Economic & Planning Systems (EPS).

The STA Board authorized STA staff to modify the RTIF by adding one capital improvement project to the list of RTIF Priority Projects shown in the RTIF Nexus Report. The added project is the I-80/Green Valley Road Overcrossing project, which will replace and upgrade the I-80/Green Valley Road Overcrossing to accommodate anticipated vehicular and pedestrian demand.

In order to add the Green Valley Road Overcrossing project to the RTIF project list, the same technical analysis has been applied to that project as was applied to all the other RTIF Priority Projects presented in the original RTIF Nexus Report. This technical memorandum presents the results of that technical analysis as it pertains to the Green Valley Road Overcrossing project. All other elements of the RTIF Nexus Report remain unchanged, and thus are not presented in this technical memorandum. Most of the technical analysis is presented in tabular form; for ease of reference, this technical memorandum uses the same table numbers that were used in the original RTIF Nexus Report. The reader is encouraged to refer directly to the RTIF Nexus Report



for a full description of all of the analytical steps used in the nexus analysis; this technical memorandum will only present a brief summary of the steps that pertain specifically to the additional project.

It is important to note that the purpose of the nexus analysis is to calculate the maximum allowable fee that could be charged pursuant to legal requirements. The actual fee that is charged may be less than the maximum allowable. For example, the maximum allowable fee calculated in the original RTIF Nexus Report is \$8,282 for a single-family residential unit, while the actual RTIF fee that is currently charged through the Solano County Public Facilities Fee program is \$1500 per single-family unit, and fees for other land use categories are similarly reduced as compared to the maximum allowable fee calculated in the nexus analysis. The purpose of this supplemental nexus analysis is to establish a new maximum allowable fee accounting for the addition of the Green Valley Road Overcrossing project to the RTIF project list. The actual RTIF fee will not change unless the Solano County Board of Supervisors acts to change the RTIF component of the Public Facilities Fee.

The following sections reflect the chapters of the original RTIF Nexus Report.

SUMMARY OF FEES

The addition of the I-80/Green Valley Road Overcrossing project increases the total cost of all the projects in the RTIF program, and thus increases the maximum allowable RTIF fee based on the nexus findings. Table 1 shows the maximum allowable fee levels calculated based on the updated list of projects (including the Green Valley Road Overcrossing project). Table 2 presents the new project list, with the added project shown as Project #12, and the associated costs of each project.

RTIF GROWTH PROJECTIONS

No changes have been made to the growth projections used in the original RTIF Nexus Report. Therefore, Tables 3 through 6 of the report are unchanged and are not replicated here.

RTIF CAPITAL PROJECTS AND COSTS

The list of RTIF Priority Projects has been updated to include a new Project #12, the I-80/Green Valley Road Overcrossing. Table 7 shows the complete project list and total cost for each project. The cost of the Green Valley Road Interchange project to be included in the RTIF is \$31.78 million;



this represents the total project cost of \$50.88 million, less the value of donated right-of-way (\$8.7 million) and less the amount committed to the project by the City of Fairfield (\$10.4 million). This cost estimate was provided by STA staff. With the addition of this project, the total cost of the entire RTIF Priority Projects list is \$462.8 million.

There are no changes to the other RTIF Priority Projects; therefore, Tables 8 and 9 of the report are unchanged and are not replicated here.

RTIF NEXUS ANALYSIS AND FEE CALCULATION

The first step in the nexus analysis is to establish whether there are any existing deficiencies at the project location. Table 10 summarizes the review of available information about existing deficiencies at all the RTIF Project locations. The new Project #12 was not identified as having an existing deficiency.

This supplemental analysis uses the same transportation modeling procedure as was described in the original RTIF Nexus Report. The purpose of the modeling is to determine the percentage of the new traffic on each facility (that is, traffic generated by new development within Solano County) that is regional in nature. That percentage of new regional trips is used as the percentage of each facility's improvement costs that will be considered eligible for inclusion in the RTIF program. Table 11 shows the percentage of new regional trips for all the RTIF Priority Projects, including the new Project #12. In addition, figures are attached as an appendix to this memorandum showing how the model was applied to this project and the resulting calculations of new regional trips.

The maximum RTIF fee is then calculated by taking the total project costs attributable to new growth throughout the County and dividing that by the total number of new Dwelling Unit Equivalent (DUEs) anticipated. (Please see the section of the original RTIF Nexus Report called RTIF Growth Projections for a definition of a DUE and calculations of the DUEs anticipated in Solano County.) Table 12 shows the total maximum fee per DUE based on the updated Priority Project list. Because of the addition of the Green Valley Road Interchange project, the total maximum fee increases from \$8,282 as shown in the original RTIF Nexus Report to \$8,793. Table 13 shows the maximum fee for each of the land use categories addressed in the original RTIF Nexus Report. Again, it should be noted that this is just a calculation of the maximum allowable fee, and does not affect the actual RTIF fee charged.



CONCLUSION

This concludes the supplemental nexus analysis of the additional project, the I-80/Green Valley Road Interchange. The project was addressed using the same assumptions and methods that were applied in the original RTIF Nexus Report, and a new maximum allowable RTIF fee was calculated that accounts for the additional project. Please contact us with any questions.



**TABLE 1
 MAXIMUM ALLOWABLE FEE**

Land Use Category	Maximum RTIF ¹	
Residential		
Single Family Residential (SFR)	\$8,793	/ Unit
Multi Family Residential (MFR)	\$5,452	/ Unit
2nd SFR Unit/Accessory Unit	\$4,720	/ Unit
MFR Senior/Retirement Housing	\$3,429	/ Unit
Non-residential		
Retail/Commercial	\$16,311	/ 1,000 Sq.Ft.
Service Commercial	\$40,450	/ 1,000 Sq.Ft.
Assembly Uses	\$3,095	/ 1,000 Sq.Ft.
General/Medical Office	\$10,088	/ 1,000 Sq.Ft.
Hotels/Motels	\$3,085	/ Room
Industrial	\$6,577	/ 1,000 Sq.Ft.
Warehouse/Distribution	\$1,196	/ 1,000 Sq.Ft.
Institutional		
Health Care Facility	\$7,446	/ 1,000 Sq.Ft.
Congregate Care Facility	\$1,759	/ Unit
Private School	\$32,729	/ 1,000 Sq.Ft.
Day Care Facility ²	Exempt	
Agricultural Uses		
Riding Arena ³	\$8,441	/ Acre
Barn	\$1,126	/ 1,000 Sq.Ft.

[1] The maximum RTIF is based on new regional trips. Local fee programs can also include RTIF facilities based on local trips and/or revenue shortfalls resulting from reductions to the maximum RTIF level.

[2] Differs from the July 2013 Report to be consistent with the County PFF.

[3] If a barn is included in the development than that portion of the project is charged separately based on the rate shown for "Barn."



TABLE 2
RTIF PRIORITY PROJECTS COST ESTIMATES

RTIF Project	Total RTIF Project Cost		% New Regional Trips	Total RTIF Project Cost	
	Amount	% of total		Amount	% of total
#1 - Jepson Parkway	\$210,682,771	45.5%	57.717%	\$121,599,775	49%
#2 - Peabody Road	\$5,000,000	1.1%	77.900%	\$3,895,000	2%
#3 - SR 12/Pennsylvania Avenue	\$50,000,000	10.8%	71.400%	\$35,700,000	14%
#4 - SR 12/Church Road	\$8,891,989	1.9%	34.700%	\$3,085,520	1%
#5 - SR 37/Redwood Pkwy/ Fairgrounds Dr.	\$66,410,000	14.4%	32.900%	\$21,848,890	9%
#6 - Benicia Industrial Park Access	\$20,177,474	4.4%	77.800%	\$15,698,075	6%
#7 - Columbus Parkway	\$1,023,221	0.2%	84.500%	\$864,622	0%
#8 - North Connector	\$39,456,498	8.5%	64.300%	\$25,370,528	10%
#9 - SR 113 Improvements	\$4,475,494	1.0%	39.200%	\$1,754,394	1%
#10 County Rd. Projects	\$12,435,181	2.7%	17.044%	\$2,119,437	1%
#11 Regional Transit Project	\$12,435,181	2.7%	17.044%	\$2,119,437	1%
#12 - Green Valley Rd Overcrossing	\$31,780,000	6.9%	45.400%	\$14,428,120	6%
	-----	-----	-----	-----	
Total / Weighted Avg.	\$462,767,810	100.0%	53.695%	\$248,483,798	100%



**TABLE 7
 RTIF PRIORITY PROJECTS COST ESTIMATES**

RTIF Project	Project Description	Project Cost Estimates¹
#1 - Jepson Parkway	Construct remaining segments of Jepson Parkway, including Canon Road embankment	\$210,682,771
#2 - Peabody Road	New Canon Rd. to Fairfield City Limits, widen from 2 to 4 lanes	\$5,000,000
#3 - SR 12/Pennsylvania Avenue	Construct new interchange	\$50,000,000
#4 - SR 12/Church Road	Improve intersection	\$8,891,989
#5 - SR 37/Redwood Pkwy/ Fairgrounds Dr.	Widen roads and improve interchanges	\$66,410,000
#6 - Benicia Industrial Park Access	Add traffic signals and better accommodate trucks at I-680/Lake Herman Rd, and I-680/Park/Industrial	\$20,177,474
#7 - Columbus Parkway	Add traffic signal at Columbus/ Rose and improve westbound approach	\$1,023,221
#8 - North Connector	Construct North Connector from Business Center Drive to SR 12	\$39,456,498
#9 - SR 113 Improvements	TSM, TDM and ITS (e.g. incentives for carpooling, transit services, Park and Ride facilities, advance swerve warning signs, speed feedback signs and fog detection or closed circuit TV)	\$4,475,494
#10 County Rd. Projects	Unincorporated County roadway improvements that address new growth impacts (see RTIF Eligible County Road Projects)	\$12,435,181
#11 Express Bus Transit Centers and Train Stations	County-wide Express Bus Transit Centers and Train Stations that address new growth impacts (see Table 9)	\$12,435,181
#12 Green Valley Road Overcrossing	Replace and upgrade the I-80/Green Valley Road Overcrossing	\$31,780,000
Total RTIF Priority Projects Cost		\$462,767,810

[1] See Appendix A for detailed assumptions and documentation.

[2] Calculated based on 5% of total DUE revenue assuming a fee of \$1,500 / DUE. See Table A-7 in Appendix A for further detail.



TABLE 10
INFORMATION ON EXISTING TRAFFIC CONDITIONS AT RTIF PROJECT LOCATIONS

RTIF Project	Source of Traffic Analysis Information	Traffic Analysis Result	Existing Deficiency?	Deficiency Percentage*
#1 - Jepson Parkway	Fairfield Train Station Specific Plan Recirculated Draft EIR, City of Fairfield, February 2011, Table 4.14-4.	Peak hour LOS E at intersection of Peabody Rd/ Cement Hill Rd; all other intersections in vicinity of Jepson Parkway at peak hour LOS D or better	Yes	1%
#2 - Peabody Road	Fairfield Train Station Specific Plan Recirculated Draft EIR, City of Fairfield, February 2011, Table 4.14-4.	Peak hour LOS D or better at all study intersections in vicinity of proposed project	No	N/A
#3 - SR 12/Pennsylvania Avenue	SR 12 Comprehensive Evaluation and Corridor Management Plan, STA, November 2012, page 4-15.	Peak hour LOS D or better	No	N/A
#4 - SR 12/Church Road	SR 12 Comprehensive Evaluation and Corridor Management Plan, STA, November 2012, page 4-15.	Peak hour LOS D or better	No	N/A
#5 - SR 37/Redwood Pkwy/Fairgrounds Dr.	Redwood Parkway - Fairgrounds Drive Improvements Traffic Operations Analysis Report, STA, 2011, Table 16.	Peak hour LOS D or better at all study intersections in vicinity of proposed project	No	N/A
#6 - Benicia Industrial Park Access	Valero Improvement Project Addendum to VIP EIR, City of Benicia, June 2008, page 3-43	Peak hour LOS D or better at all study intersections in vicinity of proposed project	No	N/A
#7 - Columbus Parkway	Bordoni Ranch Project EIR, City of Vallejo, July 2004, Table IV.C-8	Peak hour LOS D or better at intersection of Columbus Parkway/Rose Drive	No	N/A
#8 - North Connector	North Connector Project Draft EIR, STA, January 2008, Table 4.2-2	Peak hour LOS D or better at all study intersections in vicinity of proposed project**	No	N/A
#9 - SR 113 Improvements	SR 113 Major Investment Study Final Report, STA, May 2009, Table 2.4	Peak hour LOS D or better at all roadway segments studied	No	N/A



**TABLE 10
 INFORMATION ON EXISTING TRAFFIC CONDITIONS AT RTIF PROJECT LOCATIONS**

RTIF Project	Source of Traffic Analysis Information	Traffic Analysis Result	Existing Deficiency?	Deficiency Percentage*
#12 - Green Valley Road Overcrossing	North Connector Project Draft EIR, STA, January 2008, Table 4.2-2	Peak hour LOS D or better at all study intersections in vicinity of proposed project	No	N/A

* Deficiency Percentage is calculated as the amount of traffic volume that is currently over-capacity at that intersection, as a proportion of the total future growth in traffic volume projected. The project cost to be included in the STA RTIF program should be reduced by this deficiency percentage. For the intersection of Peabody Rd/Cement Hill Rd, the deficiency percentage was calculated as part of the City of Fairfield Traffic Impact Fee Program update, adopted by the Fairfield City Council in May 2013.

** The North Connector Project Draft EIR referenced above did find LOS F conditions at one intersection, at SR 12/Red Top Road. Since the study was completed, that intersection has been modified as part of the ongoing SR 12 Jameson Canyon widening project. Therefore, the LOS results reported at that intersection from the North Connector Project Draft EIR are no longer reflective of current operations, and that intersection is not identified as an existing deficiency.



**TABLE 11
 REGIONAL TRIP PERCENTAGES ON RTIF PROJECTS**

RTIF Project	Existing Deficiency (see Table 10)	% of New Regional Vehicle Trips¹	RTIF Cost Allocation
	a	b	= (1-a) * b
#1 - Jepson Parkway	1.000%	58.3%	57.717%
#2 - Peabody Road	0.000%	77.9%	77.900%
#3 - SR 12/Pennsylvania Avenue	0.000%	71.4%	71.400%
#4 - SR 12/Church Road	0.000%	34.7%	34.700%
#5 - SR 37/Redwood Pkwy/ Fairgrounds Dr.	0.000%	32.9%	32.900%
#6 - Benicia Industrial Park Access	0.000%	77.8%	77.800%
#7 - Columbus Parkway	0.000%	84.5%	84.500%
#8 - North Connector	0.000%	64.3%	64.300%
#9 - SR 113 Improvements	0.000%	39.2%	39.200%
#10 County Rd. Projects ²	82.956%	100.0%	17.044%
#11 Regional Transit Projects ²	82.956%	100.0%	17.044%
#12 - Green Valley Rd Overcrossing	0.000%	45.4%	45.400%

[1] Regional trips are defined in this Report as those that include more than one jurisdiction and originate or terminate somewhere in Solano County.

[2] Cost allocation assumed to equal approx. 17% of total project costs, or the projected increase in County DUEs from 2013 - 2033. See Table A-7 in Appendix A for further detail.



**TABLE 12
 MAXIMUM ALLOWABLE RTIF PER DUE**

	Total RTIF Project Cost	RTIF Cost Allocation	RTIF Costs	Maximum Fee / DUE
RTIF Project	a (see Table 7)	b (see Table 11)	c = a * b	= c / Total DUE growth, or 28,259
#1 - Jepson Parkway	\$210,682,771	57.717%	\$121,599,775	
#2 - Peabody Road	\$5,000,000	77.900%	\$3,895,000	
#3 - SR 12/Pennsylvania Avenue	\$50,000,000	71.400%	\$35,700,000	
#4 - SR 12/Church Road	\$8,891,989	34.700%	\$3,085,520	
#5 - SR 37/Redwood Pkwy/ Fairgrounds Dr.	\$66,410,000	32.900%	\$21,848,890	
#6 - Benicia Industrial Park Access	\$20,177,474	77.800%	\$15,698,075	
#7 - Columbus Parkway	\$1,023,221	84.500%	\$864,622	
#8 - North Connector	\$39,456,498	64.300%	\$25,370,528	
#9 - SR 113 Improvements	\$4,475,494	39.200%	\$1,754,394	
#10 County Rd. Projects ¹	\$12,435,181	17.044%	\$2,119,437	
#11 Regional Transit Project ¹	\$12,435,181	17.044%	\$2,119,437	
#12 - Green Valley Rd Overcrossing	\$31,780,000	45.400%	\$14,428,120	
	-----	-----	-----	
Total / Weighted Avg.	\$462,767,810	53.695%	\$248,483,798	\$8,793

[1] Calculated based on 5% of total DUE revenue assuming a fee of \$1,500 / DUE. Cost allocation assumed to equal 17% of total project costs, or the percent increase in County DUEs from 2013 - 2033. See Table A-7 in Appendix A.



**TABLE 13
 DWELLING UNIT EQUIVALENT CALCULATION FACTORS
 STA RTIF NEXUS STUDY**

		Peak Hour Trip Rate ¹	% New Trips ²	DUE Calculation	Max. Fee Per Unit
Fee Category	Unit Type	a	b	c = a * b	= c * \$8,793 (see Table 12)
Residential					
Single Family Residential (SFR)	/ Unit	1.00	100%	1.00	\$8,793
Multi Family Residential (MFR)	/ Unit	0.62	100%	0.62	\$5,452
2nd SFR Unit/Accessory Unit	/ Unit	0.54	100%	0.54	\$4,720
MFR Senior/Retirement Housing	/ Unit	0.39	100%	0.39	\$3,429
Non-residential					
Retail/Commercial	/ 1,000 Sq.Ft.	3.71	50%	1.86	\$16,311
Service Commercial	/ 1,000 Sq.Ft.	9.02	51%	4.60	\$40,450
Assembly Uses	/ 1,000 Sq.Ft.	0.55	64%	0.35	\$3,095
General/Medical Office	/ 1,000 Sq.Ft.	1.49	77%	1.15	\$10,088
Hotels/Motels	/ Room	0.61	58%	0.35	\$3,085
Industrial	/ 1,000 Sq.Ft.	0.88	85%	0.75	\$6,577
Warehouse/Distribution	/ 1,000 Sq.Ft.	0.16	85%	0.14	\$1,196
Institutional					
Health Care Facility	/ 1,000 Sq.Ft.	1.16	73%	0.85	\$7,446
Congregate Care Facility	/ Unit	0.20	100%	0.20	\$1,759
Private School	/ 1,000 Sq.Ft.	6.53	57%	3.72	\$32,729
Day Care Facility	/ 1,000 Sq.Ft.	Exempt			
Agricultural Uses					
Riding Arena ³	/ Acre	1.50	64%	0.96	\$8,441
Barn	/ 1,000 Sq.Ft.	0.16	80%	0.13	\$1,126

[1] Reflects average number of trips at peak hour of day for the unit type indicated based on data from the Institute of Transportation Engineers (ITE).

[2] Discount to peak trip rate to account for pass-through or loaded trips.

[3] If a barn is included in the development then that portion of the project is charged separately based on the rate shown for "Barn."

The Economics of Land Use



Regional Transportation Impact Fee Nexus Report: A Component of Solano County Public Facility Fee

Acknowledgements

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Solano County Board of Supervisors
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Solano Transportation Authority

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Solano County Public Facility Fee
Fee Nexus Report: A Component of
Regional Transportation Impact

The County of Solano



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1. INTRODUCTION AND SUMMARY OF FINDINGS

The Regional Transportation Impact Fee Nexus Report (hereafter "RTIF Report"), a component of the Solano County Public Facility Fee (PFF), is designed to provide Solano County with the necessary technical documentation and nexus analysis supporting the adoption of a Regional Transportation Impact Fee. It has been prepared by Economic & Planning Systems, Inc. (EPS) and Fehr & Peers Associates Inc., for Solano County and the Solano Transportation Authority (STA). The RTIF program described herein is consistent with the most recent relevant case law and the principles of AB1600 or Government Code Section 66000 et seq ("Fees for Development Projects"; except where specific citations are provided, these statutes will be referred to in this Report as AB 1600).

This study effort was initiated by the STA and is being completed in connection with Solano County as part of its PFF update. The study process has included input from variety of stakeholders, including representatives from County jurisdictions as well as developer, housing, and environmental interests. Specifically, the methodology, assumptions and overall structure of the RTIF have been developed with both technical input from two Technical Working Groups (TWGs) consisting of staff from the County and its seven (7) municipalities. In addition, the Report incorporates guidance received by a Stakeholder Committee (SC) consisting of representatives from various community interest groups, and a Policy Committee (PC) composed of the members of the STA Board, the STA Executive Directors, and the Chief Executive Officers of the STA's member agencies.

This RTIF Report contains a number of relatively minor updates and refinements to the RTIF Report approved by the STA Board on July 10th, 2013 ("July Report"). These changes and refinement reflect on-going technical analysis that has been conducted by EPS and Fehr and Peers to ensure consistency between the July Report and the County's PFF Study, incorporate new or updated information, and address technical questions or issues that have arisen as part of both efforts. This includes updated facility cost estimates, exclusion of State inmate population, incorporation of most recent Department of Finance population estimates, and other minor changes that are documented in subsequent sections. Consequently, some of the detailed assumptions and data contained in the July Report have been refined and updated herein where appropriate, resulting in a small change in the maximum allowable fee (i.e., less than five (5) percent).

Following this introductory chapter, **Chapter 2** discusses population and employment growth potential used in this analysis and **Chapter 3** describes the methodology for identifying "priority RTIF project" and estimating their costs. **Chapter 4** describes the modeling techniques used to establish nexus for the RTIF and the resulting RTIF fee calculation by land use category.

Nexus Report Overview

The RTIF program described in this Report will provide funding for regional transportation improvements required to serve new development and to ensure that desired service levels can be achieved and/or maintained. To the extent that required improvements serve both new and existing development, or travel through the Solano County, only the portion that is attributable

to new development inside the region is included in the RTIF program. It is expected that the RTIF program funding will be augmented by other revenue sources to meet overall funding requirements, including local, State, and Federal sources.

This RTIF Report provides a schedule of fees to be established and collected as a part of the County Public Facilities Fee. The proposed RTIF program fee, if approved, will need to be included in the adoption of a County Resolution authorizing its collection as a component of the current County PFF program. The current enabling Ordinance allows the County to adopt, by Resolution, a fee schedule consistent with supporting technical analysis and findings. The Resolution approach to setting the fee allows periodic adjustments of the fee amount that may be necessary over time, without amending the enabling Ordinance.

This RTIF Report and the technical information it contains should be reviewed periodically by the County and STA as necessary to ensure its accuracy and to enable the adequate programming of funding sources. To the extent that improvement requirements, costs, or development potential changes over time, the RTIF program will need to be updated.

This RTIF Report does not determine, or advocate for, a particular fee level. Rather its purpose is to calculate the maximum allowable fee that could be charged pursuant to the requirements of AB 1600. In addition, the following considerations are important in reviewing this Report:

- The acceptance or approval of this RTIF Report does not, in itself, constitute the approval of the RTIF or a corresponding fee schedule. This can only occur through the approval of a required Resolution by the County Board of Supervisors.
- The acceptance or approval of this RTIF Report or the RTIF does not constitute approval of the construction for a particular transportation project or set of improvements. The funding and approval of the particular transportation improvements identified as part of the RTIF will be subject to the same approval and entitlement process that would be applicable in the absence of this fee program.
- The acceptance or approval of this Report or the RTIF does not constitute approval for any particular land use program or project. The entitlement and permitting process for future land use development in the County and its individual jurisdictions will remain the same regardless of whether the RTIF is approved.
- Any revenue generated from fees collected as part of the RTIF must be segregated into a designated account and only used to fund RTIF projects.

Summary of Fees

A summary of the maximum RTIF fees calculated by land use category are provided in **Table 1**. The fees shown represent the maximum RTIF fee that can be charged based on the nexus findings described in this Report. The maximum fees estimated assume one County-wide fee for each land use. These fees are calculated to generate sufficient revenue to cover the RTIF capital facility costs associated with new development throughout the County. The fee levels are based on the proportion of RTIF facility costs attributable to the growth in regional trips as a result of

new development in the County.¹ It should be noted that the Day Care Facility under "Institutional Land Uses" was modified from the July Report for consistency with the County PFF.

Table 1 Maximum Allowable Fee Level

Land Use Category	Maximum RTIF ¹
Residential	
Single Family Residential (SFR)	\$8,282 / Unit
Multi Family Residential (MFR)	\$5,135 / Unit
2nd SFR Unit/Accessory Unit	\$4,446 / Unit
MFR Senior/Retirement Housing	\$3,230 / Unit
Non-residential	
Retail/Commercial	\$15,364 / 1,000 Sq.Ft.
Service Commercial	\$38,101 / 1,000 Sq.Ft.
Assembly Uses	\$2,915 / 1,000 Sq.Ft.
General/Medical Office	\$9,502 / 1,000 Sq.Ft.
Hotels/Motels	\$2,906 / Room
Industrial	\$6,195 / 1,000 Sq.Ft.
Warehouse/Distribution	\$1,126 / 1,000 Sq.Ft.
Institutional	
Health Care Facility	\$7,014 / 1,000 Sq.Ft.
Congregate Care Facility	\$1,656 / Unit
Private School	\$30,828 / 1,000 Sq.Ft.
Day Care Facility ²	Exempt
Agricultural Uses	
Riding Arena ³	\$7,951 / Acre
Barn	\$1,060 / 1,000 Sq.Ft.

[1] The maximum RTIF is based on new regional trips. Local fee programs can also include RTIF facilities based on local trips and/or revenue shortfalls resulting from reductions to the maximum RTIF level.

[2] Differs from the July 2013 Report to be consistent with the County PFF.

[3] If a barn is included in the development than that portion of the project is charged separately based on the rate shown for "Barn".

A summary of the transportation projects and corresponding costs included in the RTIF program is provided in **Table 2**. As shown, the current project list includes eleven (11) "priority" RTIF transportation projects approved by the STA Board for an updated total cost of approximately

¹ A "regional trip" is defined in this Report as one that crosses at least one jurisdictional boundary and originates and/or terminates in a Solano County jurisdiction.

\$431 million. Of this amount approximately \$234 million or 54 percent is allocated to the RTIF program based on the nexus analysis.

Table 2 Total RTIF Priority Project Costs

RTIF Project	Total RTIF Project Cost		% New Regional Trips	Total RTIF Project Cost	
	Amount	% of total		Amount	% of total
#1 - Jepson Parkway	\$210,682,771	48.9%	57.717%	\$121,599,775	52%
#2 - Peabody Road	\$5,000,000	1.2%	77.900%	\$3,895,000	2%
#3 - SR 12/Pennsylvania Avenue	\$50,000,000	11.6%	71.400%	\$35,700,000	15%
#4 - SR 12/Church Road	\$8,891,989	2.1%	34.700%	\$3,085,520	1%
#5 - SR 37/Redwood Pkwy/ Fairgrounds Dr.	\$66,410,000	15.4%	32.900%	\$21,848,890	9%
#6 - Benicia Industrial Park Access	\$20,177,474	4.7%	77.800%	\$15,698,075	7%
#7 - Columbus Parkway	\$1,023,221	0.2%	84.500%	\$864,622	0%
#8 - North Connector	\$39,456,498	9.2%	64.300%	\$25,370,528	11%
#9 - SR 113 Improvements	\$4,475,494	1.0%	39.200%	\$1,754,394	1%
#10 County Rd. Projects	\$12,435,181	2.9%	17.044%	\$2,119,437	1%
#11 Regional Transit Project	\$12,435,181	2.9%	17.044%	\$2,119,437	1%
Total / Weighted Avg.	\$430,987,810	100.0%	54.307%	\$234,055,678	100%

The County may as a matter of policy decide to charge a fee below the maximum fee legally allowed based on the nexus calculations presented herein for any or all of the land uses.²

Key Issues and Assumptions

The calculation of the traffic impact fees is based on a variety of assumptions regarding land use, growth potential, service standards, and facility costs, as documented in subsequent chapters of this Report. However, some of the key issues that may warrant on-going consideration during the implementation of the RTIF program include:

- Land Use Assumptions.** The impact fee calculations are based on commercial, industrial, and residential growth potential at buildout in Solano County through 2033. If the growth does not materialize as expected, the corresponding facilities will not be needed and/or impact fee revenue will not be sufficient to pay for facilities planned to accommodate growth. Consequently, the estimates of development and population should be periodically reviewed and updated.

² The revenue shortfall to the RTIF program that would result from reducing the fees must ultimately be made up by other non-RTIF revenue sources to ensure that the projects actually get built. Individual jurisdictions may elect to make up all or a portion of this shortfall through their local fee programs.

- **Travel Demand Model.** The nexus calculations and analysis used to calculate maximum fees by land use category are based on the current version of the STA travel demand model. Fehr & Peers worked with a modeling Technical Advisory Committee to validate and update the base year 2013 and build-out year 2033 assumptions embodied in this model. This model calculates the demand that projected growth will generate for regional transportation improvements and thus serves the basis for estimating a “fair share” cost allocation.
- **Eligible and Selected RTIF Projects:** The maximum fee calculated based on 11 specific transportation projects that were selected based on input from the Technical Working Group (TWG), Stakeholder Committee (SC), and Policy Committee (PC) and ultimately approved by the STA Board on May 8, 2013. These projects were also reviewed to ensure that they meet the nexus requirements of AB 1600.
- **Consistency with Local Fee Programs:** Jurisdictions in Solano County may implement their own impact fee programs which may include facilities that overlap with those included in the RTIF. To avoid double-counting (i.e. charging a developer twice for the same improvements), these local fees should be developed in a way that is cognizant of the difference (shortfall) between the maximum allowable RTIF and the actual RTIF, and of the difference between regional impacts (as defined in this study) and local impacts which may be defined differently by individual jurisdictions.
- **Cost Estimates.** The fee calculations embody facility cost assumptions that have been developed based on published studies where available, City, County and STA staff estimates, as well as additional cost analysis provided by Mark Thomas & Company, Inc., a civil engineer retained by the STA as part of the Study. The cost estimates are intended for planning purposes, and will be further refined over time as individual capital improvement projects are designed. As with the estimates of growth, the cost estimates should be periodically reviewed and updated.

2. RTIF GROWTH PROJECTIONS

The RTIF is a one-time fee levied on new development at a rate proportional to its demand for transportation capital improvements. Thus, a forecast of new development in Solano County is required to calculate the fee. This Chapter documents the land use growth assumptions used to calculate the RTIF program fee. Specifically, it describes the amount of residential, retail, and commercial/industrial land use development expected to occur in Solano County through the year 2033. These estimates are used for the following primary purposes in the fee calculation:

- Estimates of existing and future development are used to evaluate future traffic levels and determine the need for transportation improvements in Solano County.
- Estimates of future development are used to allocate the costs of required transportation improvements and ultimately to calculate a fee per unit of new growth.

The following sections describe the development projections and the key assumptions underlying them.

Growth Projections

Table 3 provides the population and employment forecasts by jurisdiction used in the RTIF modeling process which, for consistency, are the same projections being used as part of Solano County's broader PFF update. The projections incorporate a variety of analytical steps and data sources, as summarized below:

1. The County-wide population and employment growth forecasts are based on the average growth rate estimates from the most recent Association of Bay Area Governments (ABAG), California Department of Finance (DOF), and Woods & Poole (employment excludes DOF) projections.
2. The 2013 baseline population numbers used in this RTIF Report are based on actual DOF population estimates for each County jurisdiction in 2013. EPS excluded State prison inmates, estimated at 4,054 as of January 2013, from the Vacaville population estimates both in 2013 and 2033.
3. The baseline, year 2013 employment estimates at the jurisdiction level are based on benchmark estimates from the 2010 ABAG. To obtain the 2013 baseline employment estimates, EPS applied countywide annual growth rates between 2010 and 2012 in job growth based on California Employment Development Department (EDD) to the 2010 benchmark estimates.
4. The allocation of growth between these areas is based on the existing STA traffic model. Specifically, the STA model jurisdiction level forecasts have been normalized to the County total but maintain their relative growth ratios. For example, if a jurisdiction accounted for 5 percent of the County's growth through 2033 in the STA model it is assumed to account for 5 percent of growth in the PFF projection (albeit the absolute growth is adjusted to conform to the revised County total).

Table 3 RTIF Growth Forecasts by Jurisdiction (2013-2033)

Jurisdiction	Amount by Year		2013 - 2033 Growth ¹	
	2013	2033	Total	Avg. Annual
Population				
Benicia	27,163	28,507	1,344	0.24%
Dixon	18,449	25,827	7,378	1.70%
Fairfield	108,207	121,215	13,008	0.57%
Rio Vista	7,599	17,334	9,735	4.21%
Suisun City	28,234	33,342	5,108	0.83%
Vacaville ²	88,623	101,159	12,536	0.66%
Vallejo	117,112	132,540	15,428	0.62%
Unincorporated	<u>18,946</u>	<u>19,575</u>	<u>629</u>	<u>0.16%</u>
County Total³	414,333	479,499	65,166	0.73%
Employment				
Benicia	14,466	16,560	2,094	0.68%
Dixon	4,489	4,754	266	0.29%
Fairfield	40,286	49,424	9,139	1.03%
Rio Vista	1,965	3,591	1,626	3.06%
Suisun City	3,192	4,232	1,040	1.42%
Vacaville	30,336	35,304	4,968	0.76%
Vallejo	32,549	40,790	8,241	1.13%
Unincorporated	<u>8,074</u>	<u>8,667</u>	<u>593</u>	<u>0.35%</u>
County Total⁴	135,357	163,322	27,965	0.94%

[1] Growth allocation among jurisdictions is based on relative growth rates assumed in the STA model.

[2] Population estimates based on California DOF 2013 population estimates (2013 Pop. estimates in the July Report were based on Census 2010 and DOF 2012 numbers). Estimates shown here have been adjusted to exclude inmate population of 4,054 (as of Jan. 31, 2013) at the State Prison in Vacaville. Inmate population data is published by the California Dept. of Corrections & Rehabilitation, Office of Research.

[3] Countywide population growth based on the average annual growth rates from ABAG, DOF, and Woods & Poole between 2010 and 2030.

[4] Countywide employment growth based on the average annual projected growth rate per ABAG and Woods & Poole projections.

Source: Economic & Planning Systems.

The projections provided above deviate slightly from those utilized in the July Report based on updated and refined analysis. Specifically, the following refinements were made to these projections:

- 1. Exclusion of Prison Population:** For consistency with the County's PFF projections, EPS excluded State prison inmates, estimated at 4,054 as of January 2013, from Vacaville population estimates both in 2013 and 2033 used in the July Report.

- 2. Use of Updated DOF Population Estimates:** The 2013 baseline population numbers used in this report are based on actual DOF population estimates for each County jurisdiction in 2013 (DOF publishes the city and county population numbers mid-year, and the 2013 numbers were not available when the population analysis for the July Report was prepared). The 2013 baseline population numbers in the July Report were estimated using Census 2010 County population and DOF 2012 County population estimate.³ This update to incorporate 2013 DOF estimates increased the 2013 population estimate by 1,184.
- 3. Employment Estimates:** The RTIF Report updated the transportation model to incorporate the growth implied by the most recent EDD employment estimates for 2012 (the July Report utilized slighter older estimates). Specifically, the 2013 Countywide employment estimate of 135,157 used in this RTIF Report includes 712 less jobs than used in the July Report (Table 4), a change of less than 1 percent.

As described further below and noted at the outset of the RTIF Report, these changes (combined with updates to the facility cost estimates described in **Chapter 3**) have a slight ripple effect on the RTIF calculations and corresponding tables provided herein. The overall impact on the maximum RTIF is less than 5 percent.

Use of Projections in Nexus Analysis

The regional household and employment projections provided above form the basis for developing growth forecasts by land use category that are used to estimate travel demand. Specifically, the 2013 through 2033 household and employment projections are used to estimate future residential, retail, and commercial/industrial development. For employment projections, approximately 350 square feet per retail employee and 375 square feet for all other employment categories are assumed to estimate the commercial/industrial development. **Table 4** summarizes these estimates.

³In the July Report, EPS applied the county-wide average annual growth rate from 2010 to 2012 to 2010 census baseline population to derive 2013 county population estimates. The 2013 county population estimated was then distributed to individual cities based on each city's relative share of countywide population.

Table 4 Land Use Growth Forecasts

Land Use Category	Existing (Year 2013)	Total Growth (2013 - 2033)
Residential¹		
Single Family	100,391	14,000
Multi-Family	<u>36,701</u>	<u>8,709</u>
Subtotal	137,092	22,709
Employment		
Retail	29,178	6,136
Other	<u>106,179</u>	<u>21,832</u>
Subtotal	135,357	27,968
Square Feet		
Retail ²	10,212,244	2,147,456
Other ³	<u>39,817,185</u>	<u>8,187,071</u>
Subtotal	50,029,429	10,334,527

[1] Based on population projections in Table 3 and allocation between single-family and multi-family developed as part of the STA Travel Demand Model.

[2] Calculations assume 350 square feet per employee.

[3] Calculations assume 375 square feet per employee.

Dwelling Unit Equivalent Calculations

This analysis relies on Dwelling Unit Equivalent (DUE) factors to compare and evaluate future development across land use categories. Specifically, DUE factors compare residential, retail, and commercial/industrial land uses to one another based on their vehicle trip generation rates in order to develop a common metric for analysis. The factors used to convert residential, commercial/industrial, and retail growth into DUEs are shown in **Table 5**, and are based on standard assumptions regarding trip generation and trip diversion.⁴

⁴ Assumptions based on data from the Institute of Transportation Engineers (ITE) Trip Generation Model (9th Edition) and the San Diego Council of Governments (SANDAG) Brief Guide to Vehicular Traffic Generation Rates, July 1998.

Table 5 Dwelling Unit Equivalent Assumptions

Fee Category	Unit Type	Peak Hour	% New	DUE
		Trip Rate ¹ a	Trips ² b	Calculation c = a * b
Residential				
Single Family Residential (SFR)	/ Unit	1.00	100%	1.00
Multi Family Residential (MFR)	/ Unit	0.62	100%	0.62
2nd SFR Unit/Accessory Unit	/ Unit	0.54	100%	0.54
MFR Senior/Retirement Housing	/ Unit	0.39	100%	0.39
Non-residential				
Retail/Commercial	/ 1,000 Sq.Ft.	3.71	50%	1.86
Service Commercial	/ 1,000 Sq.Ft.	9.02	51%	4.60
Assembly Uses	/ 1,000 Sq.Ft.	0.55	64%	0.35
General/Medical Office	/ 1,000 Sq.Ft.	1.49	77%	1.15
Hotels/Motels	/ Room	0.61	58%	0.35
Industrial	/ 1,000 Sq.Ft.	0.88	85%	0.75
Warehouse/Distribution	/ 1,000 Sq.Ft.	0.16	85%	0.14
Institutional				
Health Care Facility	/ 1,000 Sq.Ft.	1.16	73%	0.85
Congregate Care Facility	/ Unit	0.20	100%	0.20
Private School	/ 1,000 Sq.Ft.	6.53	57%	3.72
Day Care Facility	/ 1,000 Sq.Ft.	Exempt		
Agricultural Uses				
Riding Arena ³	/ Acre	1.50	64%	0.96
Barn	/ 1,000 Sq.Ft.	0.16	80%	0.13

[1] Reflects average number of trips at peak hour of day for the unit type indicated based on data from the Institute of Transportation Engineers (ITE).

[2] Discount to peak trip rate to account for pass-through or loaded trips.

[3] If a barn is included in the development then that portion of the project is charged separately based on the rate shown for "Barn".

Source: Fehr & Peers.

The DUE factors described above are then used to calculate total DUE growth by land use and jurisdiction. Specifically, the land use growth forecasts presented in **Table 4** are multiplied by the DUE factors in **Table 5** to derive total DUE growth (employment estimates are converted to building square feet based on employment density assumptions). The results of these calculations are presented in **Table 6**. It should be noted that the STA travel demand model land use projections do not include the same level of detail as the Fee and DUE categories shown in **Table 5** (e.g., the STA travel demand model does not specify the number of hotel rooms, riding arenas or barns that will be developed in the County through 2033). Consequently, the

conversion from land use growth (e.g., residential units and commercial square feet) to DUE growth aggregates certain land use categories. Overall these calculations result in a 17 percent increase in DUEs countywide between 2013 through 2033.

Table 6 Growth Converted into DUEs (2013 – 2033)

Category / Jurisdiction	Single Family	Multi-Family	Retail Employment	Other Employment	Total DUEs
Land Use Growth	<u>Units</u>	<u>Units</u>	<u>Jobs</u>	<u>Sq. Ft.¹</u>	<u>Jobs</u> <u>Sq. Ft.²</u>
Benicia	249	249	0	0	2,093 785,020
Dixon	2,124	189	118	41,344	147 55,077
Fairfield	1,530	3,174	1,824	638,322	7,314 2,742,834
Rio Vista	2,519	1,283	368	128,645	1,258 471,916
Suisun City	3,820	681	1,627	569,459	3,341 1,252,866
Vacaville	2,520	2,643	2,094	732,881	6,147 2,305,146
Vallejo	1,112	487	105	36,753	935 350,622
Unincorporated	125	3	0.1	52	596 223,590
Total	14,000	8,709	6,136	2,147,456	21,832 8,187,071
DUE Conversion Factor (see Table 5)	1.00 Per Unit	0.62 Per Unit	1.86 Per KSF	0.60 Per KSF	
DUE Growth³					
Benicia	249	155	0	468	871
Dixon	2,124	117	77	33	2,351
Fairfield	1,530	1,968	1,184	1,633	6,316
Rio Vista	2,519	795	239	281	3,835
Suisun City	3,820	422	1,056	746	6,045
Vacaville	2,520	1,639	1,359	1,373	6,891
Vallejo	1,112	302	68	209	1,691
Unincorporated	125	2	0	133	260
Total	14,000	5,400	3,984	4,876	28,259
Existing DUEs	100,391	22,755	18,944	23,713	165,802
% Growth	14%	24%	21%	21%	17%

[1] Square feet estimates assume an average of 350 square feet per employee.
 [2] Square feet estimates assume an average of 375 square feet per employee.
 [3] For residential uses, DUE calculation involves multiplying no. of units in the top part of the table by the DUE conversion factor per unit. For employment uses, DUE calculation involves dividing the sq. ft. by 1,000 and multiplying the result by the DUE factor per KSF (KSF = 1,000 sq. ft.)

Source: Fehr & Peers.

3. RTIF CAPITAL PROJECTS AND COSTS

This chapter documents the transportation improvements included in the initial RTIF capital project list and their corresponding costs. The RTIF capital project list includes all the projects that are assumed to be funded, in full or in part, by RTIF revenue and thus form the basis for the fee calculation. To meet the requirements of AB 1600, the transportation facilities included in the RTIF project list are needed in whole or in part to accommodate the impacts of growth in the County.

RTIF Priority Projects and Costs

As part of the RTIF study process, the STA convened numerous study sessions and public meetings with staff from the County's eight jurisdictions and other stakeholders to identify the priority projects that would be included in the regional fee program that will be impacted by regional growth throughout the County.⁵ In addition, all of the projects proposed and ultimately included in the RTIF Priority Project list have been reviewed to ensure consistency with the requirements of AB 1600. Based on this input and analysis, a final "RTIF Priority Project" list has been approved by the STA Board on May 8, 2013.

A description of the RTIF Priority Project list used to develop the fee calculated in this RTIF Report is provided in **Table 7**. As shown, there are 11 separate proposed RTIF projects with an estimated total updated capital cost of about \$431 million. The cost estimates and updates are further documented in **Appendix A** and are based on the best information available at the time of this Report.

To the extent that this project list and/or the corresponding cost estimates are updated, the maximum fee amount will change accordingly. In this regard it should be noted that project costs have been updated since the STA Board approved the July Report to reflect updated research for the County PFF. These changes increased the total costs of RTIF facilities by about \$3.2 million, or 0.8 percent. In addition, the list of eligible Express Bus Transit Centers and Train Stations projects was updated as follows:

1. The Fairfield /Vacaville Train Station, next phase project has been added to the list. This project, although approved by STA Board on May 8, 2013, was inadvertently excluded from the list of eligible projects for Express Bus Transit Centers and Train Stations expenditures on Table 7 of the July Report.
2. The Vallejo Station or Curtola Park & Ride, next phase project has been separated into two discrete projects. These two projects were combined into one project in the July Report.

⁵ The project list was developed based on input from two Technical Working Groups (TWGs) consisting of staff from the County and its seven (7) municipalities. In addition, it incorporates policy guidance received by a Stakeholder Committee (SC) consisting of representatives from various community interest groups, and a Policy Committee (PC) composed of the members of the STA Board, the STA Executive Directors, and the Chief Executive Officers of the STA's member agencies.

Table 7 RTIF Priority Project Cost Estimates

RTIF Project	Project Description	Project Cost Estimates ¹
#1 - Jepson Parkway	Construct remaining segments of Jepson Parkway, including Canon Road embankment	\$216,682,771
#2 - Peabody Road	New Canon Rd. to Fairfield City Limits, widen from 2 to 4 lanes	\$5,000,000
#3 - SR 12/Pennsylvania Avenue	Construct new interchange	\$50,000,000
#4 - SR 12/Church Road	Improve intersection	\$8,891,989
#5 - SR 37/Redwood Pkwy/ Fairgrounds Dr.	Widen roads and improve interchanges	\$66,410,000
#6 - Benicia Industrial Park Access	Add traffic signals and better accommodate trucks at I-680/Lake Herman Rd, and I-680/Park/Industrial	\$20,177,474
#7 - Columbus Parkway	Add traffic signal at Columbus/ Rose and improve westbound approach	\$1,023,221
#8 - North Connector	Construct North Connector from Business Center Drive to SR 12	\$39,456,498
#9 - SR 113 Improvements	TSM, TDM and ITS (e.g. incentives for carpooling, transit services, Park and Ride facilities, advance swerve warning signs, speed feedback signs and fog detection or closed circuit TV)	\$4,475,494
#10 County Rd. Projects	Unincorporated County roadway improvements that address new growth impacts (see RTIF Eligible County Road Projects)	\$12,435,181 ²
#11 Express Bus Transit Centers and Train Stations	County-wide Express Bus Transit Centers and Train Stations that address new growth impacts (see Table 9)	\$12,435,181 ²
Total RTIF Priority Projects Cost		\$430,987,810

[1] See Appendix A for detailed assumptions and documentation.

[2] Calculated based on 5% percent of total DUE revenue assuming a fee of \$1,500 / DUE. See Table A-7 in Appendix A for further detail.

The fee calculations embody facility cost assumptions that have been developed based on published studies where available, City, County and STA staff estimates, as well as additional cost analysis provided by Mark Thomas & Company, Inc., a civil engineer retained as part of the Study. Costs from studies published before 2013 were translated into year 2013 dollars using the Engineering News Record (ENR) construction cost index for the San Francisco Bay Area. The cost estimates are intended for planning purposes only, and will be refined over time as individual capital improvement projects are further developed and designed.

County Road and Transit Projects

In addition to discrete transportation projects, this RTIF Report includes two additional packages of improvements to address the impact of growth on the regional transportation system. One package includes major regional transit facilities, which could be either train stations or intermodal transfer centers that serve regional and express bus lines. The other package includes improvements to rural roads in unincorporated County areas that are affected by growth in the incorporated cities. It is proposed that 5 percent of the RTIF revenue be directed to each of these project packages. The total cost for these packages is based on the maximum allowable nexus, as described further in the subsequent chapter and also documented in **Appendix A**.

The STA in consultation with Solano County, the County Transit Operators and other stakeholders has developed an eligibility list of County road and Transit projects that will be eligible for the 5 percent RTIF revenue allocation. The list of eligible transit projects and preliminary cost estimates are summarized in **Table 8** and **Table 9** based on information assembled by the STA. It is important to note that the maximum RTIF fee is not derived based on this project list or corresponding costs. Rather it is calculated based on 5 percent of total RTIF revenue. This list of eligible facilities and cost estimates is provided in this RTIF Report for information purposes only.

Table 8 RTIF Eligible County Road Projects

Road Name	Begin Location	End Location	Cost to Upgrade ¹
ABERNATHY ROAD	Suisun Parkway	Mankas Corner Road	\$5,380,000
AZEVEDO ROAD	SR 12	Canright Road	\$1,380,000
CANRIGHT ROAD	McCormack Road	0.5 mi e/Azevedo Road	\$430,000
CHERRY GLEN ROAD	I-80 at Lyon Road	Vacaville c/l (at I-80)	\$5,740,000
CORDELIA ROAD	I-680	Suisun City c/l	\$7,700,000
FOOTHILL ROAD	Vacaville c/l	Pleasants Valley Road	\$450,000
LAKE HERMAN ROAD	Vallejo c/l	Benicia c/l	\$1,210,000
LOPES ROAD	Fairfield c/l	Lake Herman Road	\$19,090,000
LYON ROAD	Fairfield c/l	Cherry Glen Road	\$6,930,000
MANKAS CORNER ROAD	Abernathy Road	Fairfield c/l	\$2,920,000
McCLOSKEY ROAD	SR 12	McCormack Road	\$430,000
McCORMACK ROAD	SR 113	Rio Vista c/l	\$5,330,000
MIDWAY ROAD	I-80 at Vacaville c/l	SR 113	\$9,490,000
PEDRICK ROAD	Midway Road	Yolo County Line	\$14,830,000
PITT SCHOOL ROAD	Midway Road	Dixon c/l	\$580,000
PLEASANTS VALLEY ROAD	Cherry Glen Road	Vaca Valley Road	\$1,280,000
PORTER ROAD	Midway Road	Dixon c/l	\$665,000
ROCKVILLE ROAD	I-80	Suisun Valley Road	\$11,430,000
SUISUN VALLEY ROAD	Fairfield c/l	Rockville Road	\$3,330,000
VACA VALLEY ROAD	Pleasants Valley Road	Vacaville c/l	\$455,000
TOTAL			\$99,050,000

[1] Based on data provided by Solano County Public Works.

Table 9 Eligible RTIF Transit Projects

Project Name	Cost Estimate ¹
Benicia Industrial Park Multi-modal Transit Center	\$1,800,000
Dixon Multimodal Transportation Center	\$27,800,000
Fairfield Transportation Center, next phase	\$25,000,000
Fairfield/Vacaville Train Station, next phase ²	\$8,609,720
360 Project Area Transit Center	\$295,640
Vallejo Station, next phase	\$10,000,000
Curtola Park & Ride, next phase	\$10,000,000
Vacaville Transportation Center, next phase	\$10,500,000
Suisun City Train Station improvements	<u>\$650,000</u>
Total	\$94,655,360

[1] Cost estimates provided by STA based on a variety of sources. Costs are for information purposes only and not used in the calculation of the maximum RTIF.

[2] Reflects net cost (i.e., total project costs of \$68,975,600 less identified revenues of \$60,365,880).

Changes to RTIF Priority Projects

While the initial RTIF Priority Project List was adopted as part of the July Report and now included in this RTIF Report, it is recognized that the list of transportation projects may need to be amended over time as circumstances change. In other words, the STA and participating jurisdictions will need to update the RTIF priority project list on a periodic basis as development occurs. Typically this would occur on a 5-year basis concurrent with AB 1600 statutory requirements for updating development impact fee programs.

4. RTIF NEXUS ANALYSIS AND FEE CALCULATION

This chapter describes the modeling techniques used to establish the basis for calculating the fee for the RTIF program. The fee per DUE is based on the cost of RTIF Priority Projects that can be attributable to new growth within Solano County divided by projected number of DUEs in the County.

Existing Traffic Conditions

By definition, a fee program charges fees to new development in order to fund transportation improvements necessary to serve the demand and impacts generated by that new development. The following procedure was used to determine if any of the transportation projects identified for inclusion in the RTIF are at locations that experience current traffic problems.

Available traffic analysis studies and reports were consulted, and the analysis of current traffic operations reported in those studies was reviewed to determine if any of the proposed RTIF projects are located on road facilities that currently operate at a level worse than LOS D during the peak hour; if that is the case, then that RTIF project would be at a location that is currently an "existing deficiency", and the cost of the capital improvement at that location would need to be divided between existing development and new development in proportion to their relative contribution to the deficiency.

For any location where there is an existing deficiency, the cost share attributable to new development, and therefore included in the RTIF, is calculated as follows:

1. Quantify the existing deficiency by determining the current traffic volumes that exceed the available capacity. For example, if a facility with a theoretical capacity of 2,000 vehicles is currently carrying 2,100 vehicles, the existing deficiency would be calculated as $2,100 - 2,000 = 100$.
2. Determine the future traffic growth by subtracting the current traffic volumes from the forecasted future traffic volumes. For example, if the future demand on that facility is projected to be 2,500 vehicles, the future traffic growth would be calculated as $2,500 - 2,100 = 400$.
3. Define the overall benefit of the project as the correction of the existing deficiency (from number 1 above) plus the accommodation of future growth (from number 2). In our example, the overall benefit of improving the road would be to correct the existing deficiency of 100 vehicles and to accommodate the future growth of 400 vehicles, for a total benefit of 500.
4. Calculate new development's share of the benefit as the result of number 2 divided by number 3. In this case, the share of the benefit to new development would be 80 percent, or 400 divided by 500. Therefore, 80 percent of the project cost would be included in the fee program. The remaining 20 percent of the project cost would need to be funded through other sources.

Existing Deficiency Evaluation

The results of the review of existing traffic information are shown in **Table 10**. As shown in that table, there was one location along the proposed Jepson Parkway project (at the intersection of Peabody Road and Cement Hill Road) where the traffic analysis results from a recent traffic study indicated peak hour operations at worse than LOS D conditions. This location was thus identified as an existing deficiency. The other RTIF projects did not have existing deficiencies.

The Jepson Parkway project involves a long corridor that extends between Fairfield and Vacaville. An existing deficiency was identified at a single location along that corridor. While that single location does not reflect conditions along the entire corridor, for the purposes of presenting a very conservative fee calculation it was decided to apply an existing deficiency discount to the total cost of the Jepson Parkway project. As part of the recently-adopted City of Fairfield traffic impact fee program update, an existing deficiency discount was calculated, per the approach outlined above, for the intersection of Peabody Road and Cement Hill Road; the resulting discount was calculated at 1 percent. Therefore, it is recommended that the cost of the Jepson Parkway project that is included in the RTIF be reduced by 1 percent.

Transportation Modeling

The adopted regional Solano-Napa Travel Model, which is the modeling tool approved for use in regional transportation planning efforts in Solano County, was used to establish the nexus between new development in Solano County and the capital improvement projects proposed for inclusion in the RTIF program. Information related to the proposed RTIF program was incorporated into the STA regional travel model, and a series of analyses were conducted to determine the proportion of usage on each RTIF facility that comes from new development in the Solano County region.

Background Assumptions

For the purposes of conducting the year 2033 RTIF analysis, it was necessary to determine what other, non-RTIF capital improvements are anticipated to be constructed by 2033. Based on direction from STA staff, the following improvements were assumed to be in place regardless of the status of the RTIF program:

- HOV/HOT lanes on I-80 and I-680 throughout the County
- Completion of Phase 1 of the I-80/I-680/SR 12 interchange improvements
- Widening of SR 12 West (Jameson Canyon) to 4 lanes from Red Top Road to SR 29

This is not intended to be an exhaustive list of all projects that would be constructed by 2033, but is intended to capture the most significant, large regional projects that are planned to be completed during that period. Undoubtedly there would be a number of local projects that could be completed during this timeframe, but for the purposes of the RTIF it is most important to capture the major regional projects and the effects those might have on regional traffic patterns.

Table 10 Information on Existing Traffic Conditions at RTIF Project Locations

RTIF Project	Source of Traffic Analysis Information	Traffic Analysis Result	Existing Deficiency?	Deficiency Percentage*
#1 - Jepson Parkway	Fairfield Train Station Specific Plan Recirculated Draft EIR, City of Fairfield, February 2011, Table 4.14-4.	Peak hour LOS E at intersection of Peabody Rd/ Cement Hill Rd; all other intersections in vicinity of Jepson Parkway at peak hour LOS D or better	Yes	1%
#2 - Peabody Road	Fairfield Train Station Specific Plan Recirculated Draft EIR, City of Fairfield, February 2011, Table 4.14-4.	Peak hour LOS D or better at all study intersections in vicinity of proposed project	No	N/A
#3 - SR 12/Pennsylvania Avenue	SR 12 Comprehensive Evaluation and Corridor Management Plan, STA, November 2012, page 4-15.	Peak hour LOS D or better	No	N/A
#4 - SR 12/Church Road	SR 12 Comprehensive Evaluation and Corridor Management Plan, STA, November 2012, page 4-15.	Peak hour LOS D or better	No	N/A
#5 - SR 37/Redwood Pkwy/ Fairgrounds Dr.	Redwood Parkway - Fairgrounds Drive Improvements Traffic Operations Analysis Report, STA, 2011, Table 16. Valero Improvement Project Addendum to VIP EIR, City of Benicia, June 2008, page 3- 43.	Peak hour LOS D or better at all study intersections in vicinity of proposed project	No	N/A
#6 - Benicia Industrial Park Access	Bordoni Ranch Project EIR, City of Vallejo, July 2004, Table IV.C-8.	Peak hour LOS D or better at all study intersections in vicinity of proposed project	No	N/A
#7 - Columbus Parkway	North Connector Project Draft EIR, STA, January 2008, Table 4.2-2 SR 113 Major Investment Study Final Report, STA, May 2009, Table 2.4	Peak hour LOS D or better at all study intersections in vicinity of proposed project** Peak hour LOS D or better at all roadway segments studied	No	N/A
#8 - North Connector			No	N/A
#9 - SR 113 Improvements			No	N/A

* Deficiency Percentage is calculated as the amount of traffic volume that is currently over-capacity at that intersection, as a proportion of the total future growth in traffic volume projected. The project cost to be included in the STA RTIF program should be reduced by this deficiency percentage. For the intersection of Peabody Rd/Cement Hill Rd, the deficiency percentage was calculated as part of the City of Fairfield Traffic Impact Fee Program update, adopted by the Fairfield City Council in May 2013.

** The North Connector Project Draft EIR referenced above did find LOS F conditions at one intersection, at SR 12/Red Top Road. Since the study was completed, that intersection has been modified as part of the ongoing SR 12 Jameson Canyon widening project. Therefore, the LOS results reported at that intersection from the North Connector Project Draft EIR are no longer reflective of current operations, and that intersection is not identified as an existing deficiency.

Modeling Procedure

Using the STA regional travel model, the trip tables were separated into "baseline" and "growth" trip tables. The baseline trip table came from the 2013 model, and was subtracted from the 2033 trip table to produce a "growth" table that would represent the trips generated by new development. This is an important step since the fee will be charged only to new development, and is based on an evaluation of that new development's effects on the RTIF projects. The baseline and growth trip tables were then assigned simultaneously to a year 2033 network that reflected the assumed projects described above as well as the proposed RTIF projects. This method allows for the production of a year 2033 traffic assignment, while still allowing each trip to be characterized as either part of the baseline or part of the growth increment.

Since the RTIF is a regional fee program, it is also important to identify the proportion of traffic on each facility that is regional in nature. For the purposes of this analysis, trips have been divided into regional and non-regional types. Regional trips are those trips that cross at least one jurisdictional boundary (e.g., trips that travel between two different jurisdictions in the County, or that have one end inside the County and one end outside the County). Non-regional trips would be all other types of trips, including those that pass through the County without stopping, or those trips that remain entirely within a single jurisdiction.⁶ One way of determining the "regional significance" of a project, then, would be to look at the percentage of regional trips that are anticipated to use that facility. This RTIF fee is based on growth in regional trips only.

Results

The results are shown in **Table 11**. The table lists each of the RTIF projects and shows the percentage of the new traffic on the facility (i.e., the traffic resulting from new growth in Solano County) that falls within the category of regional trips, as described above. The percentage of new regional traffic on each facility will be used as the percentage of that facility's improvement cost that will be considered eligible for inclusion in the RTIF program.

⁶ Note that local jurisdictions may be using different definitions of "regional" and "non-regional" trips in their local fee programs than the definitions used for the purposes of this RTIF analysis.

Table 11 Regional Trip Percentages for Priority RTIF Projects

RTIF Project	Existing Deficiency (see Table 10)	% of New Regional Vehicle Trips ¹	RTIF Cost Allocation
	a	b	= (1-a) * b
#1 - Jepson Parkway	1.000%	58.3%	57.717%
#2 - Peabody Road	0.000%	77.9%	77.900%
#3 - SR 12/Pennsylvania Avenue	0.000%	71.4%	71.400%
#4 - SR 12/Church Road	0.000%	34.7%	34.700%
#5 - SR 37/Redwood Pkwy/ Fairgrounds Dr.	0.000%	32.9%	32.900%
#6 - Benicia Industrial Park Access	0.000%	77.8%	77.800%
#7 - Columbus Parkway	0.000%	84.5%	84.500%
#8 - North Connector	0.000%	64.3%	64.300%
#9 - SR 113 Improvements	0.000%	39.2%	39.200%
#10 County Rd. Projects ²	82.956%	100.0%	17.044%
#11 Regional Transit Projects ²	82.956%	100.0%	17.044%

[1] Regional trips are defined in this Report as those that include more than one jurisdiction and originate or terminate somewhere in Solano County.

[2] Cost allocation assumed to equal approx. 17% of total project costs, or the projected increase in County DUEs from 2013 - 2033. See Table A-7 in Appendix A for further detail.

It should be noted that the intent of this analysis was solely for the purposes of the RTIF process. The primary result is the percentage of new trips projected to use each facility that are regional (i.e., that involve travel between Solano County jurisdictions, or between a jurisdiction inside the County and another outside the County). It is not intended for these results to be used to determine the appropriate size or configuration for any particular facility, or to directly support any project-specific planning activities.

As described earlier, the RTIF program also includes a set of regional transit and County road projects. Neither of these packages lends itself to being directly modeled using the regional Solano-Napa Travel Model described in this chapter. However, it is reasonable to include facilities such as these in a regional fee program, since by their nature they serve regional travel between jurisdictions in Solano County or between Solano County and neighboring counties.

These regional transit and County road projects are expected to benefit all County residents and workers, both those that are already in the County and those that will come to the County as a result of new development. Because it is not possible to directly model these projects using the regional Solano-Napa Travel Model, thus making it difficult to calculate the usage of these specific facilities by travelers generated by new development, it is instead proposed that the proportion of the projects' costs considered eligible for RTIF funding be calculated as the proportion of the total future population and employment in the County that is contributed by new development. That percentage is 17 percent; that is, 17 percent of the total future

population and employment in Solano County is anticipated to occur as a result of new growth during the planning horizon covered by this study.

Calculation of Maximum Fee

As described in **Chapter 2**, this analysis relies on DUE factors to compare and evaluate future development across land use categories. The maximum fee calculation is based on the net RTIF capital project costs attributable to new growth throughout the County divided by the projected number of new housing units, retail and commercial square feet developed in the Solano County from 2013 through 2033. Specifically, the capital project costs (see **Table 7**) is divided by the total DUE growth by land use, calculated in **Table 6**, to obtain total cost per DUE. This calculation is summarized in **Table 12**.

Table 12 RTIF Project Cost Per DUE

RTIF Project	Total RTIF Project Cost a (see Table 7)	RTIF Cost Allocation b (see Table 11)	RTIF Costs c = a * b	Maximum Fee / DUE = c / Total DUE growth, or 28,259
#1 - Jepson Parkway	\$210,682,771	57.717%	\$121,599,775	
#2 - Peabody Road	\$5,000,000	77.900%	\$3,895,000	
#3 - SR 12/Pennsylvania Avenue	\$50,000,000	71.400%	\$35,700,000	
#4 - SR 12/Church Road	\$8,891,989	34.700%	\$3,085,520	
#5 - SR 37/Redwood Pkwy/ Fairgrounds Dr.	\$66,410,000	32.900%	\$21,848,890	
#6 - Benicia Industrial Park Access	\$20,177,474	77.800%	\$15,698,075	
#7 - Columbus Parkway	\$1,023,221	84.500%	\$864,622	
#8 - North Connector	\$39,456,498	64.300%	\$25,370,528	
#9 - SR 113 Improvements	\$4,475,494	39.200%	\$1,754,394	
#10 County Rd. Projects ¹	\$12,435,181	17.044%	\$2,119,437	
#11 Regional Transit Project ¹	\$12,435,181	17.044%	\$2,119,437	
Total / Weighted Avg.	\$430,987,810	54.307%	\$234,055,678	\$8,282

[1] Calculated based on 5% percent of total DUE revenue assuming a fee of \$1,500 / DUE. Cost allocation assumed to equal 17% of total project costs, or the percent increase in County DUEs from 2013 - 2033. See Table A-7 in Appendix A.

A summary of the maximum RTIF per DUE by land use is provided in **Table 13**. The actual fees by land use category are derived based on the DUE factors shown in **Table 5** (total fee per DUE multiplied by the DUE factor by land use category). As noted, the RTIF provides a single fee representing the entire County. To the extent that the costs are reduced because of outside funding sources, changed facility requirements, or reduced DUE growth, the fee would be reduced by a proportionate amount.

Table 13 Maximum Allowable Fee by Land Use Category

Fee Category	Unit Type	Peak Hour	% New	DUE	Max. Fee
		Trip Rate ¹	Trips ²	Calculation	Per Unit
		a	b	c = a * b	= c * \$8,282 (see Table 12)
Residential					
Single Family Residential (SFR)	/ Unit	1.00	100%	1.00	\$8,282
Multi Family Residential (MFR)	/ Unit	0.62	100%	0.62	\$5,135
2nd SFR Unit/Accessory Unit	/ Unit	0.54	100%	0.54	\$4,446
MFR Senior/Retirement Housing	/ Unit	0.39	100%	0.39	\$3,230
Non-residential					
Retail/Commercial	/ 1,000 Sq.Ft.	3.71	50%	1.86	\$15,364
Service Commercial	/ 1,000 Sq.Ft.	9.02	51%	4.60	\$38,101
Assembly Uses	/ 1,000 Sq.Ft.	0.55	64%	0.35	\$2,915
General/Medical Office	/ 1,000 Sq.Ft.	1.49	77%	1.15	\$9,502
Hotels/Motels	/ Room	0.61	58%	0.35	\$2,906
Industrial	/ 1,000 Sq.Ft.	0.88	85%	0.75	\$6,195
Warehouse/Distribution	/ 1,000 Sq.Ft.	0.16	85%	0.14	\$1,126
Institutional					
Health Care Facility	/ 1,000 Sq.Ft.	1.16	73%	0.85	\$7,014
Congregate Care Facility	/ Unit	0.20	100%	0.20	\$1,656
Private School	/ 1,000 Sq.Ft.	6.53	57%	3.72	\$30,828
Day Care Facility	/ 1,000 Sq.Ft.	Exempt			
Agricultural Uses					
Riding Arena ³	/ Acre	1.50	64%	0.96	\$7,951
Barn	/ 1,000 Sq.Ft.	0.16	80%	0.13	\$1,060

[1] Reflects average number of trips at peak hour of day for the unit type indicated based on data from the Institute of Transportation Engineers (ITE).

[2] Discount to peak trip rate to account for pass-through or loaded trips.

[3] If a barn is included in the development then that portion of the project is charged separately based on the rate shown for "Barn".

Table 13: Maximum Allowable Fee by Land Use Category

Fee Category	Unit Type	Peak Hour Trip Rate ¹	# How Many Trips ²	DUE Calculation	Max. Fee Per Unit (see Table 12)	
Residential	MFR Senior/Apartment Housing	0.39	100%	0.39	\$3,230	
	2nd SFR Unit/Accessory Unit	0.84	100%	0.84	\$4,448	
	Multi-Family Residential (MFR)	0.92	100%	0.92	\$8,138	
	Single-Family Residential (SFR)	1.00	100%	1.00	\$8,382	
Non-Residential	Warehouse/Distribution	0.18	55%	0.10	\$1,200	
	Industrial	0.88	85%	0.75	\$6,000	
	Hotels/Motels	0.81	60%	0.53	\$4,500	
	General/Medical Office	1.48	75%	1.11	\$9,300	
	Assembly/Uses	0.58	64%	0.37	\$3,000	
	Service-Commercial	0.98	81%	0.80	\$6,600	
	Retail/Commercial	2.71	50%	1.36	\$11,200	
	Institutional	Day Care Facility	1.85	67%	1.24	\$10,200
		Private School	1.85	67%	1.24	\$10,200
		Congregate Care Facility	0.30	100%	0.30	\$2,400
Health Care Facility		1.18	73%	0.86	\$7,000	
Agricultural Uses	Riding Areas	1.80	64%	1.15	\$9,500	
	Farm	0.18	50%	0.13	\$1,080	

APPENDIX A: Documentation of RTIF Facilities Cost Estimates



(1) Reflects average number of trips at peak hour of day for the unit type indicated based on data from the Institute of Transportation Engineers (ITE).
 (2) Discount to peak trip rate to account for pass-through or loaded trips.
 (3) If a farm is included in the development then that portion of the project is charged separately based on the rate shown for "Farm".

APPENDIX A: DOCUMENTATION OF RTIF FACILITIES COST ESTIMATES

This Appendix provides documentation for the construction cost estimates assumed as a basis for calculating the RTIF. While the cost estimates are derived from a variety of sources as documented herein, all estimates have been reviewed by the Solano Transportation Authority for use in the RTIF. It should be noted that that project costs have been updated since the July Report to reflect updated research. These changes increased the total costs of RTIF facilities by about \$3.2 million, or 0.8 percent.

As described in the RTIF Report, the transportation projects selected for inclusion in the RTIF study were the result of many meetings over the last three years with several key advisory groups, including a technical working group, a stakeholder group, and a policy advisory group. These groups include representation from all of the jurisdictions in the County. Starting with a very extensive list of about 90 possible projects, those groups worked to narrow the list and reach consensus on a set of projects that could be agreed upon as representing high-priority regional transportation investment needs.

Cost Estimate Summary

A summary of the RTIF program costs is provided in **Table A-1** and further detail for individual projects is provided below. The facility cost assumptions that have been developed are based on published studies that were available and City, County and STA staff input, as well as additional cost analysis provided by Mark Thomas & Company, Inc., a civil engineering firm retained by the STA as part of the Study. The cost estimates are intended for planning purposes, and is anticipated to be further refined over time as individual capital improvement projects are designed. The estimates will be periodically reviewed and updated as new information becomes available through the planning process and design process with revised estimates incorporated into updated RTIF calculations and nexus analysis, a process that generally occurs every five (5) years.

County Road Projects	\$12,438,181
County-wide Express Bus Transit Centers and Stations that address new growth impacts (see Table 9)	\$12,438,181
Total RTIF Priority Project Cost	\$24,876,362

[1] Cost estimates based on updated sources and assumptions. Data assumptions presented below for each facility.

Cost Escalators
 Because a number of project cost estimates were prepared between 2008 and 2010, this analysis relies on published cost escalator that measure the average change in construction costs between 2013 and the specific year cost estimates were initially prepared. The Construction Cost Index for San Francisco published by Engineering News-Record (ENR) is used to calculate escalation factors, as summarized in Table A-2.

Table A-1 Summary of RTIF Estimated Project Costs

RTIF Project	Project Description	Project Cost Estimates ¹
#1 - Jepson Parkway	Construct remaining segments of Jepson Parkway, including Canon Road embankment	\$210,682,771
#2 - Peabody Road	New Canon Rd. to Fairfield City Limits, widen from 2 to 4 lanes	\$5,000,000
#3 - SR 12/Pennsylvania Avenue	Construct new interchange	\$50,000,000
#4 - SR 12/Church Road	Improve intersection	\$8,891,989
#5 - SR 37/Redwood Pkwy/ Fairgrounds Dr.	Widen roads and improve interchanges	\$66,410,000
#6 - Benicia Industrial Park Access	Add traffic signals and better accommodate trucks at I-680/Lake Herman Rd, and I-680/Park/Industrial	\$20,177,474
#7 - Columbus Parkway	Add traffic signal at Columbus/ Rose and improve westbound approach	\$1,023,221
#8 - North Connector	Construct North Connector from Business Center Drive to SR 12	\$39,456,498
#9 - SR 113 Improvements	TSM, TDM and ITS (e.g. incentives for carpooling, transit services, Park and Ride facilities, advance swerve warning signs, speed feedback signs and fog detection or closed circuit TV)	\$4,475,494
#10 County Rd. Projects	Unincorporated County roadway improvements that address new growth impacts (see RTIF Eligible County Road Projects)	\$12,435,181
#11 Express Bus Transit Centers and Train Stations	County-wide Express Bus Transit Centers and Train Stations that address new growth impacts (see Table 9)	\$12,435,181
Total RTIF Priority Projects Cost		\$430,987,810

[1] Cost revisions based on updated sources and assumptions. Detail assumptions presented below for each facility.

Cost Escalators

Because a number of project cost estimates were prepared between 2008 and 2010, this analysis relies on published cost escalators that measure the average change in construction costs between 2013 and the specific year cost estimates were initially prepared. The Construction Cost Index for San Francisco published by Engineering News Record (ENR) is used to calculate escalation factors, as summarized in **Table A-2**.

This analysis has not applied a cost escalator for land right-of-way (ROW) acquisition costs. According to MSA-level Land Price Indexes published by the Lincoln Institute of Public Policy,¹ land prices in the Sacramento metropolitan area² declined markedly during the recent recession but have been trending up in the last two years and are now close to 2009/10 levels when most project cost estimates were prepared.

Table A-2 Cost Indices and Construction Cost Escalators

Cost Year	San Francisco Construction Cost Index (March)	2013 Construction Cost Escalators Relative to Cost Year
2008	9,150.17	13.31%
2009	9,757.67	6.26%
2010	9,728.17	6.58%
2011	10,151.04	2.14%
2012	10,369.54	-0.01%
2013	10,368.09	-

Source: Engineering News Record

Assumptions for Individual Facilities

Further detail on the cost estimation assumptions for each of the RTIF transportation facilities is provided below.

1. Jepson Parkway

The Jepson Parkway Project proposes to upgrade existing roadways to create a continuous north-south arterial in central Solano County connecting Vacaville and Fairfield. The project would provide a four-lane divided arterial for the entire length of the corridor and includes improvements to Walter Road, Cement Hill Road, Vanden Road, and Leisure Town Road. Original cost estimates for the Project are provided in the Jepson Parkway Project Technical Report released by the STA in February 19, 2009. This detailed cost estimate included roadway items, structure items, right-of-way, utilities, and support costs on a segment by segment basis for a total Project cost of \$186.7 million (see **Exhibit A**). According to the STA, these cost estimates represent uncompleted portions of the Jepson Parkway only. This revised cost was adjusted for cost inflation and is now estimated at \$197.7 million (in 2013 dollars) as shown in **Table A-3**.

¹ Davis, Morris A. and Michael G. Palumbo, 2007, "The Price of Residential Land in Large US Cities," Journal of Urban Economics, vol. 63 (1), p. 352-384; data located at Land and Property Values in the U.S., Lincoln Institute of Land Policy <http://www.lincolninst.edu/resources/>.

² EPS believes that changes in land prices in Solano County are more likely to be consistent with the Sacramento metropolitan area rather than the San Francisco metro area. Therefore, while construction cost escalation is based on a San Francisco index, land costs escalation is based on a Sacramento metropolitan area index.

In addition, STA provided additional costs prepared by HDR to be added to Jepson Parkway Project for the construction of an embankment at Canon Road, for a grand total project cost of \$210.7 million (2013 dollars).

Table A-3 Jepson Parkway Revised Project Cost Estimate (2013 dollars)

Cost Item	Engineer's Cost Estimate (2009\$)	Cost Escalator	Revised Cost Estimate (2013\$)
Right-Of-Way	\$10,774,000	0.00%	\$10,774,000
Utilities	\$2,927,500	6.26%	\$3,110,638
Construction (Roadway/Structures)	\$141,776,667	6.26%	\$150,645,927
Support (22% of construction costs) ¹	<u>\$31,190,867</u>		<u>\$33,142,104</u>
Subtotal	\$186,669,034		\$197,672,669
Canon Road Embankment²			
Construction Cost (unescalated cost in 2013 dollars)		-	\$11,616,162
Construction Mgmt. (12% of construction cost)		-	<u>\$1,393,939</u>
Subtotal			\$13,010,102
Total Jepson Parkway Costs			\$210,682,771

[1] 12% engineering and 10% construction administration.

[2] According to STA, costs for this project are not part of the initial 2009 cost estimates for the Jepson Parkway Project. Cost estimates prepared by HDR and dated May 16, 2013.

Source: Jepson Parkway Project, Project Technical Report, February 2009; Engineering News Record; STA; and Economic & Planning Systems.

2. Peabody Road

The civil engineering firm Carlson, Barbee & Gibson, Inc. provided an initial estimate for the widening of Peabody Rd. from two (2) to four (4) lanes from New Canon Rd. to the Fairfield City limits, as part of the Northeast Fairfield Train Station Specific Plan. This detailed estimate conducted on May, 2012 generated a project cost of \$4.9 million (see **Exhibit B**). Subsequently, in May 2013 the City of Fairfield updated this cost estimate to \$5 million, as documented in a May 2013 letter to the STA (see attached **Exhibit C**). This updated project cost estimate is used in the RTIF nexus analysis.

3. State Route 12/Pennsylvania Avenue

The cost estimate for the SR 12 / Pennsylvania Ave. intersection is based on information provided by Mark Thomas & Company, Inc., a civil engineering firm retained by STA. The estimate covers the full cost associated with replacing the existing SR 12/Pennsylvania at-grade intersection with a new grade-separated interchange. The \$50 million estimate incorporates a set of relatively generic cost assumptions for a new interchange of this size and scope. The estimates were also informed by the 2008 Contra Costa Transportation Authority (CCTA) Cost Estimating Guide (CEG).

4. State Route 12/Church Road

The State Route 12 (SR-12)/Church Road project in Rio Vista involves the re-alignment of either Church Road or Amerada Road to eliminate the offset between Church Road and Amerada Road intersections on SR 12, addition of acceleration/deceleration lanes along SR-12, and addition of left turn lanes along the four intersection approaches. The Project cost was originally estimated at \$7.5 million (excluding the 5 percent escalation) based on cost estimates in the Project Study Report prepared by Caltrans in December 2009.³ For the RTIF Nexus Study these costs were updated to 2013 dollars as shown in **Table A-4**. Including environmental mitigation, the Project's total cost is estimated at approximately \$8.9 million (in 2013 dollars).

Table A-4 SR 12/Church Road Revised Project Cost Estimate (2013 dollars)

Cost Item	Engineer's Cost Estimate (2009\$)	Cost Escalator	Revised Cost Estimate (2013\$)
Right-of-Way	\$2,063,368	0.00%	\$2,063,368
Construction	\$4,001,038	6.58%	\$4,264,227
5% construction cost escalation	\$1,105,413		n/a
Environmental Mitigation ¹	\$0	-	\$985,000
Support ²	\$1,485,000	-	\$1,579,394
Total	\$8,654,819		\$8,891,989

[1] Based on STA estimate.

[2] Revised support costs calculated at the ratio of original support costs to construction and ROW costs.

Source: Project Study Report, June 2010; Engineering News Record; and Economic & Planning Systems.

5. State Route 37/Redwood Parkway/Fairgrounds Drive

The STA, Solano County, and the City of Vallejo, in cooperation with Caltrans and the Federal Highway Administration (FHWA), propose to construct high occupancy vehicle (HOV) lanes on westbound and eastbound I-80 between the Alfred Zampa (formerly Carquinez) Bridge and State Route 37. The project would add approximately ten (10) lane miles of HOV lanes to the I-80 corridor and consolidate access points within the project limits via ramp closures. The project costs included in the RTIF program reflect Alternative 2C-Redwood Parkway Interchange Modifications, as described in the CALTRANS Project Study Report (PSR), completed in December, 2008.⁴ The costs exclude construction of the HOV lane itself, but include the following elements, as described in the PSR (page 21).

³ The report can be downloaded at:

http://www.sta.ca.gov/docManager/1000002498/100622%20EA%2004-0G050k%20Final%20PSR_signed.pdf

⁴ See:

<http://www.sta.ca.gov/docManager/1000002418/Project%20Study%20Report%20and%20Signatures%20pages%201-33-web.pdf>)

- Construction of a tight diamond at I-80/Redwood Parkway Interchange
- Widening of Fairgrounds Drive from two to four lanes from Redwood Street to Coach Lane, and from four to six lanes from Coach Lane to Route 37.
- Signalized intersections at the Redwood Parkway/I-80 eastbound ramps, Redwood Road/I-80 WB ramps, and Redwood Road/Fairgrounds Drive
- Signalized intersections at Fairgrounds Drive/Solano County Fairgrounds Development Entrance (south), and Fairgrounds Drive/Nalle Vista Avenue
- Signal modifications at Fairgrounds Drive/Route 37 WB ramps, Fairgrounds Drive/Route 37 eastbound ramps, Fairgrounds Drive/Solano County Fairgrounds Development Entrance (north), Sereno Drive/Fairground Drive, and Redwood Road/Admiral Callaghan Way
- Relocation of the Fairgrounds Drive/Redwood Road intersection
- Cul-de-sac at Moorland Street west of Fairgrounds Drive

For the purposes of the RTIF the 2008 cost estimate of between \$60 and \$65 million is assumed to be \$62.5 million. This cost has been escalated to 2013 dollars based on ENR escalation factors (see **Table A-2**), resulting in a total cost estimate of \$66,410,000.

6. Benicia Industrial Park Access

A preliminary engineer's opinion of probable cost was prepared in August 2013 by Omni-Means, and is included here as **Exhibit D**. It estimates the Project's cost at approximately \$20.2 million. The total cost includes right-of-way, utilities, roadway construction, environmental mitigation, contingency and support items.

7. Columbus Parkway Improvements

The Columbus Parkway improvements consist of an extension and widening of the westbound right hand turn lane commencing approximately 700 feet east of Rose Drive. The cost for this improvement were provided by City of Benicia staff and documented in **Exhibit E**.

8. North Connector (West End)

The West End of the North Connector Project includes a 1-mile portion of roadway between SR 12/Red Top Road intersection and Business Center Drive. Proposed improvements consist of extending Business Center Drive as a two-lane roadway westward to connect with SR 12 at Red Top Road where a four-way signalized intersection would be installed with lane expansions to accommodate through, left- and right-turn movements in all directions. Caltrans prepared a Project Technical Report in April 2008 which estimated the Project cost at \$30.4 million (2008 dollars).⁵ After adjusting for cost inflation, as shown below, the Project cost is estimated at approximately \$33.9 million (in 2013 dollars). As shown, the 2013 cost also includes an environmental mitigation cost of \$5.6 million for a total Project cost of \$39.5 million.

⁵ The report can be downloaded at:

<http://www.sta.ca.gov/docManager/1000002605/01%20NC%20Project%20Technical%20Report%20%28042208%29.pdf>

Table A-5 North Connector Revised Project Cost Estimate (2013 dollars)

Cost Item	Engineer's Cost Estimate (2008\$)	Cost Escalator	Revised Cost Estimate (2013\$)
Right-of-Way	\$4,100,000	0.00%	\$4,100,000
Construction	\$21,450,000	13.31%	\$24,305,071
Environmental Mitigation ¹	\$0	-	\$5,555,875
Support ²	\$4,850,000	-	\$5,495,552
Total	\$30,400,000		\$39,456,498

[1] Mitigation costs for environmental mitigation for biological impacts, based on STA estimate.

[2] Revised support costs calculated at the ratio of original support costs to construction costs.

Source: North Connector Project Technical Report, April 2008; Engineering News Record; and Economic & Planning Systems.

9. State Route 113 Improvements

State Route 113 improvement costs in the RTIF include baseline Transportation System Management (TSM), Traffic Demand Management (TDM), and Intelligent Transportation Management Systems (ITS) enhancements. The enhancements are part of a list of projects proposed under the SR 113 Major Investment and Corridor Study prepared by Kimley-Horn and Associates and Cambridge Systematics for STA in May 2009. These TSM, TDM and ITS projects are intended to provide incentives for carpooling, transit services and construction of Park and Ride facilities. Project costs were estimated at \$4.2 million in 2009 dollars. For the RTIF, costs were escalated to \$4.5 million (in 2013 dollars) as shown in **Table A-6** below.

Table A-6 SR 113 TSM, TDM, and ITS Projects Revised Cost Estimate (2013 dollars)

Cost Item	Engineer's		Revised Cost Estimate (2013\$)
	Cost Estimate (2009\$)	Cost Escalator	
Right-of-Way	\$0	0.00%	\$0
Construction	\$3,240,000	6.26%	\$3,442,688
Support ¹	\$970,000	-	\$1,032,806
Total	\$4,210,000		\$4,475,494

[1] Support costs calculated at 30% of construction costs.

Source: State Route 113 Major Investment Study, May 2009 prepared by Kimley-Horn and Associates; Engineering News Record; and Economic & Planning Systems.

10. County Road Projects

The RTIF program has been designed to allocate approximately 5 percent of all fee revenue to County road projects over the life of the program. The cost estimates are based on revenue projections assuming an RTIF of \$1,500 per DUE. Specifically, the RTIF forecast of 28,259 new DUEs in the County through 2033 multiplied by \$75 per DUE (5 percent of \$1,500) equals approximately \$2.2 million in revenue for County road projects.

As shown in **Table A-7**, the RTIF revenue of \$2.1 million generated from 2013 to 2033 equates to a total cost estimate for eligible RTIF County road projects of \$12.4 million. This is because the nexus allocates approximately 17 percent of these costs to the RTIF, or \$2.1 million, based on a proportional fair share allocation of County-wide DUE growth relative to existing DUEs. In other words, the RTIF forecast of 28,259 new DUEs in the County through 2033 represents a 17 percent increase over the existing DUEs.

Table A-7 RTIF Cost Allocation to County Road and Transit Projects

Item	Source	Formula	Amount
Total Projected DUE Growth	Table 6	a	28,259
Potential RTIF Total Revenue			
Recommended RTIF Per DUE		b	\$1,500
Total RTIF Revenue		c = a * b	\$42,388,739
5% of Total RTIF Revenue		d = c * 5%	\$2,119,437
Project Cost Allocation to RTIF		e = d	\$2,119,437
RTIF Allocated Cost as a % of Total Eligible Cost	Table 6	f	17%
Total Eligible Project Cost		g = e / f	\$12,435,181

It should be noted that the County has developed a list of County road projects that will be eligible for the 5 percent RTIF revenue allocation assumed for the RTIF program. **Table A-8** provides further documentation of the eligible facilities and corresponding preliminary cost estimates for the County road projects (Item #10 from **Table A-1**). As shown, the combined cost of these County road projects is \$99 million, significantly above the \$12.4 million estimate used to calculate the maximum nexus in the RTIF.

Again, it is important to note that the maximum RTIF fee is not derived based on this project list or corresponding costs. Rather it is calculated based on 5 percent of total RTIF revenue. This list of eligible facilities and cost estimates is provided for information purposes only. However, given that the capital cost associated with the identified list of eligible RTIF County road projects significantly exceeds the cost estimate assumed in the RTIF Nexus Reports, the methodology is highly conservative.

Table A-8 County Road Projects

Road Name	Begin Location	End Location	Cost to Upgrade ¹
ABERNATHY ROAD	Suisun Parkway	Mankas Corner Road	\$5,380,000
AZEVEDO ROAD	SR 12	Canright Road	\$1,380,000
CANRIGHT ROAD	McCormack Road	0.5 mi e/Azevedo Road	\$430,000
CHERRY GLEN ROAD	I-80 at Lyon Road	Vacaville c/l (at I-80)	\$5,740,000
CORDELIA ROAD	I-680	Suisun City c/l	\$7,700,000
FOOTHILL ROAD	Vacaville c/l	Pleasants Valley Road	\$450,000
LAKE HERMAN ROAD	Vallejo c/l	Benicia c/l	\$1,210,000
LOPES ROAD	Fairfield c/l	Lake Herman Road	\$19,090,000
LYON ROAD	Fairfield c/l	Cherry Glen Road	\$6,930,000
MANKAS CORNER ROAD	Abernathy Road	Fairfield c/l	\$2,920,000
McCLOSKEY ROAD	SR 12	McCormack Road	\$430,000
McCORMACK ROAD	SR 113	Rio Vista c/l	\$5,330,000
MIDWAY ROAD	I-80 at Vacaville c/l	SR 113	\$9,490,000
PEDRICK ROAD	Midway Road	Yolo County Line	\$14,830,000
PITT SCHOOL ROAD	Midway Road	Dixon c/l	\$580,000
PLEASANTS VALLEY ROAD	Cherry Glen Road	Vaca Valley Road	\$1,280,000
PORTER ROAD	Midway Road	Dixon c/l	\$665,000
ROCKVILLE ROAD	I-80	Suisun Valley Road	\$11,430,000
SUISUN VALLEY ROAD	Fairfield c/l	Rockville Road	\$3,330,000
VACA VALLEY ROAD	Pleasants Valley Road	Vacaville c/l	\$455,000
TOTAL			\$99,050,000

[1] Based on data provided by Solano County Public Works.

11. Express Bus Transit Centers and Train Stations

The cost estimates for RTIF eligible transit projects assumed in the RTIF Report were developed in a fashion similar to those for the County Road projects. Again, it was assumed that County Transit projects will receive approximately 5 percent of RTIF revenue over the life of the program, or about \$75 per DUE which equates to \$2.2 million. The RTIF revenue of \$2.2 million generated from 2013 to 2033 equates to a total cost estimate for eligible RTIF transit projects of \$12.4 million (see **Table A-7**).

The STA in consultation with the Solano County Transit Operators and other stakeholders has developed an eligibility list of County Transit projects that will be eligible for the 5 percent RTIF revenue allocation (referred to as Express Bus Transit Centers and Train Stations projects). The list of eligible transit projects and preliminary cost estimates are summarized in **Table A-9** based on information assembled by the STA. As shown, the combined cost of these County transit projects is \$94.7 million, significantly above the \$12.4 million estimate used to calculate the maximum nexus in the RTIF.

As noted in the body of this Report, the list of eligible Express Bus Transit Centers and Train Stations projects have been updated since the July Report as follows:

1. The Fairfield /Vacaville Train Station, next phase project has been added to the list. This project, although approved by STA Board on May 8, 2013, was inadvertently excluded from the list of eligible projects for Express Bus Transit Centers and Train Stations expenditures on Table 7 of the STA RTIF Nexus Report.
2. The Vallejo Station or Curtola Park & Ride, next phase project has been separated into two discrete projects. These two projects were combined into one project in the STA RTIF Nexus Report.

Again, it is important to note that the maximum RTIF fee is not derived based on this project list or corresponding costs. Rather it is calculated based on 5 percent of total RTIF revenue. This list of eligible facilities and cost estimates is provided for information purposes only. However, given that the capital cost associated with the identified list of eligible RTIF County road projects significantly exceeds the cost estimate assumed in the RTIF Report, the methodology is highly conservative.

Table A-9 Eligible RTIF Transit Projects

Project Name	Cost Estimate ¹
Benicia Industrial Park Multi-modal Transit Center	\$1,800,000
Dixon Multimodal Transportation Center	\$27,800,000
Fairfield Transportation Center, next phase	\$25,000,000
Fairfield/Vacaville Train Station, next phase ²	\$8,609,720
360 Project Area Transit Center	\$295,640
Vallejo Station, next phase	\$10,000,000
Curtola Park & Ride, next phase	\$10,000,000
Vacaville Transportation Center, next phase	\$10,500,000
Suisun City Train Station improvements	\$650,000
Total	\$94,655,360

[1] Cost estimates provided by STA based on a variety of sources. Costs are for information purposes only and not used to calculate the maximum RTIF.

[2] Reflects net cost (i.e., total project costs of \$68,975,600 less identified revenues of \$60,365,880).

EXHIBIT A





Carlson, Barbee & Gibson, Inc.

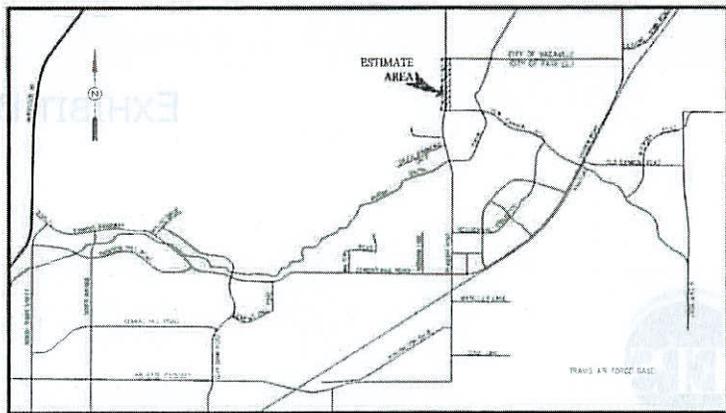
CIVIL ENGINEERS • SURVEYORS • PLANNERS

ENGINEER'S PRELIMINARY COST ESTIMATE
PEABODY ROAD
 NEW CANON ROAD TO CITY LIMITS
BACKBONE TRANSPORTATION INFRASTRUCTURE FOR
NORTHEAST FAIRFIELD TRAIN STATION SPECIFIC PLAN AREA
 FAIRFIELD, CALIFORNIA

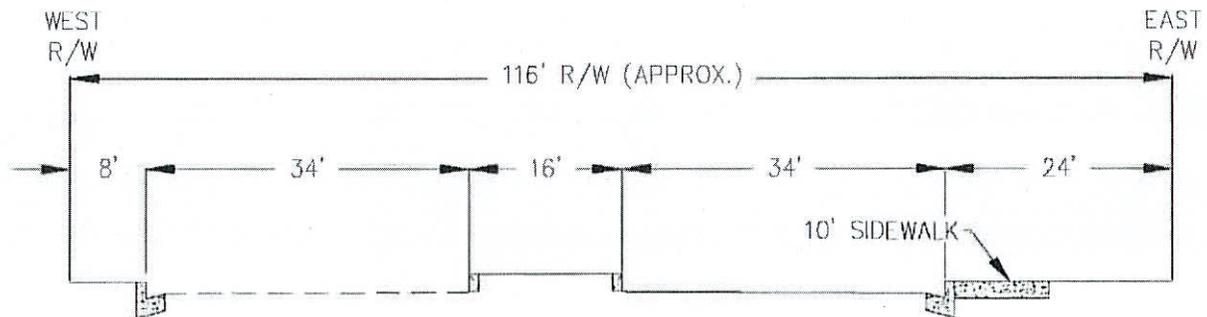
May 30, 2012
 Job No.: 1668-000

Item	Description	Quantity	Unit	Unit Price	Amount
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2,580	LF				
116	Right of Way Width - 4 Lanes				
34	Curb to Curb Width				
15	Median Landscaping Area				
0	Landscaping Area				



Northeast Fairfield Vicinity Map



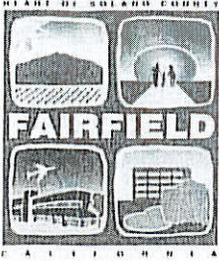
NEW CANON ROAD TO CITY LIMIT

Carlson, Barbee & Gibson, Inc.

Item	Description	Quantity	Unit	Unit Price	Amount
<u>STREET IMPROVEMENTS</u>					
1	Mobilization	2,580	LF	\$ 25.00	\$ 64,500.00
2	Clearing and Grubbing (82' x 2,580')	211,560	SF	\$ 0.20	\$ 42,312.00
3	Roadway Earthwork	0	CY	\$ 10.00	\$ -
4	Export (Truck & Off Haul) (34' x 2,580' x 3' deep/27)	9,800	CY	\$ 20.00	\$ 196,000.00
5	Finish Grading to Right of Way (82' x 2,580')	211,560	SF	\$ 0.40	\$ 84,624.00
6	Subgrade Fabric (34' x 2,580')	87,720	SF	\$ 0.15	\$ 13,158.00
7	7" Asphalt Concrete (32' x 2,580')	82,560	SF	\$ 3.15	\$ 260,064.00
8	25.5" Aggregate Base (32' x 2,580')	82,560	SF	\$ 3.83	\$ 315,792.00
9	Curb and Gutter	5,160	LF	\$ 18.00	\$ 92,880.00
10	Median Curb and Gutter	5,160	LF	\$ 18.00	\$ 92,880.00
11	Sidewalk (10' East Side)	25,800	SF	\$ 5.50	\$ 141,900.00
12	Handicap Ramps	0	EA	\$ 1,500.00	\$ -
13	Signing and Striping (4 or 6 lane roadways)	2,580	LF	\$ 20.00	\$ 51,600.00
14	Signing and Striping (2 lane roadways)	0	LF	\$ 15.00	\$ -
15	Temporary Signing and Striping	0	LF	\$ 10.00	\$ -
16	Traffic Control (Major)	0	LF	\$ 40.00	\$ -
17	Traffic Control (Standard)	2,580	LF	\$ 20.00	\$ 51,600.00
18	Traffic Control (Minor)	0	LF	\$ 10.00	\$ -
19	Erosion Control	2,580	LF	\$ 10.00	\$ 25,800.00
Subtotal Street Improvements					\$ 1,433,110.00
<u>ADDITIONAL STREET IMPROVEMENTS</u>					
20	Sawcut Existing Pavement	2,580	LF	\$ 4.00	\$ 10,320.00
21	2" AC Overlay (32' x 2,580')	82,560	SF	\$ 1.00	\$ 82,560.00
22	Remove Existing Pavement (8' x 2,580')	20,640	SF	\$ 1.00	\$ 20,640.00
23	Additional Road Grading (Due to topography)	1	LS	\$ 100,000.00	\$ 100,000.00
24	Relocate Existing Fiber Optic Line	2,580	LF	\$ 100.00	\$ 258,000.00
Subtotal Additional Street Improvements					\$ 471,520.00
<u>STORM DRAINAGE</u>					
25	18"-30" Storm Drain Pipe	2,580	LF	\$ 60.00	\$ 154,800.00
26	18" Storm Drain Crossing (Every 300')	722	LF	\$ 40.00	\$ 28,896.00
27	Catch Basins/Manholes (2 Every 300')	18	EA	\$ 4,000.00	\$ 72,000.00
28	Extend Existing Drainage Culvert	1	LS	\$ 50,000.00	\$ 50,000.00
29	Connect to Existing Creek	1	EA	\$ 25,000.00	\$ 25,000.00
Subtotal Storm Drainage					\$ 330,696.00
<u>SANITARY SEWER</u>					
30	No Items of Work			\$ -	\$ -
Subtotal Sanitary Sewer					\$ -

Carlson, Barbee & Gibson, Inc.

Item	Description	Quantity	Unit	Unit Price	Amount
<u>POTABLE WATER</u>					
31	No Items of Work			\$ -	\$ -
	Subtotal Potable Water			\$ -	\$ -
<u>ELECTRICAL</u>					
32	Street Lights (2 Every 150' Both Sides)	36	EA	\$ 4,000.00	\$ 144,000.00
33	Street Light Trench	2,580	LF	\$ 20.00	\$ 51,600.00
34	Underground Existing Overhead Electric	2,580	LF	\$ 175.00	\$ 451,500.00
35	Relocate Existing Overhead Poles		EA	\$ 15,000.00	\$ 15,000.00
	Subtotal Electrical				\$ 647,100.00
<u>MISCELLANEOUS</u>					
36	Landscaping and Irrigation	0	SF	\$ 5.00	\$ -
37	Median Landscaping and Irrigation	38,700	SF	\$ 5.00	\$ 193,500.00
	Subtotal Miscellaneous				\$ 193,500.00
	SUBTOTAL NEW CANON ROAD TO CITY LIMITS COST				\$ 3,075,926.00
	CONTINGENCY (15%)				\$ 461,388.90
	ENGINEERING, PLAN CHECK, ETC. (15%)				\$ 461,388.90
<u>RIGHT OF WAY AND MITIGATION</u>					
38	Right of Way Acquisition (116'-60') (East Side)	144,480	SF	\$ 1.34	\$ 193,603.20
39	Environmental Mitigation (116'-40')	196,080	SF	\$ 3.66	\$ 717,652.80
	TOTAL NEW CANON ROAD TO CITY LIMITS COST				\$ 4,910,000.00
	<i>(to the nearest \$1,000)</i>				



CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

CITY MANAGER'S OFFICE

May 8, 2013

COUNCIL

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

...

City Manager
Sean P. Quinn
707.428.7400

...

City Attorney
Gregory W. Stepanich
707.428.7419

...

City Clerk
Jeanette Bollinger
707.428.7384

...

City Treasurer
Oscar G. Reyes, Jr.
707.428.7496

DEPARTMENTS

Administrative Services
707.428.7394

...

Community Development
707.428.7461

...

Community Resources
707.428.7485

...

Finance
707.428.7496

...

Fire
707.428.7375

...

Police
707.428.7362

...

Public Works
707.428.7485

Jim Spering
C/O Solano Transportation Authority
Regional Transportation Impact Fee Policy Committee
One Harbor Center, Suite 130
Suisun City, CA 94585-2473

Dear Jim:

EXHIBIT C

I have a conflict and will be unable to attend the Regional Transportation Impact Fee (RTIF) policy committee. As you are aware, Fairfield supports the implementation of a Regional Transportation Impact Fee and its inclusion in the Solano County Public Facilities Fee.

We have two comments for your consideration. First, we would like to see the unincorporated section of Peabody Road between Fairfield and Vacaville added to the list. The City and County have now agreed on the funding of this section of Peabody Road. We believe its inclusion in Package 1 is appropriate and we estimate the value of this section of Peabody Road to be \$5 million.

The second comment relates to the value of the Fairfield portion of Jepson Parkway. We believe the \$28 million value is significantly understated. Our estimate of the cost to complete the portions of Jepson Parkway in Fairfield is approximately \$115 million.

We appreciate the opportunity to provide comments.

Sincerely,

SEAN P. QUINN
City Manager

SPQ/eh

cc: Daryl Halls
Mayor Harry Price

CITY OF BENICIA
 PRELIMINARY ENGINEER'S OPINION OF PROBABLE COST
 1-0801 Industrial Way/Bayshore Road Park Road Improvements

Prepared By: 
 Date: _____

Prepared For: _____
 On: _____

EXHIBIT D

No.	Description	Units	Quantity	Unit Cost	Amount
1	Remove Concrete Barrier	LF	175	27.00	4,725.00
2	Removal of Metal Beam Guard Rail	LF	378	18.00	6,804.00
3	Removal of Existing Fences	EA	18	50.00	900.00
4	Relocate Existing Fence	LF	114	14.00	1,596.00
5	Relocate Existing Sign Structure	EA	1	500.00	500.00
6	Remove Thermoplastic Traffic Stripes	LF	2257	1.80	4,062.60
7	Remove Thermoplastic Pavement Markings	BF	442	7.00	3,094.00
8	Cold Plan Asphalt Concrete	SDYD	12	9.50	114.00
9	Roadway Excavation	CY	10	23.58	235.80
10	Type A Asphalt Concrete	Ton	1	23.58	23.58
11	Class 2 Aggregate Base	CY	1	23.58	23.58
12	Concrete Sidewalk	LF	10	10.00	100.00
13	Curb and Gutter	LF	50	20.00	1,000.00
14	Driveway	EA	12	3,000.00	36,000.00
15	Curb Ramp	EA	27	2,000.00	54,000.00
16	Thermoplastic Traffic Stripes	LF	17,500	1.00	17,500.00
17	Thermoplastic Pavement Markings	BF	1,000	15.00	15,000.00
18	Roadside Signs	EA	40	450.00	18,000.00
19	Storm Drain Piles & Accessories	EA	1	2,000.00	2,000.00
20	Storm Drain Inlet	EA	1	500.00	500.00
21	Street Lights and Full Boxes	EA	1	17,000.00	17,000.00
22	Metal Beam Guard Rail	LF	1	1,500.00	1,500.00
23	Relocate Utility Pole	EA	7	4,000.00	28,000.00
24	Remove Light Pole	EA	6	2,000.00	12,000.00
25	Adjust Utility Pole	EA	28	300.00	8,400.00
26	Bridge	BF	25,000	170.00	4,250,000.00
27	Concrete Barrier (Type 001)	LF	150	98.00	14,700.00
28	Additional miscellaneous items	EA	1	1,000.00	1,000.00
29	Relocate Existing Curb	LF	1	27,800.00	27,800.00
30	Relocate Existing Curb	LF	1	30,000.00	30,000.00
31	Minor Curb	CY	12	78.00	936.00
32	Developed (landscaping, sidewalk, concrete)	BF	2,307	12.00	27,684.00
33	Undeveloped	BF	67,457	6.00	404,742.00
34	Environmental Mitigation	LF	1	50,000.00	50,000.00
35	Professional Contingency	30%	1	2,692,448.01	2,692,448.01
36	Public Review Assessment & Permit Review	10%	1	1,301,112.50	1,301,112.50
37	Professional Fees (Design & Estimate)	18%	1	1,862,628.78	1,862,628.78
38	Construction Management Support	6%	1	650,988.58	650,988.58
39	Right of Way Acquisition Support	6%	1	650,988.58	650,988.58
	Contingency subtotal				7,923,128
	Construction subtotal				10,917,728



City Of Benicia
PRELIMINARY ENGINEER'S OPINION OF PROBABLE COST
I-680/ Industrial Way/Bayshore Road/ Park Road Improvements

Prepared 8/12/2013
 On:

Prepared By:  **omni-means**
 ENGINEERS

No.	Description	Units	Quantity	Unit Cost	Amount
Existing Facilities					
1	Remove Concrete Barrier	LF	175	\$ 30.00	\$ 5,250
2	Removal of Metal Beam Guard Rail	LF	379	\$ 10.00	\$ 3,790
3	Removal of Existing Trees	EA	18	\$ 500.00	\$ 9,000
4	Relocate Existing Fence	LF	114	\$ 24.00	\$ 2,736
5	Relocate Existing Sign Structure	EA	1	\$ 8,800.00	\$ 8,800
Roadway					
6	Remove Thermoplastic Traffic Stripe	LF	2857	\$ 1.50	\$ 4,285
7	Remove Thermoplastic Pavement marking	SF	949	\$ 7.00	\$ 6,643
8	Cold Plan Asphalt Concrete	SQYD	15470	\$ 9.00	\$ 139,226
9	Roadway Excavation	CY	5881	\$ 40.00	\$ 235,236
10	Type A Asphalt Concrete	Ton	3551	\$ 95.00	\$ 337,328
11	Class 2 Aggregate Base	CY	3874	\$ 40.00	\$ 154,941
12	Concrete Sidewalk	SF	32040	\$ 10.00	\$ 320,400
13	Curb and Gutter	LF	8574	\$ 20.00	\$ 171,480
14	Driveway	EA	12	\$ 3,000.00	\$ 36,000
15	Curb Ramp	EA	27	\$ 2,000.00	\$ 54,000
16	Thermoplastic Traffic Stripe	LF	17600	\$ 1.00	\$ 17,600
17	Thermoplastic Pavement Markings	SF	1603	\$ 6.50	\$ 10,420
18	Roadside Signs	EA	40	\$ 280.00	\$ 11,200
19	Storm Drain Pipe & appurtenances	LF	1330	\$ 300.00	\$ 399,000
20	Storm Drain Inlet	EA	5	\$ 3,000.00	\$ 15,960
21	Street Lights and Pull Boxes	EA	19	\$ 5,000.00	\$ 93,029
22	Metal Beam Guard Rail	LF	2653	\$ 17.00	\$ 45,101
Traffic Signals					
22	Traffic Signal (New)	LS	1	\$ 1,350,000.00	\$ 1,350,000
Utilities					
23	Relocate Utility Pole	EA	7	\$ 5,000.00	\$ 35,000
24	Remove Light Pole	EA	6	\$ 2,000.00	\$ 12,000
25	Adjust Utility to Grade	EA	25	\$ 350.00	\$ 8,750
Structural Items					
26	Bridge	SF	38500	\$ 220.00	\$ 8,470,000
Additional Miscellaneous Items					
27	Concrete Barrier (Type 60)	LF	320	\$ 86.00	\$ 27,520
Additional Miscellaneous Items					
28	Railroad Crossing Gate with Cantilevered Lights	EA	1	\$ 110,000.00	\$ 110,000
29	Relocate Railroad Crossing Gate	LS	1	\$ 27,500.00	\$ 27,500
30	Reconstruct Rail Road	LS	1	\$ 20,000.00	\$ 20,000
31	Minor Concrete (Rail Improvements)	CY	12	\$ 780.00	\$ 9,042
Right of Way					
32	Developed (landscaped/minor concrete)	SF	23070	\$ 12.00	\$ 276,836
33	Undeveloped	SF	67457	\$ 8.00	\$ 539,653
Environmental Mitigation					
34	Environmental Mitigation	LS	1	\$ 50,000.00	\$ 50,000
Construction Subtotal					\$ 13,017,725
Contingency & Support Items					
35	Construction Cost Contingency	20%	1	\$ 2,603,545.01	\$ 2,603,545
36	PA&ED (Prelim Assesment & Envmt Review)	10%	1	\$ 1,301,772.50	\$ 1,301,773
37	PS&E (Plans Specifications & Estimate)	15%	1	\$ 1,952,658.76	\$ 1,952,659
38	Construction Management Support	5%	1	\$ 650,886.25	\$ 650,886
39	Right of Way Acquisition Support	5%	1	\$ 650,886.25	\$ 650,886
Contingency Subtotal					\$ 7,159,749
Total					\$ 20,177,474

COLUMBUS PARKWAY WIDENING PROJECT
 Preliminary Engineer Cost Estimate
 Exhibit E

Item No.	Item Description	QTY	Unit	Unit Price	Item Total
Construction Engineering					
	Construction Engineering Cost	1	LS	\$104,118.00	\$104,118.00
	Subtotal				\$104,118.00
Construction					
1	Street Light	5	EA	\$10,000.00	\$50,000.00
2	Misc. Sign Adjustment	1	LS	\$25,000.00	\$25,000.00
3	Advance Traffic Sign	2	EA	\$4,000.00	\$8,000.00
4	Striping	1	LS	\$10,000.00	\$10,000.00
5	AC (5")	820	TON	\$125.00	\$103,000.00
6	AB (6")	255	CY	\$90.00	\$22,950.00
7	Sign Adjustment	1	LS	\$30,000.00	\$30,000.00
8	Relocation of Power Pole	2	EA	\$15,000.00	\$30,000.00
9	Grading (Cont'd)	1	LS	\$50,000.00	\$50,000.00
10	Traffic Light System	1	LS	\$250,000.00	\$250,000.00
11	(Removal)	1	LS	\$20,000.00	\$20,000.00
12	Cleaning and Grubbing (include Tree)	1	LS	\$20,000.00	\$20,000.00
13	SWRP	1	LS	\$10,000.00	\$10,000.00
14	Traffic Control	1	LS	\$20,000.00	\$20,000.00
15	Mobilization	1	LS	\$25,000.00	\$25,000.00
	Subtotal				\$831,004.00
	10% Contingency				\$83,100.40
	Subtotal				\$914,104.40
Design					
	Geotechnical Investigation	1	LS	\$20,000.00	\$20,000.00
	Design Cost	1	LS	\$140,000.00	\$140,000.00
	Subtotal				\$160,000.00
Environmental					
	Environmental Cost	1	LS	\$75,000.00	\$75,000.00
	Subtotal				\$75,000.00
	Total				\$1,029,104.40



**Exhibit E
Preliminary Engineer Cost Estimate**

COLUMBUS PARKWAY WIDENING PROJECT

Item No.	Item Description	QTY	Unit	Unit Price	Item Total
Environmental					
1	Environmental Cost	1	LS	\$75,000.00	\$75,000.00
				Subtotal	\$75,000.00
Design					
	Design Cost	1	LS	\$140,000.00	\$130,000.00
	Geotechnical Investigation	1	LS	\$20,000.00	\$20,000.00
				Subtotal	\$150,000.00
Construction					
1	Mobilization	1	LS	\$25,000.00	\$25,000.00
2	Traffic Control	1	LS	\$20,000.00	\$20,000.00
3	SWPPP	1	LS	\$10,000.00	\$10,000.00
4	Clearing and Grubbing (Include Tree Removal)	1	LS	\$20,000.00	\$20,000.00
	Traffic Light System	1	LS	\$250,000.00	\$250,000.00
5	Grading (Cut/Fill)	1	LS	\$50,000.00	\$50,000.00
6	Relocation of Power Pole	3	EA	\$15,000.00	\$45,000.00
7	Site Adjustment	1	LS	\$30,000.00	\$30,000.00
8	AB (6")	256	CY	\$90.00	\$23,004.00
9	AC (5")	520	TON	\$125.00	\$65,000.00
10	Striping	1	LS	\$10,000.00	\$10,000.00
11	Advance Traffic Loop	2	EA	\$4,000.00	\$8,000.00
12	Misc. Site Adjustment	1	LS	\$25,000.00	\$25,000.00
1	Street Light	5	EA	\$10,000.00	\$50,000.00
				Subtotal	\$631,004.00
				10% Contingency	\$63,100.40
				Subtotal	\$694,104.40
Construction Engineering					
	Construction Engineering Cost	1	LS	\$104,116.00	\$104,116.00
				Subtotal	\$104,116.00
				Total	\$1,023,221.00



DATE: November 7, 2014
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA's 2015 Legislative Priorities and Platform

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related 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. Both committees forwarded the platform to the STA Board with no comments. At their October meeting, the STA Board approved the distribution of the draft document for review and comment, with a few additions which have been incorporated into this Final Draft.

As of the date of this writing, no comments have been received. Staff will provide an update at the meeting if comments are received prior to that time. Staff recommends the TAC and Consortium forward a recommendation to the STA Board to adopt the Final Draft 2015 Legislative Platform and Priorities (Attachment C) at their meeting in December 2014.

STA's state legislative advocate (Matt Robinson of Shaw/Yoder/Antwih, Inc.) is working with STA staff to schedule project briefings in early 2015 with each of Solano's state legislators and their staff to provide the current status of STA priority projects.

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

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to adopt the STA's 2015 Legislative Priorities and Platform as specified in Attachment C.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. STA's Final Draft 2015 Legislative Priorities and Platform



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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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, enconcing 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 transportation services or to a transit district. From the Authority’s perspective, this bill will ensure state-owned property in Vallejo can be turned over to SolTrans for long-term operation, maintenance and improvements. **The STA Board is the Co-Sponsor of this bill, with SolTrans. This bill 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]. . The STA Board has adopted a "Watch" Position for this bill.**

SB 1151 (Canella) would impose an additional fine of \$35 for specified violations within a school zone and deposit fine revenues in the State Transportation Fund for school zone safety projects within the Active Transportation Program. **This bill was vetoed by the Governor on September 19. The STA Board Supports this bill.**

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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

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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.

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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 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

Solano Transportation Authority
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Page 4

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 Public Review and Comment, due November 18, 2014

11/4/2014 1:11 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 Intermodal Station, Phase 2 (building/solar panels)

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
- 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)
- High Speed Rail connectivity to Capitol Corridor
- 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.
 - e) Advocate for an increase to percentage of funds designated for regional implementation to meet the GHG reduction goals.
 - f) Advocate for upgrades to the Capitol Corridor passenger rail service, as it is a feeder service to the high speed rail system.
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 regulations pertaining to the transport of hazardous materials.
7. Monitor implementation of the environmental streamlining provisions in MAP-21.
8. Support provisions in MAP-21 reauthorization legislation that further streamline the project approval process.

V. Water Transport

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. Seek funding opportunities for passenger and freight water transport operations and infrastructure.
4. Advocate for continued Solano County representation on the Water Emergency Transportation Authority (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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DATE: November 18, 2014
TO: STA TAC
FROM: Jim McElroy, McElroy Transit – Project Manager
RE: Intercity Transit Corridor Study – Selection of Preferred Service Alternative,
RFP for Phase 2 and Establishment of Public Outreach Process

Background:

During the past 18 months, the STA has undergone an extensive process to evaluate and revise the regional transit network that has included multiple presentations to the Consortium. This is the first comprehensive analysis and proposed modification to the current intercity transit service, collectively marketed as Solano Express, since 2004. The intermediate result is a draft document I-80/I-680/I-780/State Route 12 Transit Corridor, Final Study. The draft document was included in a staff report for the May 27, 2014 Intercity Transit Consortium meeting. Prior to the draft report being prepared, three service options were developed and vetted with the Consortium. Subsequently, the consultant met with the two transit operators responsible for operating the Solano Express Intercity Service, Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) to discuss in more detail the specifics of each service option. Some modifications were made and then the three service options were presented to the STA Board at a workshop held on March 12, 2014. At the workshop, the STA Board provided a number of comments, requested an additional follow up discussion on some of the proposed capital investments proposed, and expressed support for service option B.

The Consortium was asked to make certain recommendations to the STA TAC and Board, including selection of a specific alternative and development of a request for proposal for the next Phase to implement the recommended alternative (option B). Transit staff from City of Fairfield expressed a variety of concerns; and, the Consortium opted to not act on the recommendations. The motion to accept the report's recommendation failed to attain enough votes to forward a recommendation to the STA Board (4 Ayes, 4 Abstains).

Discussion:

Subsequently, STA staff and study consultants met with the City of Fairfield City Manager, Public Works Director, and Assistant Public Works Director/FAST Transit Manager. City of Fairfield staff agreed to provide written comments. STA, shortly after the meeting, received letters from the City Manager (included in Attachment C) and separately from the Transit Manager/Deputy Public Works Director (included in Attachment D). STA staff and project manager reviewed the letters and responses were provided (Attachments C and D). The City Manager's letter emphasized a public review process and STA staff's recommendation specifically calls for an extensive public review process of the Phase 1 recommended service option as part of Phase 2. The STA Executive Director responded to the City Manager's emphasis (Attachment C), agreeing with the importance of an extensive public review and input process that will be undertaken in Phase 2 of the study.

The FAST Transit Manager's letter contains an extensive list of specific concerns. The STA project manager reviewed the letter and prepared a list of the concerns with a set of responses on

behalf of STA (Attachment D). The project manager and STA staff agree with several of the comments provided and are recommending they be considered as part of the more detailed service alternative development, review process, and public outreach process proposed for Phase 2. The STA project manager responded to the second Fairfield (FAST) letter in detail (Attachment D).

At a follow up meeting, the FAST Transit Manager conveyed his objection to the framework for the STA's public comment process. Specifically, he commented that the public review process should go forward without identifying a preferred service option from the STA Board. STA staff and consultants are recommending to go into the proposed public review process having identified the preferred option as the ideal targeted implementation that best meets the STA Board-identified transit service performance benchmarks. These performance benchmarks were vetted previously by the Consortium and approved by the STA Board at their meeting of September 11, 2013 as part of the Coordinated Short Range Transit Plan and in preparation for this Intercity Transit Corridor Study. At the same time, staff believes it is important to seek public input from current and targeted potential new riders as to how to modify and Phase the implementation to meet their needs balanced against the performance objectives approved by the STA Board.

That spreadsheet of responses to the Fairfield concerns (included in Attachment D) has since been updated and expanded (Attachment E). The STA project manager intends to incorporate the responses into Phase 2 of the project planning.

Fairfield staff is also concerned about the proposed modifications to Route 90, their most productive Intercity Route. STA staff shares this concern and has requested the consultant team specifically address this concern as part of the Phase 2 work. A proposed framework for the public comment process is included in this report (Attachment F).

At a recent STA Board meeting, Board members expressed a desire to include a public advisory committee as an ongoing mechanism to provide advice and feedback on the Solano Express system. At the suggestion of the STA Board, a question was added to the SolanoExpress Ridership Survey asking if there was an interest in serving on an Advisory Committee. A large number of those surveyed indicated an interest. Staff would like to get further direction from the Board on development of such a committee. To further the discussion, attached is background and a proposed framework for Consortium, TAC, and Board discussion (Attachment G). Once established, the committee would review and comment on the proposed Intercity Transit Corridor Plan and provide guidance to the STA Board regarding future proposed modifications to Solano Express service.

A number of the issues brought up by the City of Fairfield have been addressed, but some remain unresolved. These are summarized in Attachment E. Most of the remaining issues are recommended to be addressed as part of the Phase 2 of the study. STA staff recommends that it is now time to reduce the number of service alternatives from three to one and to proceed forward toward Phase 2 of the study that would include an extensive public outreach/input process. This was the foremost comment articulated by the Fairfield City Manager. The previous service option recommendation to the Consortium has been returned for consideration, amended to include specific action on a public review process and some modifications based on discussions with City of Fairfield staff.

Fiscal Impact:

The STAF funding in the amount of \$155,000 already in the FY 2014-15 approved budget will be used for this study and STA requested \$120,000 from MTC for the Coordinated SRTP portion that will be included with this project.

Recommendation:

Forward a recommendation to the STA Board to:

1. Select Alternative B – BART-like Trunk System as the preferred service alternative for the Solano intercity transit system;
2. Authorize the Executive Director to develop and issue a Request for Proposal (RFP) for consultant services for the Transit Corridor Study Phase 2 and the Coordinated SRTP;
3. Authorize the Executive Director to enter into an agreement in an amount not- to-exceed \$275,000 for Transit Corridor Study Phase 2 and Coordinated SRTP;
4. Approve the public review and input process for Phase 2 as described in Attachment F; and
5. Establish a SolanoExpress Intercity Transit Advisory Committee as described in Attachment G.

Attachments:

- A. May 27, 2014 Staff Report to Consortium: Transit Corridor Study – Selection of Service Alternative and Implementation Steps
- B. Minutes of May 27, 2014 relevant to Attachment A
- C. STA Executive Director Letter includes Fairfield City Manager Letter
- D. STA project manager letter includes Fairfield PW letter & issues/actions listing
- E. Updated listing of issues/actions with status
- F. Proposed public comment framework
- G. Solano Express Intercity Transit Advisory Committee discussion framework

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DATE: May 19, 2014
TO: Intercity Transit Consortium
FROM: Nancy Whelan, Project Manager, Nancy Whelan Consulting
Tony Bruzzone, ARUP
RE: Transit Corridor Study – Selection of Service Alternative and
Implementation Steps

Background:

The I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study (“Transit Corridor Study”) updates the Transit Corridor Studies completed in 2004 (I-80/I-680/I-780) and 2006 (SR 12) and addresses current and future travel demand in the corridor, existing service and alternatives for serving the corridor, and a recommended phased implementation plan. The Transit Corridor Study not only addresses transit services, but also updates the facilities and connections needed to support these services into the future. The Transit Corridor Plan will provide guidance and coordination for future investments.

Preparation of the I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study and the related Coordinated Short Range Transit Plan (SRTP) for Solano County was initiated in the summer of 2012. On September 11, 2013, the STA Board approved the Solano County Coordinated Short Range Transit Plan and adopted performance benchmarks for intercity transit service.

The Consortium has reviewed key elements of the Corridor Study as it has been developed. In the winter of 2013, the Consortium reviewed the alternative service designs, how they meet the service design goals and criteria, and the pros and cons of each alternative. Based on the input of the Consortium members, the alternatives were refined, focusing on the following 3 alternatives:

- A. Modest Change to the existing system; some consolidation of routes
- B. BART-like Trunk system; consolidates current 7 route system to 4 routes
- C. Alternative Trunk System; an alternative 4 route consolidated system.

STA staff and the consultant team presented the Corridor Study results and routing alternatives in a workshop with the STA Board on March 12, 2014. The powerpoint presentation is available on the STA’s website. A summary of the STA Board comments from the March 12th workshop were provided and provided at the Consortium meeting on March 25, 2014.

Discussion:

The Draft Final Transit Corridor Study report is currently being reviewed and finalized by STA staff and the final draft report will be available to the Consortium on May 27, 2014. At this point, selection of the service alternative and presentation of a few key elements remain to be considered by the Consortium. The purpose of this staff report and the focus of the May 27, 2014 meeting is to:

- Review the service alternatives and their performance
- Recommend selection of a preferred service alternative
- Begin review and discussion of the capital requirements and phasing plan
- Begin review and discussion of the implementation plan for the selection service option
- Discussion of phasing of near term actions to implement the plan

The majority of the discussion provided below is summarized from the Draft Final Transit Corridor Study.

Service Alternatives

Three service alternatives were designed, refined, and evaluated, and have been presented over the past year to the Consortium. They are:

- Alternative A – Modest Change to the existing intercity bus system
- Alternative B – BART-Like Trunk System
- Alternative C – Alternative Trunk System

All alternatives were designed with nearly the same level of service hours overall. Additionally, the alternatives can be operated within the number of intercity buses currently in the fleet.

All alternatives recommend the following changes and assumptions:

- Pleasant Hill BART express bus stop is eliminated while the Walnut Creek BART express bus stop is retained on the Vallejo/Benicia to Walnut Creek service. This change allows for faster service and fewer buses to provide that service. Almost all the passengers using Pleasant Hill BART express bus stops are transferring to BART, which can still occur at Walnut Creek. Walnut Creek has more all day attractions than Pleasant Hill and better regional connections to the I-680 corridor south.
- BART agrees to charge the same fare for transferring SolanoExpress passengers from either El Cerrito del Norte or the Walnut Creek BART Station.
- The current Route 85 segment between Vallejo and Solano College is revised to instead use Highway 37 and uses freeway ramp stops.
- Solano College in Vacaville is served on all alternatives, a new bus station is provided for Solano College Fairfield at Suisun Parkway and Kaiser Drive and Fairfield Transportation Center is redesigned to allow Solano Express buses to remain on freeway ramps and avoid city streets.

Service frequency on all routes is modified to have consistent service frequencies. Each alternative includes an initial service level and an “Improved” service level. Improved service levels are assumed to occur as demand increases and are likely within a five year period.

Route diagrams for each alternative are shown in Figures 1-3.

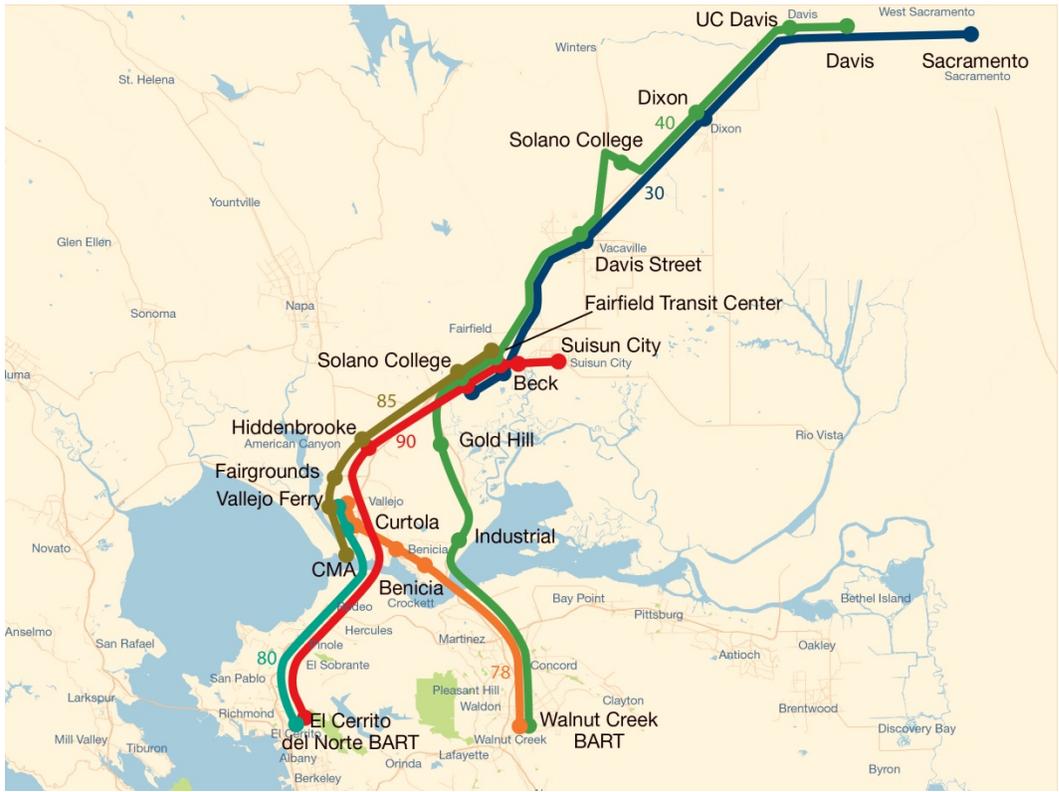


Figure 1: Alternative A – Modest Change

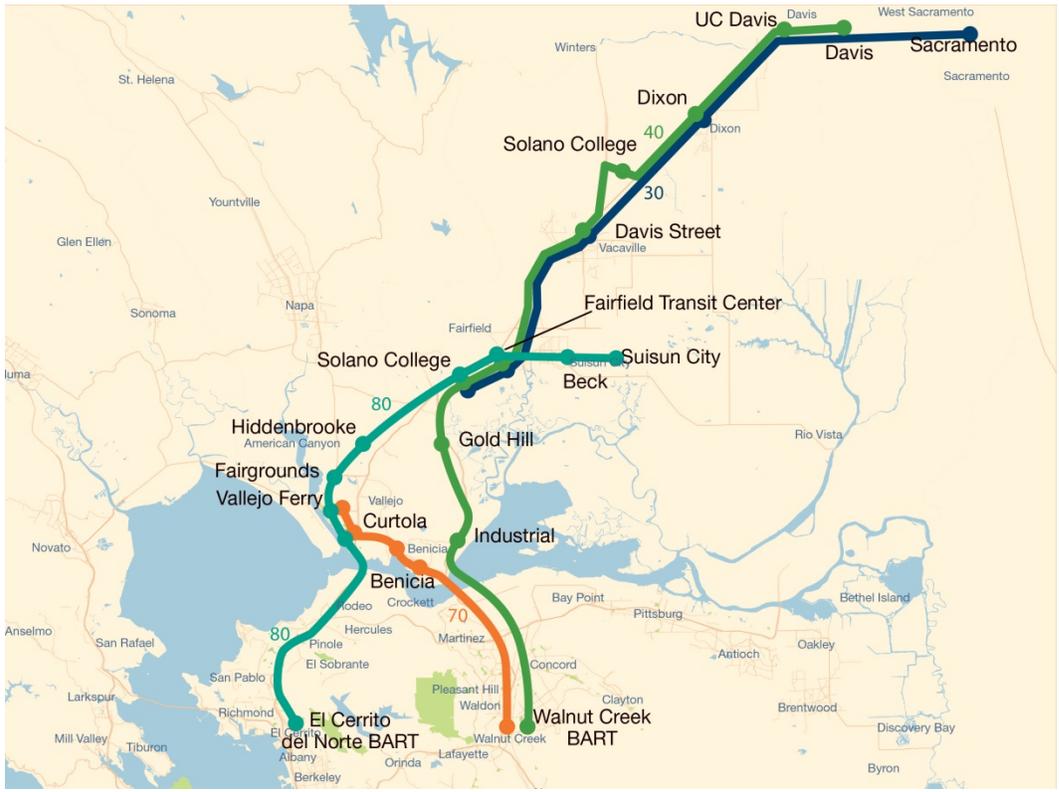


Figure 2: Alternative B – BART-Like Trunk System



Figure 3: Alternative C - Alternative Trunk System

Table 1 below summarizes the performance of the three alternatives compared to the current system, both the basic service levels and improved service.

The table identifies the three options and provides an assessment of an improvement sub-option for each alternative that increases service, generally to every 15 minutes south of Fairfield. The green shading indicates a “good” rating, while the rose shading indicates a “poor” rating. As can be seen, Alternative B has the most instances of “good” assessment. This is due to Alternative B’s simple route structure resulting in efficient use of vehicles and labor.

The implementing concept assumes that the current subsidy level of about \$4 million annually is maintained. As patronage increases, additional fare revenues allow for more service so that while gross cost increases, net costs (after fares) remain about the same, or in the best estimates, could decline.

		Benchmark	Current	Alternative A - Year 2020	Alternative B - Year 2020	Alternative C - Year 2020
Service Attributes	Peak Service Frequencies	15	60	15/30	15	15
	Midday Service Frequencies	30	60	15/30	15	15
	Average Speed (mph)	35	31	35	35	35
	Simple, Legible Routings	Y	N	Y	Y	Y
	Connects to Regional Transit	Y	Y	Y	Y	Y
	Connects Solano Cities	Y	Marginal	Y	Y	Y
Service Performance	Daily Service Hours		250	285	287	297
	Increase in Service Hours		N/A	14%	15%	19%
Financial Performance	Annual Gross Cost		\$7,421,666	\$8,470,100	\$8,520,568	\$8,806,549
	Ridership Increase	Base 19% Increase to 2020	N/A	34%	43%	43%
	Annual Net Cost		\$3,931,664	\$3,779,285	\$3,539,171	\$3,825,152
	Capacity Utilization	35%	20.5%	24.2%	25.5%	24.7%
	Farebox Recovery	50%	48%	55%	58%	57%
					Meets Standard	Close to Standard

Table 1: Alternatives Performance Summary Compared to Current System

Recommended Service Design

Alternative B is recommended by the consultant team and STA staff as the preferred service alternative as it will provide a restructured, simple, easily understandable and high quality transit service for Solano County. The alternative is designed to adhere to the vision of a rubber-tire, freeway oriented high quality transit system, resulting in:

- Higher ridership
- Incremental growth in the frequency and span of service
- Incremental improvements in transit capital facilities to provide more reliable and faster service to the county.

Among the benefits of the recommended service plan are:

- Faster transit speeds
- Simple and easily understandable system and more direct routings
- Better service frequencies
- Improved connections between major college campuses

While passengers traveling from Fairfield to Berkeley have either a slightly longer ride via the new Blue Line, the upside is that passengers on all routes experience less waiting. Passengers traveling to Central Contra Costa County to access BART have much better service from all parts of Solano County. College students traveling between Solano College (Fairfield Campus) and Solano College (Vacaville Campus) are directly connected and are connected to UC Davis.

Capital Plan

Alternative B assumes that the proposed Express Lanes program is delivered and that freeway travel times for the buses improve. Critical to achieving faster times is the concept of minimizing route diversions off the freeway right-of-way. This allows for faster speeds and better city-to-city connections.

A minimum speed of 35 mph plus station sites to provide the necessary access is the performance specification for this alternative. Further study is warranted to identify the best suite of improvements, but generally they are grouped in the following categories:

Transit Priority Measures including queue jumps, signal priority, bus lanes, bus ramps and other general “rail like” improvements that make bus service faster and more reliable.

On-Line Stations are facilities that allow the bus to stop without leaving the freeway right-of-way. The best examples of freeway bus stations maintain bus operations within the freeway right-of-way and give an exclusive location for buses to decelerate, stop, dwell and then accelerate back into the freeway. Examples include the El Monte Busway in Los Angeles and the freeway bus stations in Seattle.

Equipment is the most intimate contact the passenger has with the transit system. How a bus looks, feels, and operates is of paramount importance. With the evolution of vehicle performance expectations – including disabled access, noise, comfort and bicycle provisions – buses need to be better.

Prior to the hub improvements at Fairfield Transit Center and Solano College being phased in, routings would be slower and somewhat indirect, but the new service alternative can be implemented. As the hubs are developed and improved, service frequencies will continue to improve and passenger loads should also increase.

Major Capital Improvements, First Tier

The two most critical transit improvements are the:

1. Redesign and reconstruction of the I-80 ramps adjacent to the Fairfield Transportation Center to allow buses to remain in the freeway right-of-way, and
2. Establishment of a new station at Solano College (Fairfield) adjacent to the westbound truck scales and Suisun Parkway with direct access to I-80.

These stations act as the “hubs” of the system and provide both access and connection between different regional transit lines and the local transit network.

Coupled with these initial on-line stations, Solano Express also needs new equipment better suited for transit service, in contrast to express service.

- Some of the more progressive transit operators outside of the Bay Area are now considering double deck buses for regional services because they have high capacity, reasonable operating costs, good ride quality and low floor access that benefits both cyclists and disabled passengers.

Minor Capital Improvements-Caltrans right-of-way, First Tier

In addition to the FTC and Solano College improvements, the Study proposes additional freeway stops on existing ramps, requiring minor improvements (for example, extensions of sidewalks). These minor improvements include:

- American Canyon/Hiddenbrooke Ramp Stop – Sidewalk Improvement
- Highway 37/Fairgrounds – Sidewalk Improvement

- I-680/Gold Hill – Sidewalk Improvement and Park & Ride Lot, and
- Benicia Industrial Park.

Minor Capital Improvements-City rights-of-way, First Tier

In the first tier improvements, transit priority measures should be developed and delivered for the following streets:

- UC Davis Campus
- Vaca Valley Parkway
- Curtola Parkway
- Military West in Benicia

These measures should include:

- Signal priority
- Queue jumps and bus bulbs
- Bus Lanes

Signal priority extends green time when a bus is approaching (or reduces red time) through the bus “talking” with the signal controller. In addition, other measures include queue jumps (where a separate lane is created nearside of the intersection for the bus to “jump” the queue of automobiles and advance to the front of the line, bus lanes (dedicated lanes for buses where density of service warrants), and bus bulbs (sidewalk extensions to allow the bus to stay within the travel lane which saves time for the bus and is safer for all traffic than pulling into and out of the travel lanes).

Major Capital Improvements, Second Tier

As the system develops and additional access is desired, several other on-line stations can be considered. These include:

- I-80 Dixon (adjacent to Pitt School Road)
- I-80 Vacaville
- I-80 Air Base Parkway
- Hwy 37/Hwy 29

Implementation Plan

A draft work plan identifying the follow up action items and further analysis needed to implement Alternative B is provided in Attachment A. The work plan addresses the service plan, a transition plan for consolidating the current 7 route structure into 4 routes, coordination with NCTPA, BART, and Solano College, the funding plan and the capital plan. The schedule for this work plan is estimated to require approximately one year (FY 2014-15) to complete all of the planning, coordination and transition activities with initial service changes to be effective in the January – June 2016 timeframe. Capital projects will require additional time to complete. A summary schedule is provided in Table 2 below.

Activity	Time Frame
Develop detailed implementation plan per workplan outlined in Corridor Study	July 2014 – June 2015
Develop overall capital program, conceptual project plans, and cost estimates per 5-year capital plan outlined in Corridor Study	July 2014 – June 2015
Identify capital funding, develop 30% plans, and obtain environmental clearance for 5-year capital plan outlined in Corridor Study	July 2015- June 2016

Implement initial Alternative B service changes	January 2016 – June 2016
Initiate construction and deliver minor capital projects for 5-year capital plan	July 2016- June 2017
Assessment of initial Alternative B service changes	July 2017 – December 2017
Begin construction of major capital projects for 5-year capital plan	July 2017
Implement Alternative B service modification based on assessment	July 2018
Complete capital projects for 5-year capital plan	July 2019
Other major capital improvements	10- and 15-year programs

Table 2: Summary Schedule for Implementation Plan

Fiscal Impact:

None at this time.

Recommendation:

Forward a recommendation to the STA TAC and Board to:

1. Select Alternative B – BART-like Trunk System as the preferred service alternative for the intercity transit system; and
2. Authorize the development and issuance of a Request for Proposal (RFP) for a consultant to complete the planning, coordination, and transition activities needed to implement Alternative B for the intercity transit system.

Attachment:

- A. Overall Work Plan for Implementation of Alternative B – BART-like Trunk System

1 Attachment A

Overall Workplan for Implementation

1. Service Plan Workplan

- Develop Detailed Schedules
 - Provide Schedules at the Service Frequencies Recommended
- Develop Cost Estimates and Revenue Assumptions
 - Do Not Exceed 290 Weekday Service Hours
- Speed Improvements
 - Improve travel times through a combination of traffic improvements, physical infrastructure and operational changes.
 - Traffic signal priority – Prioritize local traffic signal investments to provide transit signal priority on Intercity/Regional bus transit routes.
 - Off-board fare collection – Implement all-door boarding with proof-of-payment fare collection to eliminate queuing at the front door of the bus. In synch with infrastructure that increases overall speed, the transit operators should engage in practices that also reduce dwell time and delay. Foremost of these is transitioning to a proof-of-payment system so that passengers freely enter the bus through all available doors. Random inspections would be used to encourage compliance with fare payment.
 - Develop detailed plans and justifications for on-line freeway stations.
- Branding and Marketing
 - Develop consistent “look and feel” with an individual corporate identify including schedules, websites, vehicle livery and all other aspects of branding.

2. Transition Plan

- Develop Overall Schedule to Transition Service from Current 7 Route System to 4 Route System
 - Identify 2020 for full implementation

- Develop milestones for implementation
- Coordinate with Financing Program
- Coordinate with Capital Program

3. Service Providers/NCTPA Coordination

- Consider appropriate Solano Express service provider(s) based on
 - STA Board Goals and Objectives
 - Local Knowledge
 - Overall Cost Effectiveness
- Coordinate with NCTPA
 - Ensure that services to delNorte BART are complimentary
 - Consider joint ticketing
 - Consider coordinated scheduling

4. Financing Plan

- Identify Operating Budget and Sources for 15 year program
- Identify Capital Sources and Amounts Available for Initial Program Development

5. BART Coordination Issues

Identify key BART coordination issues for consideration and closure:

BART Capacity: More than 75 percent of Solano Express passengers transfer to BART. As a result, coordination with BART is a key component of a successful service. Currently, most Solano Express passengers access San Francisco and Oakland destinations via the El Cerrito del Norte BART Station. Alternative B proposes to move the BART transfer location for Fairfield and Vacaville passengers from El Cerrito del Norte to Walnut Creek; this affects about 200 peak hour Route 90 passengers.

As BART ridership increases, some BART lines have more available capacity than others. BART operates 11 peak hour trains on the crowded Pittsburgh/Bay Point line; Figure 19 indicates that at Walnut Creek there are about 6,500 passengers leaving that station competing for about 7,700 seats (there is additional standing room). This compares to four trains per hour leaving El Cerrito del Norte for San Francisco where 2,800 passengers are competing for about 2,800 seats for trains direct to San Francisco and another

1,700 seats for trains to Fremont. It appears that under current operations, it is likely that passengers boarding at Walnut Creek will find a seat.

BART's future plans call for "splitting" Yellow Line trains so the half the services operates from Pittsburg/Bay Point to 24th and Mission or Glen Park, and the other half operate from Pleasant Hill/Walnut Creek to SFO. Under this scenario, there should be more seats available at Walnut Creek.

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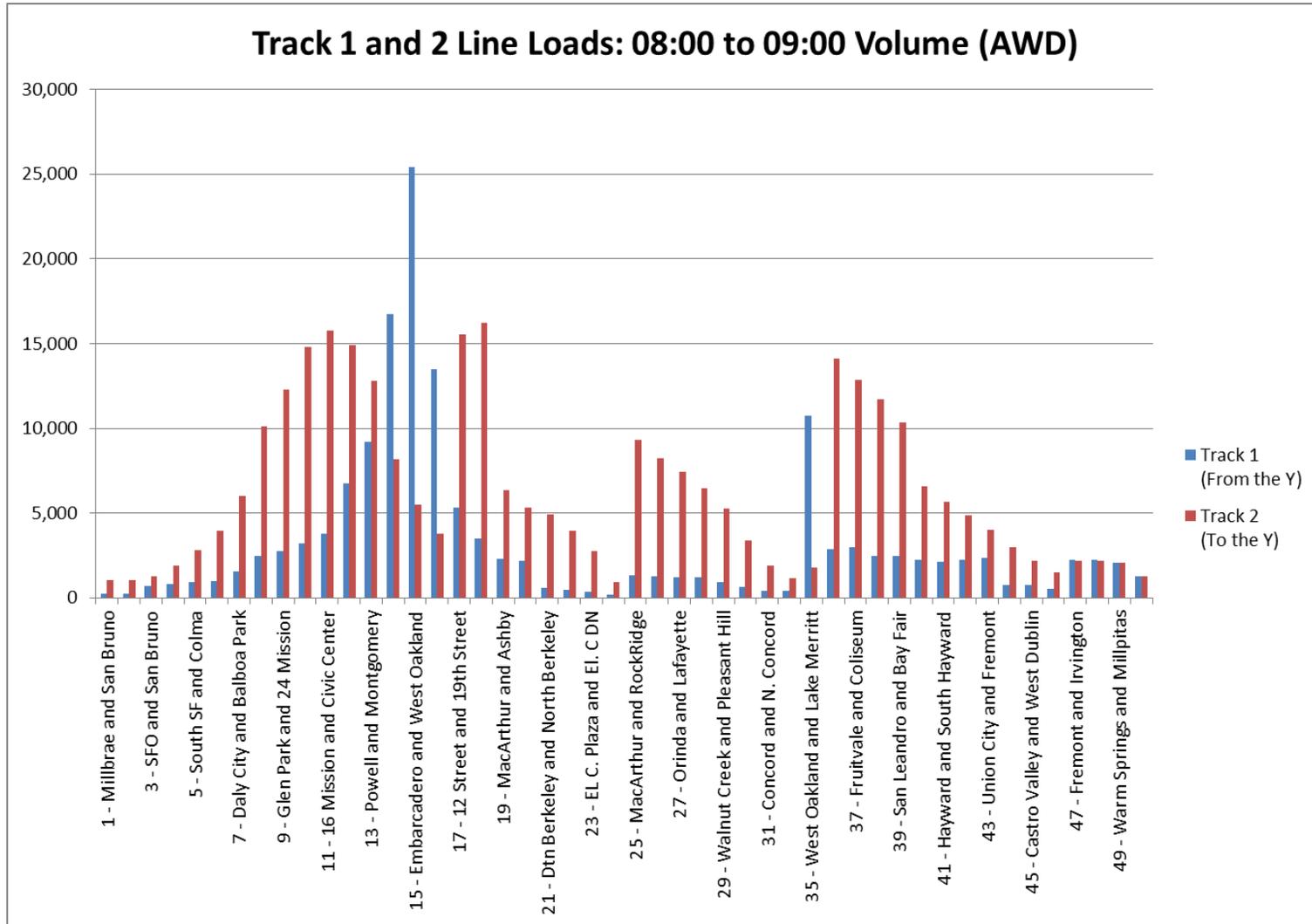


Figure 1: BART Line Loads 2012

Source: BART Sustainable Communities Operations Analysis, 2013

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BART Fares: There is a fare difference to San Francisco from El Cerrito del Norte or Walnut Creek. Table 30 illustrates this difference:

Table 1: Fare Difference

	From Walnut Creek	From El Cerrito del Norte	Difference
To Downtown Oakland	\$3.20	\$2.35	\$0.85
To Downtown SF	\$4.85	\$4.10	\$0.75

With Clipper, it is possible to provide a different fare for passengers transferring from a connecting bus service. Alternative B assumes that Fairfield to San Francisco/Oakland passengers transfer to BART at Walnut Creek instead of El Cerrito del Norte. BART is currently collecting a fare at El Cerrito del Norte that is between 75 and 85 cents less than the fare collected at Walnut Creek. Alternative B proposes that BART continue to charge the same fare for SolanoExpress passengers that it collects at El Cerrito del Norte even if they make the connect at Walnut Creek. Since there is no revenue impact to BART (BART receives the same amount of fares as it does currently, just in a different place), it should be possible to negotiate an agreement between the agencies that charges Solano Express passengers the lowest fare between from either El Cerrito del Norte.

6. Solano College “Universal Pass”

The recommended transit system provides good connections between Solano College’s Fairfield and Vacaville campus, as well as providing key connections to UC Davis. College students travel to and from each campus and between these campuses. The Solano College administration has proposed establishing a UC Berkeley-like “Class Pass” allowing unlimited travel on local buses and the newly realigned SolanoExpress. A key first step would be to establish the Class Pass using Transportation Fund for Clear Air funding to establish cost and need, and then transition into a student-paid registration surcharge after about two years.

7. Capital Plan

The capital program recommendations are divided into two types, vehicle and freeway and station improvements. These are summarized:

- **Vehicles**
 - **Fleet Size** – The total SolanoExpress service program requires 28 peak period buses or a total fleet of about 34 vehicles when fully implemented.
 - **Vehicle Type** – The current fleet of over-the-road coaches has been the express bus standard practice for the last 10 to 15 years. This coach type has served the market well, but the emerging market requires an upgraded coach. Over the road coaches have very high floors, which slow boarding, and are difficult for the disabled to use. These buses also have limited bicycle stowage. An intriguing choice could be low-floor double deck buses, which have been placed in service in the Seattle metro area. They offer high capacity, very fast boarding, easy disabled access and plentiful interior bicycle storage. They are also used extensively by the corporate shuttle systems in the Bay Area.

As the current fleet is replaced, strong consideration should be given to replacing the over-the-road buses with double deck buses, subject to the manufacturers' ability to provide the desired engine and fuel choice.

- **Freeway and Station Improvements**

- ***5 Year Program***

- Major Capital Improvement - 5 Year High Priority Freeway Stations
 - On line station at Fairfield Transportation Center
 - On line station at Solano College Fairfield
 - Minor Capital Improvement - 5 Year High Priority Freeway Stops
 - On line stop (ramp) at I-80/American Canyon
 - On line stop at I-680/Gold Hill
 - On line stop at Hwy 37/Fairgrounds
 - Minor Capital Improvement – City Right-of-Way
 - Transit priority measures

Year 1: Develop overall program/conceptual project plans/cost estimates

Year 2: Program funds/develop 30% plans/obtain environmental clearance

Year 3: Minor Capital – Initiate Construction and Delivery

Year 4: Major Capital – Begin construction

Year 5: Major Capital – Project completion

10 Year Program

- Major Capital Improvement - 10 Year High Priority Freeway Stations
 - On line station at Dixon/Pitt School Road
 - On line station at Industrial/Benicia

15 Year Program

- Major Capital Improvement - 15 Year High Priority Freeway Stations
 - On line station at Vacaville/Davis
 - Additional on line stations (i.e., Air Base Parkway, Hwy 37/Hwy 29, etc.)

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7. ACTION NON-FINANCIAL ITEMS

A. Transit Corridor Study – Selection of Service Alternative and Implementation Steps

Nancy Whelan and Anthony Bruzzone, Arup, presented and provided an overview of the service alternatives and their performance, recommended selection of a preferred service alternative, discussion of the capital requirements and phasing plan, the implementation plan for the selection service option, and phasing of near term actions to implement the plan. They outlined the following:

Alternative B is recommended by the consultant team and STA staff as the preferred service alternative as it will provide a restructured, simple, easy to understand, and high quality transit service for Solano County. The alternative is designed to adhere to the vision of a rubber-tire, freeway oriented high quality transit system, resulting in:

- Higher ridership
- Incremental growth in the frequency and span of service
- Incremental improvements in transit capital facilities to provide more reliable and faster service to the county.

Among the benefits of the recommended service plan are:

- Faster transit speeds
- Simple and easily understandable system and more direct routings
- Better service frequencies
- Improved connections between major college campuses

Nancy Whelan reviewed the draft work plan which identifies the follow up action items and further analysis needed to implement Alternative B. The work plan addresses the service plan, a transition plan for consolidating the current 7 route structure into 4 routes, coordination with NCTPA, BART, and Solano College, the funding plan and the capital plan. Nancy Whelan also reviewed the schedule for this work plan which estimated to require approximately one year (FY 2014-15) to complete all of the planning, coordination and transition activities with initial service changes to be effective in the January – June 2016 timeframe.

Committee Members Comments/Discussion:

Wayne Lewis, FAST, raised his concern regarding implementing in 2016 being too ambitious when there are critical things that need to be done in order for the new service plan to work. For example, BART changing their fare structures for SolanoExpress riders, eliminating Route 90 which is one of the highest performance routes, the models have a lot of intra-county trips, the Board asked about the first and last mile issue and would sacrifice the intercity if not capture those extra trips from the model. He commented not to proceed so fast with the assumption that these big projects are going to happen when we're struggling to fund the finance plan for the SolanoExpress buses. Anthony Bruzzone responded and said that this would all be determined as part of the implementation plan. He commented that unless an option is selected, we'll never get there. He noted that it drives the issue on how to get there with the understanding on how the general service plans work that's consistent with each city. Nancy Whelan commented that this is the best schedule we can estimate, but follow-up work has to get through all these work plans – the detail is what has been developed, there isn't the "what ifs" with Caltrans and BART, but that's what is realistic and is the consultant's initial projection.

Wayne Lewis noted that the capital projects may take 20 years and even the little projects, but to say 2016? What can you do without these critical assumptions and concerns?

Elizabeth Romero, SolTrans, asked if parking hubs are part of or in line with the stops. Nancy Whelan said there is work to be done, but yes. Wayne Lewis said that FTCs' parking is a big access point for the riders' choice.

Recommendation:

Forward a recommendation to the STA TAC and Board to:

1. Select Alternative B – BART-like Trunk System as the preferred service alternative for the intercity transit system; and
2. Authorize the development and issuance of a Request for Proposal (RFP) for a consultant to complete the planning, coordination, and transition activities needed to implement Alternative B for the intercity transit system.

4 to 4 vote with 4 Ayes and 4 abstentions. (4 Ayes (Dixon Redit-Ride, SolTrans, SNCI, and STA), 4 Abstention (FAST, Vacaville City Coach, Rio Vista Delta Breeze, and County of Solano.), the proposed motion failed passage to provide a recommendation to the STA TAC and STA Board.

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

Elizabeth Richards reviewed the proposal that was presented to the STA Board on May 14th and to the Paratransit Coordinating Council (PCC) on May 15th. She reviewed the Board's comments and questions which included requesting clarification on other CTSA programs and a tour of the Santa Clara's CTSA, clarifying role of FIA as well as describing value of Faith in Action (FIA) and paratransit services, anticipating the value of coordinating County HSS social service transportation services to avoid duplication, and stating STA appears to be a natural fit as a CTSA. She noted PCC comments were positive about STA seeking CTSA designation. They also inquired about other CTSA programs that Solano County may be able to implement.

At the request of City Coach's Brian McLean, the following has been requested to be incorporated to the CTSA Designation Proposal (Attachment H) under CTSA Funding:

“The CTSA shall not infringe on transit operators Transportation Development Act funds or Federal Transit Administration 5307 or 5339 unless specifically requested by the transit operators.”

Matt Tuggle noted that since the STA Board did not give clear direction to staff with paratransit, he wanted to know if this would be the opportunity to consider making intercity paratransit as part of the CTSA.

Janet Adams clarified the direction given by the STA Board to STA staff was that they wanted to be the governing board for managing intercity paratransit.

Brian McLean suggested inviting representatives from non-profits (transportation providers, social service agencies, and other) to provide their input in potentially becoming a partner with CTSA.

After further discussion, the Consortium voted to table this item until the next meeting in June.

September 18, 2014

David A. White, City Manager
City of Fairfield
1000 Webster Street
Fairfield, CA 94533-4883

**RE: Response to August 8th Letter Commenting on Draft Solano Intercity
Transit Corridor Study**

Dear Mr. White:

I am writing in response to your letter dated August 8, 2014 that I received commenting on the Draft Intercity Transit Corridor Study. In addition, we have also received a letter from your transit manager, Wayne Lewis that is referenced in your letter and provides more detailed comments on the same study. I have tasked the study's project manager, Jim McElroy to provide a detailed response to this second letter via a separate correspondence due to the volume of issues raised in that letter.

Your letter recognizes the importance of the Intercity Transit Corridor Study and the benefits of the service to the City of Fairfield. Solano Transportation Authority (STA) concurs with your request to have more public outreach now, so there will be strong public support for any future changes made to SolanoExpress Intercity Transit Service in the future. An extensive public input process is already intended for phase 2 of the Intercity Transit Corridor Study prior to service changes being made to the seven Solano Express routes, including the four operated by Fairfield and Suisun Transit (FAST).

The STA's process for developing improvements to the Solano Express system is a multistage program that is intended to be implemented in partnership with both Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST). The Draft Transit Corridor Study is only the beginning of several steps before final changes are recommended to the STA Board. Of course, the Board will make any decisions regarding services changes after thorough discussion and review over many months and the opportunity for public review and input regarding the services changes being proposed.

Our Study's consultant has recommended one of three options presented in the draft Study as a preferred service alternative; but, we recognize that many things can change as we engage in the longer term review, analysis, recommendation, and approval process. There is much work ahead of us before any service changes are approved and implemented. It is early in the process and there will be public review and input elements including at this early stage of the overall process. My staff is preparing a public review process for engaging the public, including public workshops and various mechanisms for gathering input using the Draft Transit Corridor Study as the focus for discussion.

The letter from your transit manager included many thoughts and comments beyond the request for extensive public review and input. In order to make sure these are considered going forward, I have asked our consultant to list the concerns and develop responses to each that will be provided as part of a separate and more detailed letter. I will be working with our project staff and consultant to weave your staff's concerns into our review process.

Finally, I do want to thank you and your staff for taking the time to provide comments and participate in the development of this draft study. Both of our agencies are involved in a process that is important and challenging. I am confident that working together we will find the best possible outcome to improve and enhance our regional transit network for Solano County and the City of Fairfield residents.

Sincerely



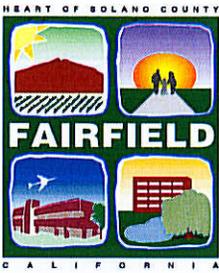
Daryl K. Halls
Executive Director

Attachments:

- A. Copy of City Manager Letter, City of Fairfield
- B. Copy of Public Works Letter, City of Fairfield

CC: STA Board Members
Jim McElroy, Project Manager

AC: DH/JAL/LN/J.McELroy
ORIG: DH Binder



CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

August 6, 2014



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

RE: Comments on Draft Intercity Transit Corridor Study

Dear Mr. Halls:

The City of Fairfield's transit staff and I understand how important it is to have an updated master plan to guide further development of the SolanoExpress intercity transit services. We also appreciate that these types of plans need to be visionary in nature and your consideration of our prior comments. I wanted to personally let you know that the City of Fairfield values SolanoExpress and wants to work with the STA to optimize the services SolanoExpress provides to the residents of our community.

I have asked Public Works to provide you with detailed comments on the June 16, 2014 draft of the Solano Transportation Authority's (STA's) I-80/I-680/I-780/ State Route 12 Transit Corridor Study (TCS). I wanted to also pass on one suggestion independently.

SolanoExpress intercity transit services are very important to the residents of Fairfield. Considering how important this document is and the fact that it is intended to help shape the future of intercity transit services, I believe it is critical that the public have an opportunity to provide input into the final alternatives that will be considered by the STA Board before they are finalized. We therefore ask and encourage you to do more public outreach now, so we will have strong public support for any future changes we make to the SolanoExpress intercity transit system to implement the master plan.

Thank you for your cooperation with us regarding this important planning document.

Sincerely,

DAVID A. WHITE
City Manager

Cc: George Hicks

September 23, 2014

Wayne Lewis
Assistant Public Works Director & FAST Transit Manager
City of Fairfield
1000 Webster Street
Fairfield, CA 94533-4883

RE: City of Fairfield Public Works Letter Related to Draft Transit Corridor Study

Dear Mr. Lewis:

Solano Transportation Authority (STA) Executive Director Daryl Halls received your letter dated August 6, 2014 (RE: Comments on Draft Intercity Transit Corridor Study). I recently became STA's Manager of the Project, and I have been asked to review your letter and to prepare a response to your specific concerns and suggestions.

Attached to this letter is a listing of the issues that I derived from your letter. To facilitate discussion, I have added recommended actions to address each issue. I want to be sure that I captured your comments so I will shortly be in touch to set a meeting to go over the listing with you.

Wayne, thank you for the input. We are involved in a process that is important and challenging. Working together we will attain the best outcome. I look forward to working closely with you and all the Solano County operators.

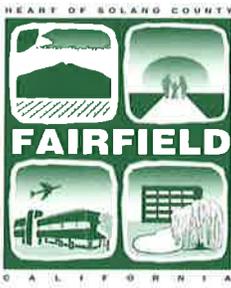
Sincerely



James McElroy
Project Manager

Attachments:

- A. Copy of Public Works Letter, City of Fairfield
- B. Draft Comment Listing from Fairfield Public Works Letter



CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

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August 6, 2014

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RE: Comments on Draft Intercity Transit Corridor Study

Dear Mr. Halls:

Thank you for the opportunity to comment on the June 16, 2014 draft of the Solano Transportation Authority's (STA's) I-80/I-680/I-780/State Route 12 Transit Corridor Study (TCS). Fairfield and Suisun Transit (FAST) shares the STA's desire to plan for future improvements to the SolanoExpress services operated by FAST and Solano County Transit (SolTrans). We also share the goals of improving services for both the long distance commuters that live in our communities and the increasing number of people that might want to use transit to travel between the communities and schools in Solano County.

We appreciate the need for a visionary document, but we have concerns that the TCS, in its current form, is not adequate to guide future changes to the SolanoExpress system that would meet our shared objectives. Radical changes are being proposed and the success of all the alternatives depends on a series of assumptions that are unlikely to be met. The TCS will guide development of the SolanoExpress system for the foreseeable future, so it is very important that we get it right.

I have consistently expressed concerns about the assumptions being used to guide the analysis ever since the TCS process began in 2012, but ARUP, the consultant hired by STA, has made very few changes to either the recommended service design and strategy, or the guiding assumptions.

We understand the proposal to cut service to Pleasant Hill BART and to only serve Walnut Creek BART will save time, but believe it is unrealistic to assume BART will adopt a special fare structure just for SolanoExpress riders that transfer between SolanoExpress and BART at Walnut Creek rather than at El Cerrito del Norte. Even if BART was willing to agree

conceptually with a 28% fare reduction (\$0.95 each way for trip to Oakland City Center), it would be almost impossible to implement the reduction, especially on the return trip, because the system would not be able to distinguish between SolanoExpress riders and people not linking their trip with SolanoExpress.

The assumptions that a new bus station with direct freeway access in both directions can be constructed for Solano College and that the Fairfield Transportation Center (FTC) can be redesigned to allow SolanoExpress buses to remain on freeway ramps and avoid city streets are even more unlikely to be validated. Neither of those improvements could be completed in the next 5- 10 years, even in the unlikely event the huge costs for the improvements could be funded. Without the freeway facility improvements, the running times used for the analysis do not seem to be achievable. In the case of the assumed FTC improvements, it might be reasonable to assume that riders could get to the east-bound ramp, but access to a stop on the west-bound ramps would require a very long walk even after the West Texas Gateway Access Improvement Project is completed.

In addition to the assumptions discussed above, the route designs all make assumptions that current SolanoExpress riders are likely to take exception to as summarized below:

1. Higher frequencies on fewer routes is more desirable than providing good express coverage to the most desired destinations from all major cities in Solano County. For FAST operated SolanoExpress routes, the main constraint to increased ridership is lack of parking for easy mode shift. Higher frequencies of undesirable trips will not encourage ridership by people that have other options.
2. Routes need to simultaneously serve both internal Solano city to city trips and regional trips, even though ARUP's summary of TCRP Report 145 on page 35 of the TCS stresses the importance of identifying separate travel markets in corridors and even states that "a freeway with many entrances/exits should have an overlapping transit service that provides an express function (emphasis added). The recommended alternative in the draft TCS compromises the express function currently enjoyed by commuters from Vacaville, Suisun City, and Fairfield using Route 90 to get to El Cerrito del Norte BART by inserting five additional stops between the FTC and El Cerrito del Norte, but rationalizes that by assuming that these riders can just go to Walnut Creek instead.
3. Transit can attract significant growth in riders going between cities in Solano County if travel times between transit stations are competitive with travel times in an automobile, even though this comparison

ignores the total travel time for the trip which must include getting from the origination point to the initial SolanoExpress station and from the second SolanoExpress station to the actual destination. As Mayor Patterson pointed out at the STA Board Workshop, people will make their travel decisions based on the total trip, including the first and last miles. With abundant parking available near most Solano County locations and the relative lack of congestion off the freeway for personal automobiles, most people with access to a car are unlikely to include a SolanoExpress link in their travel planning.

4. Passengers will accept having more difficulty accessing transit stations and having more stops, if travel time between stations takes less time. Less travel time depends on an assumption that transit stops directly on the freeway can be financed, will have adequate adjacent parking to support their use, and will be approved by Caltrans. Unless all of those assumptions prove valid, riders will face more stops and longer travel times. These facilities would also have to be viewed as safe, comfortable and convenient to attract the projected ridership. This has proven a significant challenge in other areas where this approach was tried.
5. Nearly all commuters from Vacaville, Suisun City, Fairfield, and points east will be willing to make transfers at Walnut Creek BART rather than El Cerrito del Norte BART, even though their out of pocket cost to make the change would be almost \$2 per day higher and the BART trips would take several minutes longer. Dropping the Pleasant Hill BART stop would save some bus travel time, but less time for commuters because many people can catch an earlier train at Pleasant Hill and getting to a new off-highway stop at Solano College would take several minutes. People with destinations in Berkeley and Richmond would face additional challenges because they would have to make an additional transfer.

Another concern with the TCS is that it states that farebox recovery would increase, but it does not explain what the fare structure would be. That is important because FAST just had to change its fare structure to be compatible with the CLIPPER universal fare card. The TCS's proposed multiple stop system designed to resemble a rubber-tired BART would seem to require a fare system like BART's that uses a tag-on, tag-off system to implement a distance based fare structure. The Metropolitan Transportation Commission (MTC) denied several requests to have that capability in Solano and Napa as part of the CLIPPER implementation. MTC staff indicated it would cost over a million dollars just in programming to allow that. The real costs would be much higher, because our electronic farebox collection system would also need to be modified.

Solano County transit operators already face significant funding challenges to replace an aging transit fleet and to complete already identified transit station improvements. The assumption that very large amounts of funding (Many tens if not hundreds of millions of dollars) would be available to make a series of transit specific freeway improvements in sparsely populated Solano County seems unrealistic. Even if funding was readily available, these types of improvements still could not be completed in 5 to 10 years. Even aspirational plans should acknowledge that the lack of funding for all transportation improvements in our country makes it unlikely that very expensive, direct access improvements for transit in a sparsely populated county are unlikely to be competitive for limited funding.

The best performing SolanoExpress routes are Route 80 and Route 90 which both serve a core constituency of long distance commuters with express services. The greatest environmental benefits are derived by the reduction of long distance commutes in our region's most congested corridors, so meeting the needs of this core constituency seems like it should be the foundation for any SolanoExpress system masterplan. While the changes the TCS proposes may not have much of an impact on the people currently using Route 80, it would demand major changes from the current riders of Route 90 and provide a much lower level of service to them. The alternatives proposed in the TCS have a high potential to discourage our core constituency while not being able to attract the anticipated number of intra-county trips.

While maintaining 15 minute headways all day on all the routes sounds attractive, such service would come at an extremely high cost. The demand of residents in our rural, exurban county for trips between transit centers in our communities is unlikely to have the same elasticity to increased mid-day trips as national studies in more densely populated areas, because most people have originations and destinations that are not located adjacent to the transit centers. An assumption that such service would generate offsetting revenues is therefore doubtful at best.

Considering these questionable assumptions, the relatively modest differences in the results from modeling these alternatives, the extremely high costs, and the revolutionary changes required for the proposed system alternative, we do not believe it is in the best interest of Solano County residents or transit operators to pursue these changes. We believe that it makes much more sense to plan for evolutionary changes based on more realistic assumptions. That way we can avoid sacrificing the LOS for our core constituency of long distance commuters in an attempt to attract a significant portion of future intra-county trips to transit, and we can pursue opportunities to serve the trips between Solano County cities and campuses that do not undermine very successful and environmentally beneficial transit services like the Route 90 express.

Mr. Daryl Halls
August 6, 2014
Page 5 of 5

Whatever the ultimate recommendation is, we feel that it is important to give the public the opportunity to help guide the vision for SolanoExpress. Public outreach and input into the alternatives will be crucial to having public support for any future changes to the SolanoExpress intercity transit system.

Thank you for the opportunity to comment and please let me know if you have any questions concerning our comments.

Sincerely,



Wayne A. Lewis
Assistant Public Works Director/
FAST Transit Manager

Cc: George Hicks

Listing of Fairfield PW Comments

	Issue Analysis	Response and Proposed Action
1	Likely that BART cannot and will not adopt special fares necessary to gain equity for users who currently transfer to BART at El Cerrito but must transfer at Concord in the proposed alternative	Negotiation issue with BART. Open discussion with BART leadership as soon as possible.
2	Likely that the proposed physical capital improvements that are critical to bus timing are not realistic to implement	Refine Capital Plan in Phase 2. Add elements in Phase 2 scope that include operations analysis based on capital improvement availability.
3	Public will not like route plans that increase emphasis on service within County while effectively deteriorating the express service	The study does not have the intent of "deteriorating the express service". The study intends to improve service to destinations within the County while continuing to provide the good connections to the BART system. We expect public review to begin in January 2015.
4	Suggests the Draft Study assumptions conflict with the TRB study upon which key assumptions for draft alternatives are based – notes that the proposed new service will add five new stops, using a new destination to gain adequate time and that destination will not be desirable for current express users, which now have a direct trip to El Cerrito	Comment noted. Task consultant to review in Phase 2 key assumptions of adding new stops, reassess proposed new destination, and identify any conflicts with TRB study.
5	Concerns that expectations of usage of the new intercity travel capabilities are not realistic because the study does not look at intercity travel patterns correctly – generally, potential riders will make choice based on total trip time and will therefore choose to drive	This comment suggests that the recommended alternative will not attain ridership targets due to a flaw in the Phase 1 analysis. Phase 1 Consultant is forecasting an increase in ridership due to proposed increased service frequency. A number of proposed service changes are based on public comments received as part of past and recent ridership surveys. Task consultant to again review the ridership projections and seek more refined ridership projections in the Phase 2 scope
6	Potential transit users will not accept the travel patterns necessary to deal with transit trips involving stops within or nearby freeway right of way. Wrapped around this is the concern that adequate financing will not be available to build facilities expected by the proposal	Add to Phase 2 scope a high level travel pattern schematic for each key station with a high level schematic design for each key station.
7	Commuters will not accept the baseline challenges of switching from the BART transfer at El Cerrito/Del Norte to the new transfer at Walnut – given baseline higher fares, longer trips on BART, new required BART transfers to some destinations	Option B of the study recommends a new routing and transfer point to connect with the BART system from Fairfield. But, none of the options are intended to, as a result of the service changes, create higher fares, or longer trips for commuters. Phase 2 of the planning process will produce schedules and an operations analysis to validate that the intended outcomes are achieved. Also, the public will have the opportunity to review and influence outcomes before the Board makes a final decision. Communication with BART regarding the potential adjustment of BART fares is also proposed.
8	Concern about not including Pleasant Hill BART as a stop on the proposed new service to the BART Walnut Creek Station as certain travel destinations are closer to Pleasant Hill than to Walnut Creek.	Walnut Creek versus Pleasant Hill BART stations is a complicated issue. The consultant has recommended the Walnut Creek station. The public review process is expected to begin in January 2015 and the overall review will continue through Phase 2.
9	Concern that as yet unspecified fare structure to attain needed fare revenue targets will be too high for transit users to accept	The Phase 1 study identifies increased ridership as the primary basis for increased fare box targets, not fare increases. If you recall, FAST had proposed fare increases to Route 90 that were not supported by the STA Board. A more detailed service plan and fare structure is proposed to be developed as part of the phase 2 study. Coordination with MTC/Clipper will need to be included as part of the Phase 2 work to help influence the phase 2 of Clipper in Solano County once Phase 1 of Clipper implementation is completed.
10	Concern that the implied fare collection approach is not viable, based on past experience in the recent Clipper implementation for Solano County.	Consider during Phase 2, open negotiations with MTC. This issue, and others, will need to be resolved before a commitment to a final recommendation.
11	Concern that necessary capital funds will not be available	This is a concern shared by the STA. A more detailed capital implementation plan will be developed during the Phase 2 process. Having a detailed capital plan for the service will provide STA with a basis for pursuing future regional, state and federal transit funds for these improvements.

Listing of Fairfield PW Comments

12	<p>Concerns that proposal will discourage users that currently travel to El Cerrito/Del Norte on the 90 and will not attract anticipated new intra-county trips. Alleges the service that replaces the 90 constitute a “much lower level of service” for current users traveling to El Cerrito/Del Norte. Seems to imply fairness as an issue as current Fairfield commuters will be more profoundly impacted than current users of the matching Vallejo area service – the SolTrans Route #80 riders will not see the major changes felt by the FAST Route 90 riders</p>	<p>STA is also concerned about any potential loss of ridership on Route 90 or the other six routes that provide intercity service. This was one of the reasons for the STA Board not supporting FAST’s proposal to raise Route 90 fare. At the same time, only 2 of 7 routes are meeting a significant amount of performance measures developed by the STA for measuring and tracking the performance of the intercity service. Addressing this issue will be part of the Phase 2 public outreach process and the transition from the current service to any new service recommended by the STA Board.</p>
13	<p>Maintaining short headways during off peak is too expensive and will not contribute enough farebox revenue</p>	<p>One of the limiting factors of the current service is the lack of connections between communities and college campuses which limits access during the day for shopping, medical appointments, students, and other non- commute activities. This new proposed service option does mark a change from just providing primarily commute oriented service to destinations located outside of Solano County (BART, Sacramento, Davis, etc) to a service that also provides better access to the local community college campuses, between communities, and to local shopping, employment centers, and medical facilities. This will be reassessed in more detail in Phase 2 both within the constraints of current funding and with forecast increases in ridership once the new service is implemented.</p>
14	<p>The changes, as proposed, are not in the best interests of residents as the assumptions are questionable, the modeling results between alternatives is not persuasive to select a given alternative, the costs are too high, and the changes are too drastic</p>	<p>The consultant disagrees with this comment (see Item 13 comment above). Phase 2 will seek public comments and further refinement of the service option based on specific route schedules and service changes.</p>
15	<p>Suggests retaining the FAST Route 90 in its current form and developing new plans to try to attain the other objectives such as intercity trip objectives</p>	<p>Option A in the Study essentially retains the current Route 90 alignment. The consultant has recommended Option B which replaces the existing Route 90 alignment with a new alignment to attain the BART connection. The current Route 90 alignment delivers BART passengers to El Cerrito/del Norte. The new alignment would deliver passengers to Walnut Creek for connection to BART. The intent is to provide an equivalent or better timing and connection to BART and the BART destinations. Through this change, and others, the plan intends to meet BART connection objectives as well as provide intercity travel options. Public review is expected to begin in January 2015 and further analysis will occur in Phase 2 of the project.</p>
16	<p>Wants the public to help guide the vision for the service</p>	<p>Agreed. Public input expected to begin in January 2015.</p>
17	<p>Suggests public support for the new service is important and that outreach and input into reviewing the alternatives before an alternative is selected is necessary to attain public support</p>	<p>Agreed. Public input expected to begin in January 2015.</p>

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	<i>Issue Analysis</i>	<i>Response and Proposed Action 10/29/2014</i>	<i>Status</i>
1	Likely that BART cannot and will not adopt special fares necessary to gain equity for users who currently transfer to BART at El Cerrito but must transfer at Concord in the proposed alternative	Negotiation issue with BART. Open discussion with BART leadership as soon as possible.	Complete: Consultant has talked with BART senior planning staff. Next Action: Next contact should be between STA leadership and BART leadership.
2	Likely that the proposed physical capital improvements that are critical to bus timing are not realistic to implement	Refine Capital Plan in Phase 2. Add elements in Phase 2 scope that include operations analysis based on capital availability.	Next Action: Project manager to modify scope of work for Phase 2 to include operations analysis.
3	Public will not like route plans that increase emphasis on service within County while effectively deteriorating the express service	The study does not have the intent of "deteriorating the express service". The study intends to improve service to destinations within the County while continuing to provide the good connections to the BART system. We expect public review to begin in about April 2015.	Next Action: Public sessions proposed for about April 2015. Next Action: Carry forward into Phase 2.
4	Suggests the Draft Study assumptions conflict with the TRB study upon which key assumptions for draft alternatives are based – notes that the proposed new service will add five new stops, using a new destination to gain adequate time and that destination will not be desirable for current express users, which now have a direct trip to El Cerrito	Comment noted. Task consultant to review in Phase 2 key assumptions of adding new stops, reassess proposed new destination, and identify conflicts with TRB study.	Next Action: Project manager to modify scope of work for Phase 2 to include operations analysis.
5	Concerns that expectations of usage of the new intercity travel capabilities are not realistic because the study does not look at intercity travel patterns correctly – generally, potential riders will make choice based on total trip time and will therefore choose to drive	This comment suggests that the recommended alternative will not attain ridership targets due to a flaw in the Phase 1 analysis. Phase 1 Consultant is forecasting an increase in ridership due to proposed increased service frequency. A number of proposed service changes are based on public comments received as part of past and recent ridership surveys. Task consultant to again review the ridership projections and seek more refined ridership projections in the Phase 2 scope	Next Action: Task consultant. Next Action: Project manager consider and propose refined ridership projections to be incorporated into Phase 2 RFP.
6	Potential transit users will not accept the travel patterns necessary to deal with transit trips involving stops within or nearby freeway right of way. Wrapped around this is the concern that adequate financing will not be available to build facilities expected by the proposal	Add to Phase 2 scope a high level travel pattern schematic for each key station with a high level schematic design for each key station.	Next Action: Project manager to modify scope of work for Phase 2 RFP.
7	Commuters will not accept the baseline challenges of switching from the BART transfer at El Cerrito/Del Norte to the new transfer at Walnut Creek – given baseline higher fares, longer trips on BART, new required BART transfers to some destinations	Note: Public sessions proposed for about April 2015. Next Action: Carry forward into Phase 2.	Next Action: Project manager to modify scope of work to include operations analysis. Next Action: Next contact should be between STA leadership and BART leadership regards fare structure and implementation issues.
8	Concern about not including Pleasant Hill BART as a stop on the proposed new service to the BART Walnut Creek Station as certain travel destinations are closer to Pleasant Hill than to Walnut Creek.	Walnut Creek versus Pleasant Hill BART stations is a complicated issue. The consultant has recommended the Walnut Creek station. The public review process is expected to begin in January 2015 and the overall review will continue through Phase 2.	Note: Public sessions proposed for about April 2015. Next Action: Carry forward into Phase 2.
9	Concern that the assumptions used to anticipate total fare revenues are too optimistic. The phase 1 study seems to base higher fare revenues on a higher number of trips. The impacts on fare revenues can be more subtle than the study anticipates and may not lead to the anticipated total revenue increases. For example, new intercity trips will likely generate a lower revenue per trip than the longer distance commuter trips that are the current core users.	Staff and consultants acknowledge the general nature of cost and revenue estimates in the phase 1 study. Staff and consultants argue that the current estimates are adequate for the high level financial approach necessary for attaining the goals of the phase 1 study. Staff and consultants recognize that a more refined approach to generating revenue estimates will be necessary in the next phase of the study before committing to an implementation strategy.	Next Action: Review and strengthen, as appropriate, scope of work for phase 2 to gain more refined estimates of trips and resulting revenue.
10	Concern that the implied fare collection approach is not viable, based on past experience in the recent Clipper implementation for Solano County.	Consider during Phase 2, open negotiations with MTC. This issue, and others, will need to be resolved before a commitment to a final recommendation.	Next Action: STA leadership initiate formal contact with MTC and BART regards fare structure and fare implementation. Next Action: Carry forward into Phase 2.
11	Concern that necessary capital funds will not be available	This is a concern shared by the STA. A more detailed capital implementation plan will be developed during the Phase 2 process. Having a detailed capital plan for the service will provide STA with a basis for pursuing future regional, state and federal transit funds for these improvements.	Next Action: Carry forward into Phase 2.
12	Concerns that proposal will discourage users that currently travel to El Cerrito/Del Norte on the 90 and will not attract anticipated new intra-county trips. Alleges the service that replaces the 90 constitute a "much lower level of service" for current users traveling to El Cerrito/Del Norte. Seems to imply fairness as an issue as current Fairfield commuters will be more profoundly impacted than current users of the matching Vallejo area service – the SolTrans Route #80 riders will not see the major changes felt by the FAST Route 90 riders	STA is also concerned about any potential loss of ridership on Route 90 or the other six routes that provide intercity service. At the same time, only 2 of 7 routes are meeting a significant amount of performance measures developed by the STA for measuring and tracking the performance of the intercity service. Addressing this issue will be part of the Phase 2 public outreach process and the transition from the current service to any new service recommended by the STA Board.	Next Action: Public sessions proposed for about April 2015. Next Action: Carry forward into Phase 2.
13	Maintaining short headways during off peak is too expensive and will not contribute enough farebox revenue	One of the limiting factors of the current service is the lack of connections between communities and college campuses which limits access during the day for shopping, medical appointments, and other non-commute activities. This new proposed service option does mark a change from just providing primarily commute oriented service to destination outside of Solano County (Bart, Sacramento, Davis, etc.) to a service that also provide better access to the local community college campuses, between communities, and local shopping and medical facilities. This will be reassess in more detail in phase both within the constraints of current funding and with forecast increases in ridership once the new service is implemented.	Next Action: Project manager to modify scope of work to include operations analysis.
14	The changes, as proposed, are not in the best interests of residents as the assumptions are questionable, the modeling results between alternatives is not persuasive to select a given alternative, the costs are too high, and the changes are too drastic	The consultant disagrees with this comment. Phase 2 will seek public comments and further refinement of the service option based on specific route schedules and service changes.	Next Action: Public sessions proposed for about April 2015. Next Action: Carry forward into Phase 2.

Listing of Fairfield PW Comments

15	Suggests retaining the FAST Route 90 in its current form and developing new plans to try to attain the other objectives such as intercity trip objectives	Option A in the Study essentially retains the current Route 90 alignment. The consultant has recommended Option B which replaces the existing Route 90 alignment with a new alignment to attain the BART connection. The current Route 90 alignment delivers BART passengers to El Cerrito/del Norte. The new alignment would deliver passengers to Walnut Creek for connection to BART. The intent is to provide an equivalent or better timing and connection to BART and the BART destinations. Through this change, and others, the plan intends to meet BART connection objectives as well as provide intercity travel options. Public review is expected to begin in January 2015 and further analysis will occur in Phase 2 of the project.	Next Action: Public sessions proposed for about April 2015. Next Action: Carry forward into Phase 2.
16	Wants the public to help guide the vision for the service	Public input expected to begin in January 2015.	Next Action: Public sessions proposed for about April 2015.
17	Suggests public support for the new service is important and that outreach and input into reviewing the alternatives before an alternative is selected is necessary to attain public support	Public input expected to begin in January 2015.	Next Action: Public sessions proposed for about April 2015.

*Public Outreach Element – Transit Corridor Study**Draft Framework**October 28, 2014 – Version 04***Background**

The STA has produced a document that suggests certain changes to the regional bus network. The intent is to provide more frequent service and new intercity service capabilities within an environment of constrained financial resources. STA and its public agency partners intend to engage the public in developing service changes to the Solano Express bus network.

The planning project has several elements. The first element, referred to as phase 1 is concluding with a draft report that suggests a certain option or framework as a “preferred option”. Although the preferred option lays out specific services, the ultimate implementation will likely be phased to match capital funds, provide time for existing users to adapt travel patterns, and provide for implementable elements that can be reviewed and modified with operational experience and public feedback.

Phase 2, assuming STA Board approval will continue the process by developing more refined service plans. The phase 1 public review process and phase 2 will overlap to some degree.

The public review process associated with phase 1 will accomplish the following:

1. Educate the public on planning activities to date, and present the preferred option framework – including description of proposed routes, consideration of preliminary timetables, and high level overview of the expected service characteristics such as fares, capital needs, and challenges.
2. Seek public input around the preferred option. How do current riders, potential riders, and non-riders view the preferred option? What changes to the preferred option would those same constituencies suggest and why?

The public process has the opportunity to influence the service design as well as the implementation phasing.

STA staff intends to seek Board approval for the Public Outreach Element to phase 1 at its December 2014 Board Meeting. If approved, Public Outreach Element is expected to conclude in about June of 2015 with recommendations to the Board for more refined service elements following shortly, in concert with phase 2 execution.

Phase 1 Public Review Process – Proposed

1. Post the phase 1 Draft document for public review – on line, local libraries, and member cities.
2. Provide press release discussing process.
3. Distribute information: bus seat drops, STA website, member agency links, social media, using STA staff expertise.
4. Provide staff to answer question about document. Main contact is Elizabeth Niedziela at STA. She will funnel questions to appropriate parties, recording concerns and responses.
5. Prepare public presentation. Phase 1 consultant prepares presentation with support from project manager and STA staff.
6. Set dates and times for public workshop sessions
 - a. Vallejo area – Library at City Hall
 - b. Fairfield area – Fairfield Transportation Center
 - c. Vacaville area – Ulatis Cultural Center
7. Process feedback and appropriately revise recommendations
8. Final proposal to STA Board via STA review process including staff, consultants, and committees.

Organizational Framework

- On site event management provided by Jim McElroy
- Event marketing provided by STA staff
- Site reservations and scheduling by STA staff with support from Jim McElroy
- Draft event materials prepared by Arup, refined by Jim McElroy and STA staff
- Presentations on site by Arup staff with introductions by Jim McElroy
- Post session follow-up and reports to be determined

Next Steps in developing this process

- Review with Liz Niedziela and Daryl Halls
- Review with Bruzonne, Arup
- Review with impacted STA staff
- Develop refined proposal
- Goes to Board in December 2014

Consideration of Solano Express Advisory Committee (SEAC)

October 30, 2014 Vers04

Background

In a recent on-board survey, Solano Express riders were asked:

“Would you be interested in serving on the Solano Express Advisory Committee for this route to increase public input and feedback on how to best serve the riders’ needs?”

Nearly 2,400 surveys were completed and 16.4% of those responding indicated an affirmative response to the question.

Implementation of an advisory committee has potential benefits:

- As a method for gathering views and recommendations from a core group of knowledgeable riders in considering annual service changes.
- Focused advice from a core group of knowledgeable riders as we pursue the changes driven by the Transit Corridor Study.

Staff and STA leadership will be mindful that our planning should consider that the vast majority of Solano County residents do not use the currently implemented public transit system. So, our planning should include consideration of their needs in order to attract new riders. Many non-riders potentially benefit from the system through reduced congestion, improved air quality, and improved quality of life for family members and fellow residents. One possibility is to expand the proposed advisory committee to include non-riders with interest in improving public transit service, but that is challenging as volunteers tend to be individuals with personally-focused needs.

Therefore, staff recommends moving forward with this proposed advisory committee as to provide a sounding board of existing transit users. But, staff and leadership will need to be mindful of the need act for the broader good of providing services that benefit as many residents as possible.

In order to provide a structure for Board discussion, following is a possible set of criteria for a possible Board construct. **This is provided for discussion and is not necessarily a staff recommendation.**

Possible Structure of Advisory Committee

1. Membership Criteria

Members of the committee should possess certain qualities and focus.

Qualifications

To qualify, potential members should be residents of Solano County or full time employees, working within Solano County. Some members should be regular users of the Solano Express system. Others

should be persons that represent broader interests such as the college community, air quality, the disabled community, and the business community.

2. Meeting Timing

The Committee should meet at least once per year to review annual recommendations for service changes. The Committee should be provided with staff recommendations based on public input along with supporting material such as survey results, performance data, and planning documents. Staff will provide support to the committee.

3. Committee Structure and Support

Following is one possible approach for the committee structure:

Vallejo: Two members

Fairfield: Two members

Vacaville: Two members

At Large: Two members, representing smaller cities and unincorporated areas

Solano Community College: One member

Business Community: two from businesses with alternative transportation coordinators

Staff Support: Transit Programs Manager, Solano Transportation Authority

The Committee shall select a Chair from its ranks to serve a two year term. Members shall serve two year terms, with appointments approved by the STA Board. Appointments shall be on offsetting cycles so that there are always some members on the Committee with ongoing experience. Normally terms shall begin on July 1 and end June 30, two years later.

4. Committee Member Selection

STA staff solicits volunteers from the regular daily ridership by advertising information on all regular SolanoExpress service. STA staff shall review the list of potential volunteers and provide a final recommendation to the STA Board.

Startup Timing

December 2014: STA Board considers this document and provides feedback and direction to staff

February 2015: Staff returns to Board with recommendation based on Board direction

March 2015 to April 2015: Staff recruits for volunteers

April 2015: Staff reviews nominations

May 2015: STA Board approves appointments

July 2015: First meeting to consider potential route changes

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DATE: November 11, 2014
TO: STA TAC
FROM: Drew Hart, Associate Planner
RE: Solano Priority Conservation Area (PCA) Plan Update

Background:

The Association of Bay Area Governments (ABAG) began the designation of Priority Conservation Areas (PCA) for nine County Bay Area in 2007. In the fall of 2012, the Metropolitan Transportation Commission (MTC) provided pilot funding to the four North Bay Congestion Management Agencies (CMAs) for transportation improvements within designated PCAs. As such, the STA Board approved the formation of a PCA Stakeholder Committee to create a planning document that assesses the five existing PCAs in Solano County, possible other PCA designations, and to identify priority transportation improvement projects in these areas. The structure of the stakeholder group, which was approved by the STA Board in September 2013, was populated with specific interest groups and stakeholders.

The Stakeholder Committee met twice in Spring 2014, then took a hiatus for harvest season. During that time period, ABAG released its new PCA guidelines and STA entered into a contract with PMC to assist in the STA PCA Assessment and Implementation Plan. The new guidelines require more specific boundaries, a resolution of support from the nominating agency, designations of Primary Benefits and Co-Benefits with supporting maps and data. Existing PCAs will be grandfathered in unless the nominating agency creates a resolution of opposition. Nominating PCAs were sent notifications of this process and given a 90-day window to express opposition. No action would result in these PCAs keeping their designation. Opportunity to submit new PCA applications for ABAG review closes on May 30, 2015.

Discussion:

At the November 5, 2014 meeting, the PCA Stakeholder Committee met and received a report on the new ABAG guidelines. They also discussed existing and potential PCA designations in Solano County.

The Committee generated a list of eight areas in the county (the existing 5 PCAs, plus 3 new areas) for PMC to analyze against ABAGs new guidelines. Additionally, the Committee hopes PMC will identify 2 more areas that are good potential candidates based on the analysis of the whole county. The eight areas are as follows:

Existing PCAs

- Blue Ridge Hills (Vaca Mountains)
- Vacaville-Fairfield Greenbelt
- Suisun Valley
- Western Hills
- Tri City and County Cooperative Planning Area

Potential PCAs

- Putah Creek Corridor
- Dixon Ridge
- Mare Island

PMC will analyze these areas and report back to the Committee at the December 4th meeting at STA offices. Future tasks include identifying priority PCA projects and creating preliminary designs and budgets that would enhance the PCAs.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: November 7, 2014
TO: STA TAC
FROM: Robert Macaulay, Planning Director
RE: State Affordable Housing and Sustainable Communities Program Update

Background:

The Affordable Housing and Sustainable Communities (AHSC) Program is a portion of the state's Cap and Trade initiative, designed to help reduce the emission of greenhouse gases (GHGs). Organizations and individuals that take actions resulting in the emission of GHGs, such as motor vehicles, pay a fee for those emissions. For motor vehicle fuel, this will be covered by a new fee starting on January 1, 2015. The state then allocates these funds to projects and programs that are designed to reduce GHG emissions. This is known as the Cap and Trade system.

Senate Bill (SB) 862 from the 2013-2014 legislative session established requirements for the distribution of \$130 million of Cap and Trade funds. The centerpiece of this is the AHSC Program, based upon the conclusion that locating housing, including high density low-income housing, next to high frequency transit. SB 862 assigned the state Strategic Growth Council (SGC) a primary role in preparing guidelines and allocating funds for AHSC projects.

Discussion:

On September 23, 2014, the SGC released draft guidelines for the AHSC program, and requested comments from interested parties by October 31, 2014. The SGC draft guidelines and request for comment are included as Attachment A. The draft guidelines establish definitions and eligibility criteria for \$130 million. The funds are generally divided into two programs - the Transit Oriented Development (TOD) program and the Integrated Connectivity Project (ICP). Major provisions include:

- All projects or programs selected for funding must demonstrate a reduction in GHG emissions.
- Projects are served by publically-sponsored transit (type and frequency specified by the regulations).
- TOD projects must include both new affordable housing and transportation improvements.
- Project areas eligible for ICP funding are ineligible for TOD funding.
- 50% of the funds must go to projects that provide affordable housing, and 50% of the funds must go to projects in or benefiting Disadvantaged Communities.

STA, the Metropolitan Transportation Commission (MTC) and the Bay Area Congestion Management Agencies (CMAs) all reviewed the draft guidelines. STA also participated in a review subcommittee of the California Transit Association (CTA). The near-unanimous conclusion of these groups was that the draft guidelines were too complex, and would have trouble identifying and funding projects that would meet all of the application and delivery

requirements. For example, the draft guidelines use new definitions as opposed to definitions developed by the regions for disadvantaged communities, transit oriented development and high quality transit.

One of the major areas of discussion during the comment period was how Disadvantaged Communities would be defined. The California Environmental Protection Agency (CalEPA) developed Cal EnviroScreen, a multi-part assessment of a census tract's exposure to more than a dozen environmental and socio-economic risks, including poverty, education level, access to safe drinking water and exposure to pesticides and air pollutants. SGC ultimately decided that census tracts in the top 25 percentile of EnviroScreen risk would qualify as Disadvantaged Communities. There are two such census tracts in Solano County (Attachment B), covering Rio Vista staff and the Montezuma Hills, and downtown Vallejo.

STA prepared a comment letter to the SGC and submitted it on October 31 (Attachment C). In the letter, STA recommended the final guidelines be simplified, and use existing definitions and processes wherever possible. Letters from other CMAs, MTC and CTA took similar positions.

Based upon the draft guidelines, it appears that no Solano projects will be competitive for the AHSC TOD funding expected to be approved in mid-2015. It is unclear whether ICP funding may be appropriate, and whether obtaining such funding now might make project areas ineligible for such funds in the future.

Fiscal Impact:

No impact to the STA Budget at this time.

Recommendation:

Informational.

Attachments:

- A. SGC Draft Guidelines
- B. SGC Disadvantaged Communities for Solano County Map
- C. STA Letter of October 31 to SGC

Memorandum

TO: Interested Stakeholders

FROM: Strategic Growth Council

DATE: September 23, 2014

RE: Draft Guidelines for the SGC Affordable Housing & Sustainable Communities (AHSC) Program

First and foremost, thank you for your interest in this process. The opportunity to implement key land use and transportation strategies to address climate change in California is a responsibility we do not take lightly. Like any good process, we look forward to constructive feedback from diverse stakeholders to help inform the Affordable Housing and Sustainable Communities Program as we move forward.

Following this memo, you will find the Draft Guidelines document for the AHSC Program. Written comments will be accepted on this draft until **Friday, October 31, 2014**. SGC and its partnering agencies and departments will be holding four public workshops across the state to gather feedback to inform the final version of the guidelines that will go to the Council for adoption at its December 11, 2014 meeting. Information on the cities and dates of the workshops is available now in the [SGC Workshop Notice](#), and additional information with exact times and locations will be released by the end of September.

In order to facilitate the most effective engagement, SGC would like to acknowledge several outstanding issues to be resolved prior to Council adoption of the Final Guidelines in December.

Chief among these issues include:

- Coordination and partnership between Metropolitan Planning Organizations/regional agencies and the State to ensure effective implementation of the goals of this Program
- Geographic distribution of funds throughout the state
- ARB Guidance on GHG reductions quantification
- Specific point values for scoring criteria

Again, we would like to acknowledge the complexity of the intersection of land use, affordable housing, transportation and infrastructure needs of the state that this program addresses to reduce greenhouse gas emissions. We appreciate your thoughtful engagement as we navigate multiple perspectives in how to achieve the greatest benefits to our state and its residents.

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

PRELIMINARY DRAFT PROGRAM GUIDELINES

FUNDED BY

GREENHOUSE GAS REDUCTION FUND

STATE OF CALIFORNIA

STRATEGIC GROWTH COUNCIL

Released: September 23, 2014

Please direct comments to:

Affordable Housing and Sustainable Communities Program

Email: AHSC@SGC.CA.GOV

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Affordable Housing and Sustainable Communities Program DRAFT Program Guidelines

Article I. General

Section 100. Purpose and Scope

- (a) The purpose of these guidelines is to implement Division 44, Part 1 of the Public Resources Code (PRC) (commencing with Section 75200), which establishes the Affordable Housing and Sustainable Communities (AHSC) Program, hereinafter referred to as the AHSC Program.
- (b) The purpose of the AHSC Program is to reduce greenhouse gas (GHG) emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support related and coordinated public policy objectives, including the following:
 - (1) Reducing air pollution.
 - (2) Improving conditions in disadvantaged communities.
 - (3) Supporting or improving public health and other co-benefits as defined in Section 39712 of the Health and Safety Code.
 - (4) Improving connectivity and accessibility to jobs, housing, and services.
 - (5) Increasing options for mobility, including the implementation of the Active Transportation Program established pursuant to Section 2380 of the Streets and Highway Code.
 - (6) Increasing transit ridership.
 - (7) Preserving and developing affordable housing for lower income households, as defined in Section 50079.5 of the Health and Safety Code.
 - (8) Protecting agricultural lands to support infill development.

Section 101. Program Description and Overview

The AHSC Program is supported by auction proceeds derived from the California Air Resources Board's Cap and Trade Program, and appropriated in the annual State Budget to the Greenhouse Gas Reduction Fund. Accompanying legislation, [SB 862](#), apportions 20 percent of the GGRF's proceeds on an annual basis to the AHSC program beginning in FY 2015-16.

The AHSC Program furthers the regulatory purposes of [AB 32](#) and [SB 375](#) by investing in projects that reduce greenhouse gas emissions by creating more compact, infill development patterns, encouraging active transportation and mass transit usage, and protecting agricultural land from sprawl development. These projects, described in the [AB 32 Scoping Plan](#), will support ongoing climate objectives and contribute substantial public health and safety, economic and environmental co-benefits.

The AHSC Program will provide grants and/or loans to projects that will achieve GHG reductions through one of the following, or a combination of the two:

- 1) Increasing accessibility of affordable housing, employment centers and key destinations via low-carbon transportation options (walking, biking and transit), resulting in fewer vehicle miles traveled (VMT). Two project prototypes have been identified to implement this strategy: (A) Transit Oriented Development Project Areas (TOD) or (B) Integrated Connectivity Projects (ICP).
- 2) Protecting agricultural lands from GHG-intensive development (e.g., agricultural land conservation easements), resulting in net increases in GHG sequestration.

The AHSC Program is intended to integrate and leverage existing housing, transportation, and land use programs and resources, including, but not limited to those programs identified within the *Cap and Trade Auction Proceeds Investment Plan: FYs 2013-14 through 2015-16, May 14, 2013* (see Table 7, pg. 106) and the *AB 32 Climate Change Scoping Plan*, adopted May 15, 2014. The AHSC Program implements investment within the "Sustainable Communities and Clean Transportation" category of the Investment Plan and addresses emissions predominantly from the transportation sector, which accounts for the largest sector of GHG emissions.

The AHSC program is administered by the Strategic Growth Council (SGC), and implemented by the Department of Housing and Community Development (herein the "Department"), and the Natural Resources Agency ("Agency"), in consultation with, and pursuant to guidance from the ARB. (*PRC Secs. 75200.1, 75213, 75216*)

The Department will implement the housing, transportation and infrastructure components of this program. The Agency or the California Department of Conservation will implement the Sustainable Agricultural Lands Conservation (SALC) Program. Program guidelines for the SALC Program are available online at www.sgc.ca.gov. SGC staff will coordinate collaborative efforts with Agency and Department staff, working with the Council to

develop program guidelines (including grants and loans), evaluating applications, preparing agreements, monitoring agreement implementation, reporting and amendments.

The Council, Department and Agency will also coordinate with ARB to develop and incorporate consistent guidance in the following areas, which will apply to all GGRF programs:

- Expenditure records to ensure investments further the goals of AB 32;
- SB 535 requirements to maximize benefits to disadvantaged communities (DACs) and determining whether an investment provides a “benefit to” or “is located within” a DAC;
- Consistent methodologies for quantifying greenhouse gas reductions and other economic, environmental and public health co-benefits; and
- Project tracking and reporting.

SB 862, which created the AHSC Program, states “the Council shall coordinate with the Metropolitan Planning Organizations (MPOs) and other regional agencies to identify and recommend projects within their respective jurisdictions that best reflect the goals and objectives of this division.”

The Council is soliciting input and advice from MPOs and other regional agencies and developing a framework for thorough, meaningful consultation with these institutions throughout project proposal evaluation. It is expected that these institutions will provide insight and recommendations to support effective implementation of the Program.

The AHSC program generates synergistic support for GHG reduction by increasing accessibility of housing, employment centers and key destinations via low-carbon transportation options (walking, biking and transit), resulting in fewer vehicle miles travelled. The program will accomplish these objectives by providing financial assistance for the development and/or revitalization of mixed use development areas and related infrastructure near public transit stations/stops and along public transit corridors.

Under the program, low-interest loans are available as gap financing for rental housing developments that include affordable units, and as mortgage assistance for homeownership developments. In addition, grants are available for infrastructure improvements necessary for the development of specified housing developments, facilitating connections between these developments and the transit station, and other eligible Capital Use and Program Use activities that reduce greenhouse gas emissions and encourage reduction of vehicle miles traveled.

Funds will be allocated through a competitive process, based on the merits of applications submitted and the proposed use of funds within the identified Project Area. The threshold requirements and application selection criteria focus on the extent to which developments realize the program’s objectives of reducing greenhouse gas emissions and addressing co-benefits (e.g. public health and safety, economic and environmental) and traditional concerns of publicly funded programs, such as housing affordability and project readiness.

**Table 1
AHSC Program Summary**

	TOD (Corridor, District or Neighborhood) Project Areas	Integrated Connectivity Projects (ICP)
	Qualifying High Quality Transit Areas	Areas with Potential to Improve Transit
Transit Requirements §102	Project Area must include a Major Transit Stop within a ½ mile catchment area with service by at least one of the following: <ul style="list-style-type: none"> ▪ High Speed Rail ▪ Commuter or light rail ▪ Bus Rapid Transit (BRT) ▪ Express Bus 	Projects must include at least one (1) Transit Station or stop with service by at least one of the following: <ul style="list-style-type: none"> ▪ High Speed Rail ▪ Commuter or light Rail ▪ Bus Rapid Transit (BRT) ▪ Bus ▪ Vanpool/shuttle
Eligible Projects §102	Eligible projects MUST include an affordable housing development (residential or mixed-use) AND at least one (1) infrastructure-related Capital Use(s) detailed below.	Projects MUST include at least <u>TWO</u> Eligible Uses. At least one (1) of the Eligible Uses must include an Infrastructure-Related Capital Use as detailed below.
Housing Development Requirements §103	Housing Developments may be: <ul style="list-style-type: none"> • New construction or existing development with rehabilitation and/or preservation of affordable housing at-risk of conversion • Housing Developments are not required to be funded by AHSC Program Funds 	
Eligible Uses §103	Eligible Capital Uses of Funds (*infrastructure-related): <ul style="list-style-type: none"> • Housing Developments* • Housing-Related Infrastructure* • Transportation- or Transit-Related Infrastructure* • Green Infrastructure* • Criteria Pollutant Reduction • Planning Implementation Eligible Program Uses of Funds: <ul style="list-style-type: none"> • Active Transportation Programs • Transit Ridership Programs • Pollutant Reduction Programs 	
Funds Available §106	<ul style="list-style-type: none"> • No less than 40 percent of funds will be allocated to TOD Projects • No less than 30 percent of available funds will be allocated to Integrated Connectivity Projects 	
Award Amounts §104	Minimum: \$ 1 Million Maximum: \$ 15 Million	Minimum: \$ 500,000 Maximum: \$ 8 Million
Eligible Applicants §105	The Public Agency that has jurisdiction over the Project Area is a required applicant, either by itself or jointly (co-applicant) with any of the following: <ul style="list-style-type: none"> • JPAs, PHAs, Transit Agency/Operators, School District, facilities district or other special district, developers (profit and/or non-profit) 	

Article II. Program Requirements

Section 102. Eligible Projects [Section 75212]

The AHSC Program is designed to implement GHG reduction within the transportation sector, while significantly benefiting disadvantaged communities and providing affordable housing. A primary means of achieving GHG reduction within the transportation sector is through reduction of VMT with fewer and shorter vehicular trips. The AHSC Program is intended to fund integrated land use and transportation projects supporting low carbon transportation options through a mode shift from single occupancy vehicles (SOV).

Promoting mode shift away from SOV will require increasing and improving transit and active transportation options so they can better compete with automobiles as the means of travelling between residential areas, major employment centers and other Key Destinations. Key to this is ensuring that transit and active transportation options are accessible, convenient, reliable, affordable, safe, comfortable, and frequent.

The AHSC Program includes two eligible project types:

1. Transit Oriented Development (TOD) Project Areas, and
2. Integrated Connectivity Projects (ICP)

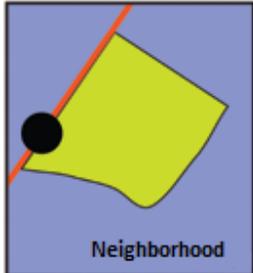
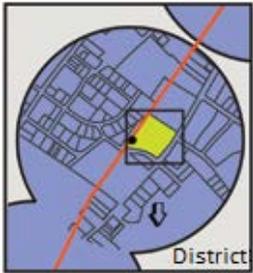
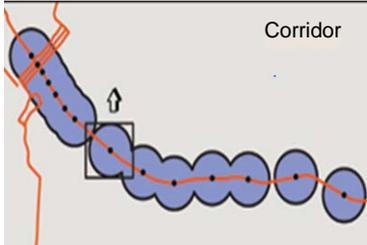
A Transit Oriented Development (TOD) Project Area must be designed to achieve mode shift within a Metropolitan Area by integrating Qualifying High Quality Transit systems and Key Destinations including residential/mixed-uses, with an emphasis on affordable housing development, within a neighborhood, district or corridor as defined below.

An Integrated Connectivity Project (ICP) must be designed to achieve a reduction in GHG emissions by increasing connectivity between land uses and improved transit access and service, within Non-Metropolitan areas and Metropolitan areas lacking Qualifying High Quality Transit systems. **Project Areas with transit meeting the definition of Qualifying High Quality Transit Service are ineligible to apply as an ICP.**

To be eligible for funding, TOD and ICP Projects must meet the requirements detailed below:

- (a) **Transit Oriented Development (TOD) Project Areas** demonstrate all of the following:
 - (1) Meet the criteria of one of the following three eligible TOD Project Area Categories:
 - (A) TOD Neighborhood
 - (B) TOD District
 - (C) TOD Corridor

Table 2
TOD Project Area Categories located within Metropolitan Areas
 (Each Category Must Include an Affordable Housing Development)

TOD Neighborhood Area	TOD District Area	Transit Corridor(s) Areas
<p>Focus on projects improving connectivity and accessibility of public transit, active transportation infrastructure and affordable housing and/or mixed-use areas.</p> <ul style="list-style-type: none"> • Most likely to be located within a predominantly multifamily or moderate-to-high density residential or residential mixed use neighborhood • Projects to improve and promote transit accessibility with improvements to a neighborhood project area with a variety of supportive infrastructure improvements focused on connecting residents and key destinations, including neighborhood schools and neighborhood-scale retail, for example: <ul style="list-style-type: none"> ✓ active transportation improvements to incentivize walking, rolling, biking ✓ safe and complete street improvements, improving visibility of neighborhood pathways, improvements to transit stations and express bus stops, neighborhood schools and parks, and to transit 	<p>Could consist of similar types of improvements in a TOD Neighborhood of a major Metropolitan Area, but impacting a larger geographic area.</p> <ul style="list-style-type: none"> • An area with high employment intensity, mixed uses, and either including, or providing accessibility to, areas of high residential density • Improvements supporting a major transit hub or “Major Transit Stop” areas • Would typically include central business districts (CBDs) served by a multi-modal or inter-modal regional transit or mobility hub(s) • Improvements support significant activity nodes within a sub-region or region • Includes “first mile – last mile” improvements to leverage transit access 	<p>Projects focused on improving operation of a transit system relative to activity nodes, improving the capacity to attract and maintain ridership sufficient to achieve and sustain a competitive level of service along a major transit corridor(s), supporting mode shift from SOV.</p> <ul style="list-style-type: none"> • Projects may include similar types of improvements as in TOD Neighborhood Area or District, but focused on the transit corridor, including operation of transit service • Activity nodes should include high employment intensity, mixed uses, providing accessibility to, areas of high residential density. <p>Priority will be accorded to Major Transit Corridors included in a Corridor System Management Plan (CSMP) which includes provisions for improvement of transit of an inter-city corridor, within a large city, or an inter-regional corridor. Applicable to improving commuter transit.</p> 

- (2) Must be no further than one-half ($\frac{1}{2}$) mile from a Qualifying Transit Station or bordering a Major Transit Corridor, and may be comprised of more than one contiguous legal parcel.
 - (3) Be served by at least one (1) Qualifying Transit Station meeting the criteria of a Major Transit Stop with service by at least one of the following modes of Publicly-Sponsored Transit:
 - (A) High Speed Rail
 - (B) Commuter Rail
 - (C) Light Rail
 - (D) Bus Rapid Transit (BRT)
 - (E) Express Bus
 - (4) Be located within an existing transit corridor, or a new transit corridor with a dedicated public right of way and for which funding has already been committed and programmed for the applicable corridor segment, with construction of the transit line underway or scheduled to begin prior to the prospective award date for this project application.
 - (5) Include at least one (1) or more Affordable Housing Developments in conjunction with at least one (1) other transportation or transit-related infrastructure uses. The Affordable Housing Development may be funded from sources other than the AHSC Program.
- (b) **Integrated Connectivity Projects (ICP)** must meet all of the following:
- (2) Demonstrate mode shift from SOV use to transit use generating new or significant increase in transit ridership to Key Destinations
 - (3) Include at least one (1) Transit Station or stop
 - (4) Be Served by at least one (1) of the following modes of Publicly-Sponsored Transit:
 - (i) High Speed Rail
 - (ii) Commuter or Light Rail
 - (iii) Bus Rapid Transit
 - (iv) Bus with a qualifying Major Transit Stop
 - (v) Vanpool/Shuttle
 - (4) Must be a Project which integrates at least two (2) related Eligible Uses as defined in Section 103(a) and (b). At least one Eligible Use must be an Infrastructure-Related Capital Use (Primary Use).

Section 103. Eligible Uses of Funds and Eligible Costs

Eligible uses of funds may be capital and/or program uses as follows:

Table 3
Eligible Capital Uses
<ul style="list-style-type: none"> • Housing Developments * • Housing-Related Infrastructure * • Transportation or Transit-Related Infrastructure (includes Active Transportation)* • Green Infrastructure* • Planning Implementation **
Eligible Program Uses
<ul style="list-style-type: none"> • Active Transportation ** • Transit Ridership ** • Criteria Pollutant Reduction **

* All applications must include at least one of these Primary Capital Uses.

** Secondary Capital and Program Uses may be combined with at least one of the identified Primary Capital Uses

Examples of eligible costs within each category of Capital and Program Uses are identified in Table 5 below. Additional specific criteria related to Eligible Uses are as follows:

(a) Capital Uses

(1) Housing Developments including Housing-Related Infrastructure Capital Uses

- (A) Eligible costs include the construction, rehabilitation, demolition, relocation, preservation, acquisition, or other physical improvement.
- (B) Eligible costs for Housing Developments are limited to costs for housing development, as specified in 25 CCR Section 7304 (a) and (b).
- (C) Program loan and grant funds must be used for reasonable and necessary costs of the Capital Activity. Costs must be reasonable compared to similar capital activities of modest and necessary design.
- (D) A Housing Development must:
 - (i) consist of new construction, Substantial Rehabilitation of residential dwelling units, the conversion of one or more nonresidential structures to residential dwelling units, or preservation of at-risk affordable housing with a total of not less than 100 such units in a Metropolitan Area, or 50 such units in a Non-Metropolitan Area;

- (ii) be located within one-half mile (½) from a Qualifying Transit Station, measured from the nearest boarding point of the Qualifying Transit Station to the entrance of the residential structure in the Housing Development furthest from the Transit Station along a walkable route. The walkable route, after completion of the proposed Project, shall be free of negative environmental conditions that deter pedestrian circulation, such as barriers; stretches without sidewalks or walking paths; noisy vehicular tunnels; streets, arterials or highways without regulated crossings that facilitate pedestrian movement; or stretches without lighted streets;
- (iii) include at least 20 percent of the total residential units as Restricted Units; and
- (iv) have a minimum Net Density, upon completion of the Housing Development, not less than that shown on the following table:

Table 4		
Project Location Designation	MINIMUM NET DENSITY REQUIREMENTS	
	Residential only Projects	Mixed-use Project (FAR)
Large City Downtown	60 units per acre	>3.0
Urban Center	40 units per acre	>2.0
All other areas	20 units per acre	>1.5

- (E) Housing Developments may:
 - (i) include residential units that are rental or owner-occupied, or a combination of both;
 - (ii) consist of scattered sites with different ownership entities, within the boundaries of a discrete Project Area, as long as the sites are developed together as part of a common development scheme adopted, approved or required by a public agency; or
 - (iii) include nonresidential uses that are compatible.

- (F) Eligible costs for Housing-Related Infrastructure uses include:
- (i) Capital improvements required by a local governmental entity, transit agency, or special district as a condition to the development of the Housing Development, such as sewer or water system upgrades, streets, construction of drainage basins, parking spaces or structures, bus shelters, utility access, connection or relocation, and noise mitigation;
 - (ii) Real property acquisition, and associated fees and costs, not including real estate commissions for purchase or acquisition
 - (iii) Impact fees required by local ordinance are eligible for funding only if used for the identified eligible Capital Activity Project, and the amount does not exceed \$200,000

(2) Transportation or Transit-Related Infrastructure Capital Uses may include:

- (A) Capital improvements that enhance public transit and/or pedestrian or bicycle access within one-half mile of a Transit Station to one or more housing developments and/or employment centers as identified in Table 5 below.
- (B) Impact fees required by local ordinance are eligible for funding only if used for the identified eligible Capital Activity Project, and the amount does not exceed \$200,000.
- (C) Soft costs such as those incidentally but directly related to construction or acquisition, including, but not limited to, planning, engineering, construction management, architectural, and other design work, environmental impact reports and assessments, required mitigation expenses, appraisals, legal expenses, site acquisitions, and necessary easements.
- (D) Costs must be reasonable compared to similar capital activities of modest and necessary design. For example, if the Project includes a pedestrian bridge, tunnel, grade separation or similar feature, the applicant must demonstrate that this feature is cost effective, compared to street-level crossings or other alternatives and considerate of the number of users reasonably expected to use the feature and any documented safety problems that the feature would eliminate.
- (E) Activity Delivery Costs that are associated with the implementation of the Capital Uses not to exceed 10 percent of the costs associated with the Capital Use.

- (F) Other Capital Use costs required as a condition of local approval for the Capital Use Project, as approved by the Department.

(3) Green Infrastructure

- (A) Eligible costs include green infrastructure uses which enhance environmental sustainability of the Project Area as detailed in Table 5 below.

(4) Pre-Development Costs Related to Planning Implementation

- (A) Eligible costs include planning-related expenses typically considered “pre-development” costs, or costs associated with improvement or to allow for updates to existing plans.

(b) Program Uses

Program Uses include education, outreach and training programs in the following three Eligible Use categories:

- (1) Active Transportation Program Uses
- (2) Transit Ridership Program Uses
- (3) Pollutant Reduction Program Uses

Eligible costs for Program uses include start-up costs associated with program creation, expansion of existing programs to serve new populations or offer new program service and implementation as detailed in Table 5 below. Eligible Costs do not include ongoing operational costs.

(c) Ineligible costs include all of the following:

- (1) Costs are not eligible for funding if there is another feasible, available source of funding for the Capital Use or portion thereof to be funded by the Program or if the cost is incurred prior to Program award.
- (2) Parking spaces and structures, except as indicated in Table 5 below.
- (3) Costs of site acquisition, grading, foundations and other structural improvements for buildings with parking structures below housing (i.e. podium and below grade).

- (4) Projects that eliminate a hazardous condition that was created due to a lack of routine maintenance.
- (5) Soft costs related to ineligible costs.
- (6) In lieu fees for local inclusionary housing programs.
- (7) Ongoing operational cost for Program Uses.

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**Table 5
Eligible Costs by Eligible Use Category**

* All applications must include at least one Primary Infrastructure Related Use	Primary Infrastructure-Related Uses				Secondary Uses			
	Affordable Housing	Housing-Related Infrastructure	Transportation or Transit Related Infrastructure	Green Infrastructure	Planning Implementation	Active Transportation	Transit Ridership	Criteria Pollutant Reduction
Eligible Use of Funds Include, but are not limited to the following:	CAPITAL USES				PROGRAM USES*			
Construction								
Construction, rehabilitation, demolition, relocation, preservation, acquisition or other physical improvement of affordable housing	X							
Site Acquisition related to a Capital Use, including easements and rights of way		X ¹	X	X				
Site Preparation, including required remediation, and demolition		X ¹	X					
Water, sewer, or other utility service improvements and relocation		X ¹	X	X				
Required environmental remediation necessary for the capital activity ²	X	X ¹	X	X				
Engineering, construction management, architectural and/or design work related to a Capital Use	X	X ¹	X	X				
Drainage basins, storm water detention basins, culverts or similar drainage features. Includes bioswales, and capture/store/infiltration of stormwater		X ¹	X	X				
Parking spaces/structures ³		X ¹	X					
Relocation costs	X	X ¹	X	X				
Updated infrastructure or project-specific financing analysis					X			
Analysis to update adopted General or Specific/Area Plan, zoning ordinances, etc. which are required to implement a capital project					X			
Implementation of anti-displacement strategies					X			
Complete Streets and Non-Motorized Transportation								
Development and/or improvement of walkways or bikeways that improve mobility, access or safety			X					

Table 5
Eligible Costs by Eligible Use Category

* All applications must include at least one Primary Infrastructure Related Use		Primary Infrastructure-Related Uses				Secondary Uses			
		Affordable Housing	Housing-Related Infrastructure	Transportation or Transit Related Infrastructure	Green Infrastructure	Planning Implementation	Active Transportation	Transit Ridership	Criteria Pollutant Reduction
Eligible Use of Funds Include, but are not limited to the following:		CAPITAL USES				PROGRAM USES*			
	Development or improvement of frequent and safe crossing opportunities			X					
	Sidewalk or streetscape improvements, including, but not limited to, the reconstruction or resurfacing of sidewalks and streets or the installation of lighting, signage, or other related amenities		X ¹	X					
	Street crossing enhancements including installation of accessible pedestrian signals		X ¹	X					
	Traffic calming projects including development of curb extensions, roundabouts, median islands, "road diets," lane narrowing projects			X					
	Signage and way-finding markers			X					
	Installation of traffic control devices to improve safety of pedestrians and bicyclists		X ¹						
	Street furniture including benches, shade structures, etc.			X					
	Bicycle repair kiosks			X					
	Bicycle lanes and paths			X					
	Secure bicycle storage or parking			X					
	Bicycle carrying structures on public transit			X					
Transit and Station Areas									
	Development of special or dedicated bus lanes			X					
	Development and/or improvement of transit facilities or stations		X ¹	X					
	Necessary relocation of transportation related infrastructure or utilities			X					
	Capital purchases of transit related equipment which will increase transit service and/or reliability			X					
	Transit Signal Priority technology systems			X					
	Real-time arrival/departure information systems			X					

**Table 5
Eligible Costs by Eligible Use Category**

* All applications must include at least one Primary Infrastructure Related Use	Primary Infrastructure-Related Uses				Secondary Uses			
	Affordable Housing	Housing-Related Infrastructure	Transportation or Transit Related Infrastructure	Green Infrastructure	Planning Implementation	Active Transportation	Transit Ridership	Criteria Pollutant Reduction
Eligible Use of Funds Include, but are not limited to the following:	CAPITAL USES				PROGRAM USES*			
Installation of at-grade boarding infrastructure			X					
Development or improvement of bus and transit shelters or waiting areas		X ¹	X					
Add or improve lighting of station area and pedestrian walkways and bicycle access and storage areas			X					
Transit ticket machine purchase or improvements			X					
Transit passenger amenities - e.g. WiFi access			X					
Station area signage			X					
Noise mitigation projects		X ¹	X					
Removal of access barriers to transit stations			X					
Safety related intersection improvements		X ¹	X					
Required replacement of transit station parking spaces ²			X					
Facilities that support pedestrian and bicycle transit		X ¹	X					
Urban Greening and Conservation								
Tree Canopy or shade trees along walkable and/or bikeable corridors		X ¹	X	X				
Heat island mitigation measures (e.g. vegetated roofs)	X		X	X				
Community demonstration or outdoor education gardens or orchards				X				
Creation, development or rehabilitation of parks and open space		X ¹		X				
Flow and filtration systems including rain gardens, vegetated swales, bioretention basins, infiltration trenches and integration with riparian buffers		X	X	X				
Rainwater recycling devices including rain barrels and cisterns		X	X	X				
Stormwater planters and filters		X	X	X				

**Table 5
Eligible Costs by Eligible Use Category**

* All applications must include at least one Primary Infrastructure Related Use	Primary Infrastructure-Related Uses				Secondary Uses			
	Affordable Housing	Housing-Related Infrastructure	Transportation or Transit Related Infrastructure	Green Infrastructure	Planning Implementation	Active Transportation	Transit Ridership	Criteria Pollutant Reduction
Eligible Use of Funds Include, but are not limited to the following:	CAPITAL USES				PROGRAM USES*			
Site preparation strategies including soil amendments and permeable surfaces		X	X	X				
Programs								
Pedestrian and bicycle safety education programs						X		
Development and publishing of community walking and biking maps, include school route/travel plans						X		
Development and implementation of "walking School Bus" or "bike train" programs						X		
School crossing guard training programs						X		
Bicycle clinics						X		
Public outreach efforts to increase awareness and understand the needs of active transportation users						X		
Bike sharing programs						X		
Transit subsidy programs							X	
Education and marketing of transit subsidy programs							X	
Transportation Demand Management (TDM) programs							X	
Outreach and marketing of Consolidated Transportation Service Agency (CTSA) programs							X	
E-Mobility programs which include the expansion or development of internet based applications that allow customers, clients and/or the public to conduct transactions online, circumventing vehicle travel								X

- ¹ Where the cost of the remediation does not exceed 50 percent of requested Program grant funds.
- ² Must be required by a local governmental entity, transit agency or special district as a condition to the approval of a development of an affordable housing development.
- ³ Only the minimum residential per unit parking spaces in parking structures as required by local land-use approval, not to exceed one parking space per residential unit and not to exceed \$40,000 per permitted space.

Section 104. Assistance Terms and Limits

- (a) The maximum Program loan or grant award, or combination thereof, for a TOD project is \$15 million with a minimum award of at least \$ 1 million.
- (b) The maximum Program award for an ICP project is \$8 million with a minimum award of at least \$500,000.
- (c) The maximum Program award(s) within the geographic boundary of a Locality is limited to \$15 million per NOFA funding cycle. A single Project Area cannot receive more than one award. A single developer may receive no more than \$15 million per NOFA funding cycle.
- (d) Loans for rental Housing Developments, or the rental portions of a Housing Development, are subject to the following terms:
 - (1) Program funds will be provided as a loan for permanent financing by the Department to the owner of the Housing Development, with the same terms as MHP financing as set forth in 25 CCR 7308.
 - (2) The maximum loan amount shall be calculated pursuant to 25 CCR Section 7307 based on the number of Restricted Units in the Housing Development, affordability, unit sizes, location, and on the base amount for loan calculation as specified in the Program NOFA.
- (e) For homeownership Housing Developments, Program assistance will be provided in the form of a grant from the Department to a Locality, to be used to provide a loan from the Locality to a qualified first-time homebuyer in an identified homeownership Housing Development, in accordance with the provisions of the BEGIN program as set forth in the BEGIN Guidelines issued by the Department, as amended April 21, 2009, except for the requirements for regulatory relief, set forth in Section 106 of those guidelines, and the application selection criteria set forth in Section 119.
- (f) Grants shall be subject to the following terms:
 - (1) The total housing-related infrastructure grant amount is \$35,000 per residential unit in the proposed Housing Development, and \$50,000 per Restricted Unit.
 - (2) The total grant amount for Program Uses within a Project Area shall not exceed 10 percent of the funding request for the overall Project.
 - (3) The applicant must demonstrate that the grant does not result in a profit that exceeds the commercially reasonable range for other developments of similar size and level of risk. The applicant must show that Program funds are

reasonably necessary for Project feasibility and no other source of compatible funding is reasonably available.

- (4) Conditions precedent to the first disbursement of Program funds shall include receipt of all required public agency entitlements and all funding commitments for the Housing Development supported by the infrastructure. If the Housing Development includes multiple phases or developments, all entitlements and funding commitments for the first phase must be received.
 - (5) Funds will be disbursed as progress payments for eligible costs incurred after the Program award of funds.
 - (6) Rental Housing Developments supported by the Infrastructure Project shall be subject to a recorded covenant ensuring affordability for duration of at least 55 years. Homeownership Housing Developments supported by the Infrastructure Project shall be subject to a recorded covenant with a duration of at least 30 years that includes either a resale restriction or equity sharing upon resale.
 - (7) Where the Housing Development is receiving low income housing tax credits, the Public Agency may provide Program grant funds to the Developer of the Housing Development in the form of a zero (0) percent, deferred payment loan, with a term of at least 55 years. The loan may be secured by a deed of trust which may be recorded with the local county recorder's office. Provided, however, the beneficiary of the loan shall not under any circumstances exercise any remedy, including, without limitation, foreclosure, under the deed of trust without the prior written consent of the Department, in its sole and absolute discretion. The loan may not be sold, assigned, assumed, conveyed or transferred to any third party without prior written Department approval in its sole and absolute discretion.
 - (8) For Projects assisted by other Department funding programs, repayment of the loan between the Public Agency and the developer shall be limited to (1) no repayments to the Public Agency until the maturity date or (2) repayment only from "distributions" from the project within the meaning of Title 25, California Code of Regulations Section 8301(h). The Public Agency shall be responsible for all aspects of establishing and servicing the loan. The provisions governing the loan shall be entirely consistent with these Guidelines and all documents required by the Department with respect to the use and disbursement of Program funds. All documents governing the loan between the Public Agency and the developer borrower shall contain all the terms and conditions set forth in this subdivision and shall be subject to the review and approval of the Department prior to making the loan.
- (g) The total transportation or transit-related and/or green infrastructure grant amount shall not exceed fifty (50) percent of the total Capital Use Project budget.

Article III. Application Procedures

Section 105. Eligible Applicants and Application Process

(a) Eligible Applicants

- (1) Applicants considered eligible for funding under the Program are as follows:
 - (A) A Public Agency that has jurisdiction over the Project Area is a required applicant, either by itself or jointly with any of the following entities as co-applicant(s): joint powers authority, where the authority encompasses the activities necessary to comply with the requirements of the Program, public housing authority, transit agency and/or operator, school district, facilities district, or any other special district or political subdivision of the State of California, corporation, limited liability company, limited partnership, general partnership, business trust, or joint venture. If awarded funds, all joint applicants for the Project will be considered Co-Recipients and be held jointly and severally liable for the completion of the Project.
- (2) Applicant entities for Capital Use projects shall be a Public Agency and may also include a Developer.
- (3) Applicant entities for Program Uses shall be a Public Agency and may also include a Program Operator.

(b) Application Process

- (1) Pursuant to direction of the Council, the Department shall offer funds through a Notice of Funding Availability (NOFA) in accordance with the procedures for the Department's Multifamily Housing Program (MHP) set forth in 25 CCR 7317 and applications will be reviewed based on the steps detailed below in (2) through (11) and illustrated in Chart 1.
- (2) Applications shall be made on forms made available by the Department.
- (3) All Applicants must submit a required concept proposal. The concept proposal form is available for online submittal at the following website: ADD WEBLINK ONCE AVAILABLE. The intent of the concept proposal process is three-fold: 1) coordinate with MPOs on SCS implementation, 2) focus expenditures of local resources on the most competitive applications given limited Program funding, and 3) provide targeted technical assistance to potential applicants, with a priority to Disadvantaged Community applicants.

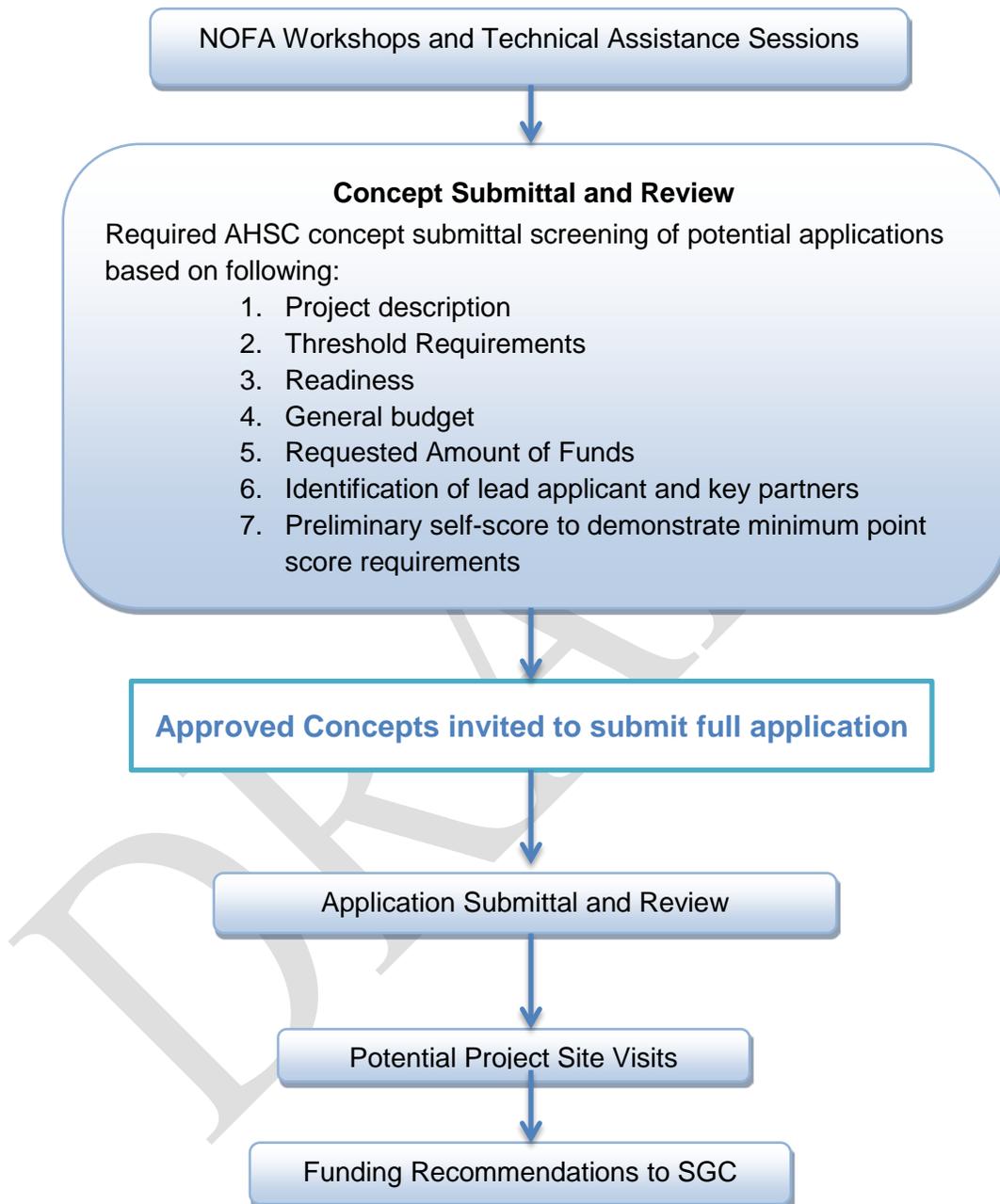
- (4) Concept Proposals will be reviewed to assess eligibility based on select Program elements (see Chart 1) to determine whether applicant will be invited to submit a full application. (An invitation to apply does not guarantee project will compete successfully for funding.)
- (5) Applicants will be notified whether or not they are invited to participate and submit a full application.
- (6) For those applicants which have been invited to submit a full application package, a complete application must be submitted to the Department by the deadline detailed in the NOFA.
- (7) The Department shall evaluate applications for compliance with the threshold requirements listed in Section 106, and score them based on the application selection criteria listed in Section 107.
- (8) Based upon the evaluation of applications as detailed in (7) above, highest scoring applications may receive site visits from AHSC review committee team members and representatives of SGC member agencies.
- (9) The highest scoring applications that meet all threshold requirements shall be recommended to the Council for funding as specified in the NOFA, except that the Council may make adjustments in this procedure to meet the following distribution objectives of each NOFA release:
 - (A) At least fifty (50) percent of program expenditure for projects benefitting disadvantaged communities (Refer to Appendix B for additional information).
 - (B) At least fifty (50) percent of the annual proceeds appropriated for the AHSC Program shall be expended for affordable housing, consistent with the provisions of that program.¹
 - (C) No less than forty (40) percent of funds available as designated in the NOFA will be allocated to TOD Project Area applications.
 - (D) No less than thirty (30) percent of funds available as designated in the NOFA will be allocated to ICP applications.
 - (E) The Council may make adjustments in this procedure in order to more equitably target and distribute investments across California

¹ The requirements detailed in Section 106(b)(9) subsections (A) and (B) are not mutually exclusive.

- (10) The Department may elect to not evaluate compliance with some or all threshold requirements for applications that are not within a fundable range, as indicated by a preliminary point scoring. In the event of two or more applications having the same rating and ranking scores, the Department will apply a tie breaking criteria outlined in the NOFA.
- (11) Applications selected for funding by the Council shall be approved subject to conditions specified by the Department.

DRAFT

**Chart 1
TENTATIVE
AHSC Program Application Submittal Process ***



* Previously announced application deadlines and award timeframes are subject to change

Note: The Council is soliciting input and advice from MPOs and other regional agencies and developing a framework for thorough, meaningful consultation with these institutions throughout project proposal evaluation. It is expected that these institutions will provide insight and recommendations to support effective implementation of the Program.

Section 106. Application Threshold Requirements

(a) Application Threshold Requirements

To be eligible for Program funding, an application shall demonstrate to the Department all of the following:

- (1) It will achieve a reduction in greenhouse gas emissions through fewer vehicle miles travelled, including mode shift from SOV, pursuant to ARB requirements (PENDING ADDITIONAL INFORMATION FROM ARB).
- (2) The proposed Project must be consistent with a plan or strategy contained in a regional Sustainable Communities Strategy (SCS), as confirmed by the MPO, or similar sustainable planning document in non-MPO regions, as allowed by [SB 862](#). The application must be consistent with activities or strategies identified in the regional SCS, or similar planning document, that demonstrate a per capita reduction in VMT and greenhouse gas emissions through travel modeling consistent with California Transportation Commission [Regional Transportation Plan Guidelines](#).
- (3) It is consistent with the State planning priorities established pursuant to Section 65041.1 of the Government Code.
- (4) The applicant must be eligible pursuant to Section 105.
- (5) All proposed uses of Program funds must be eligible pursuant to Sections 102-104.
- (6) The application must be sufficiently complete to assess the feasibility of the proposed project and its compliance with Program and application requirements. The applicant must demonstrate that the Project to be developed in the Project Area, as proposed in the application, is financially feasible as evidenced by documentation such as, but not limited to, a market study, project pro-forma, sources and uses statement, or other feasibility documentation that is standard industry practice for the type of proposed housing development. A market study that meets the requirements specified in TCAC Regulations Section 10322(h)(10) will be accepted by the Department.
- (7) The Project or Program Use(s) is infeasible without Program funds, and otherwise available or committed funds are not being supplanted by Program funds.
- (8) The applicant or developer of the Project must have site control sufficient to ensure the timely commencement of the Project as determined by the Department.

- (9) Construction of the Project has not commenced as of the deadline for submittal for the application set forth in the NOFA.
- (10) The application must receive the minimum point scores for those application selection criteria requiring minimum scores and the overall application total score shall not be less than ~~XX~~ points for TOD Project Areas and ~~XX~~ for ICP applications.
- (11) Applications requesting Program funding for **Housing Developments and Housing-Related Infrastructure Capital Uses** must also demonstrate to the satisfaction of the Department all of the following:
- (A) The Project must be defined by the applicant and be contained within the contiguous boundaries of the Project Area.
 - (B) Rental Housing Developments must meet the underwriting standards in the Uniform Multifamily Regulations, 25 CCR 8308 through 8312. However, the Department may use alternative underwriting standards for Housing Developments receiving 9% tax credits or that have more than twenty (20) percent market-rate, unrestricted units or more than 100 total units.
 - (C) Owner-occupied Housing Developments must meet the requirements of the [BEGIN Program](#), except for the following:
 - (i) The requirements for regulatory relief specified in the BEGIN Program Guidelines, including those in Section 106 of these guidelines.
 - (ii) The requirements of Section 119 of the BEGIN Program Guidelines, on application selection criteria.
 - (D) If the application involves the demolition or rehabilitation of existing units affordable to lower income households, the Housing Development must include units with equal or greater affordability, equal to or greater than the number of the existing affordable units, except in cases where the rehabilitated units provide amenities such as bathrooms and kitchens not present in existing units in which case, the reduction may not result in more than twenty five (25) percent fewer units upon project completion.
 - (E) Completion of all necessary environmental clearances including those required under the California Environmental Quality Act and if applicable, the National Environmental Policy Act, and all applicable time periods for filing appeals or lawsuits have lapsed.
 - (F) Applications must demonstrate that all necessary discretionary local land use approvals, excluding design review have been granted.

- (12) Applications requesting program funding for **Infrastructure Capital Uses** that are not housing-related (includes both Transportation or Transit-Related Infrastructure and/or Green Infrastructure Eligible Uses) must also demonstrate to the satisfaction of the Department that the project will satisfy all of the following:
- (A) The Project must be defined by the applicant and be contained within the contiguous boundaries of the Project Area.
 - (B) Where approval by a local public works department, or other responsible local agency, is required for the Project, the application must include a statement from that department indicating that the Infrastructure Project is consistent with all applicable local rules, regulations, codes, policies and plans enforced or implemented by that department.
 - (C) Completion of all necessary environmental clearances including those required under the California Environmental Quality Act and if applicable, the National Environmental Policy Act, and all applicable time periods for filing appeals or lawsuits have lapsed.
 - (D) Applications must demonstrate that all necessary discretionary local land use approvals, excluding design review have been granted.
- (13) Applications requesting Program funding for **Program Uses** must also demonstrate to the satisfaction of the Department that the application meets the following minimum point scores in the application selection criteria in Section 107:
- (A) Readiness - XX Points
 - (B) Qualifications, Experience and Past Performance - XX Points
 - (C) Need and Benefit of Program Activities - XX Points
 - (D) Leveraging of Program Activities - XX Points

(b) Disadvantaged Community Threshold Requirements

If requesting Program Funds to meet the requirements of Section 105(b)(9)(A) to benefit a Disadvantaged Community, the Applicant must evaluate the following criteria detailed in Table 6 below to demonstrate how the Project provides benefit to a Disadvantaged Community or Communities pursuant to [Interim Guidance](#) approved and revised pursuant to ARB on September 18, 2014. Table 6 below is subject to revision to be available by September 30, 2014.

Table 6 AHSC Program Disadvantaged Community Threshold Requirements
<p>Located Within: Evaluate the project to see if it meets at least one of the following criteria for being located in a DAC census tract* and provides direct, meaningful and assured benefit to a DAC.</p>
<p>Project must meet the following criteria focused on reducing passenger vehicle miles travelled by DAC residents or in a DAC:</p> <ul style="list-style-type: none"> • A majority (50%+) of the project is within one or more DACs and reduces vehicle miles travelled, and the project is designed to avoid displacement of DAC residents and businesses.
<p>Provides Benefits To: If the project does not meet the above criteria for “located within,” evaluate the project to see if it meets at least one of the following criteria for providing direct, meaningful and assured benefit to a DAC.</p>
<p>Project must meet at least one of the following criteria focused on reducing passenger vehicle miles travelled by DAC residents or in a DAC:</p> <ul style="list-style-type: none"> • Project is accessible by walking within ½ mile of a DAC and reduces vehicles miles travelled, and is designed to avoid displacement of DAC residents and businesses, or • Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 25 percent of project work hours performed by residents of a DAC, or • Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 10 percent of project work hours performed by residents of a DAC participating in job training programs which lead to industry-recognized credentials or certifications.

*For maps of DAC census tracts, refer to <http://oehha.ca.gov/ej/ces2.html>

If the Eligible Capital and/or Program Uses are determined to provide benefit to Disadvantaged Community, pursuant to the criteria above, the application must demonstrate, based on ARB’s guidance, how the Program funds will provide benefit to a Disadvantaged Community.

Section 107. Application Selection Criteria

Scoring Philosophy and Process

Funds will be allocated through a competitive process, based on the merits of the proposal to support sustainable development that expands and improves transit and provides opportunities to reduce or maintain SOV usage by supporting connectivity between housing, jobs and Key Destinations to bring about reduction of greenhouse gas emissions. While the application selection criteria includes project readiness, underwriting requirements for loans and documentation of the need for grants, points will be assigned based upon the demonstration of reduction of auto trips, energy use and carbon sequestration (pending guidance from ARB) and climate resilience, health and public safety, economic and environmental co-benefits.

The scoring criteria will apply to each proposal, and scoring of the criteria will be reviewed based upon the following three elements, each with specific criteria relative to the proposed eligible use of funds:

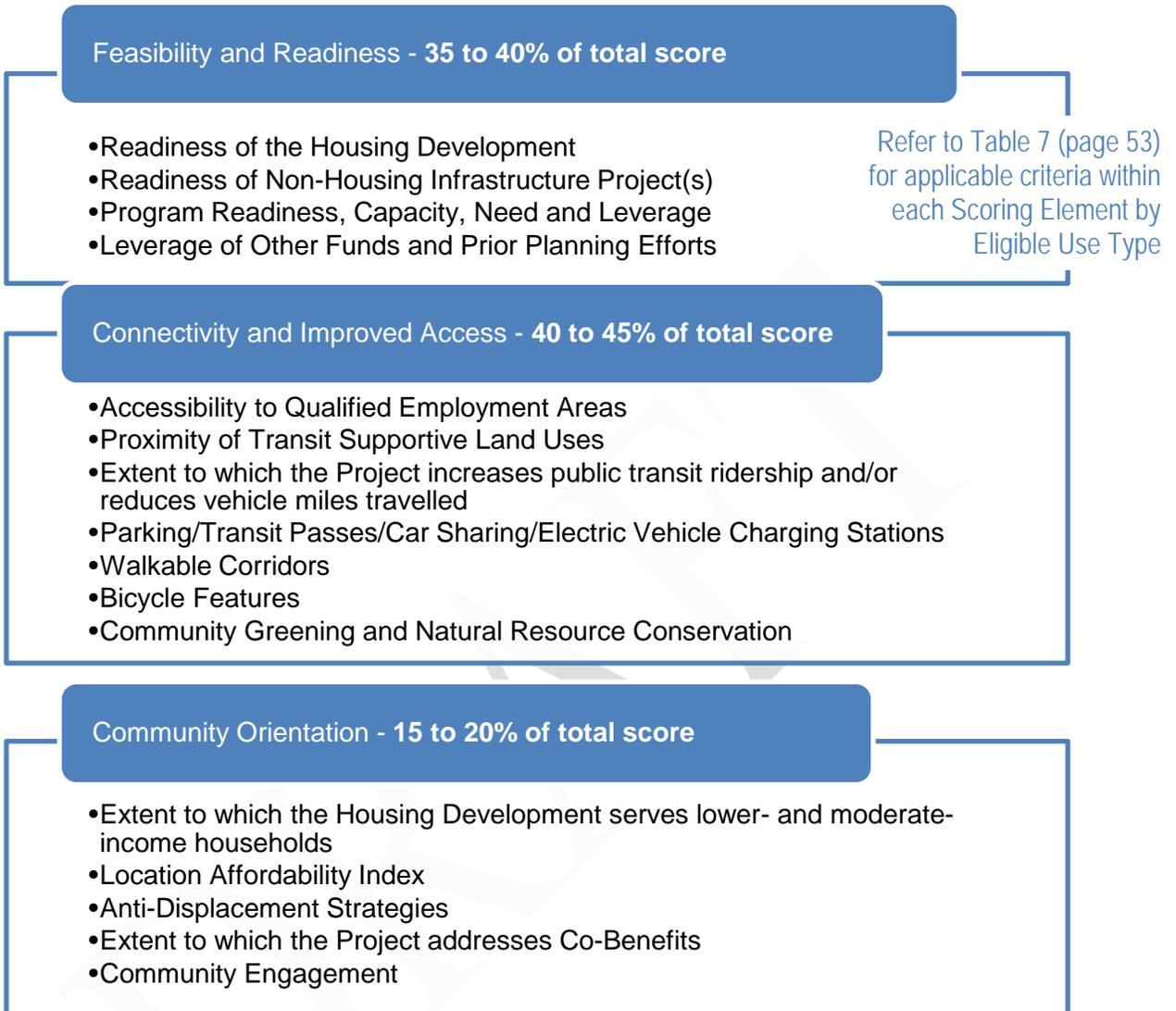
1. Feasibility and Readiness
2. Connectivity and Improved Access
3. Community Orientation

Applications meeting all threshold requirements as detailed in Section 106 will be reviewed and scored based upon the criteria detailed below. A total of 16 scoring criteria have been identified, however, not all criteria will apply to each application. Only those criteria which are applicable to the application based use(s) of funds outlined in Table 7 (page 53) will be scored. For example, a TOD Neighborhood application requesting funds for an affordable Housing Development and transportation-related infrastructure use (i.e. new sidewalks and street furniture) would be scored on all criteria identified in the appropriate columns in Table 7. Applications will be scored on the applicable criteria based upon the strength of the entire proposal for the Project Area, including those elements funded by other sources but which are applicable to connectivity between key destinations with particular emphasis on improving access to affordable housing opportunities.

TOD and ICP applications will compete separately. Therefore, TOD Project Area applications will compete only against other TOD Project Area applications and ICP applications will compete only against other ICP applications. The maximum number of points will vary based upon the application submitted (see Table 7). As a result, scoring will be calculated based upon the percentage of maximum eligible points an application received, i.e. if 340 points are possible and an application receives 327 points, that application's final score would be 96.1 percent. Competitive ranking of the application shall be based, in part, on the magnitude of greenhouse gas emission reductions relative to scale and cost of the project. Total GHG emissions reductions shall be calculated by the applicant, using quantification guidance provided by ARB.

Chart 3 (page 32) outlines the application review and scoring process. The following chart shows the approximate weight of the three scoring elements and the criteria which will be evaluated, as applicable, within each of the three elements.

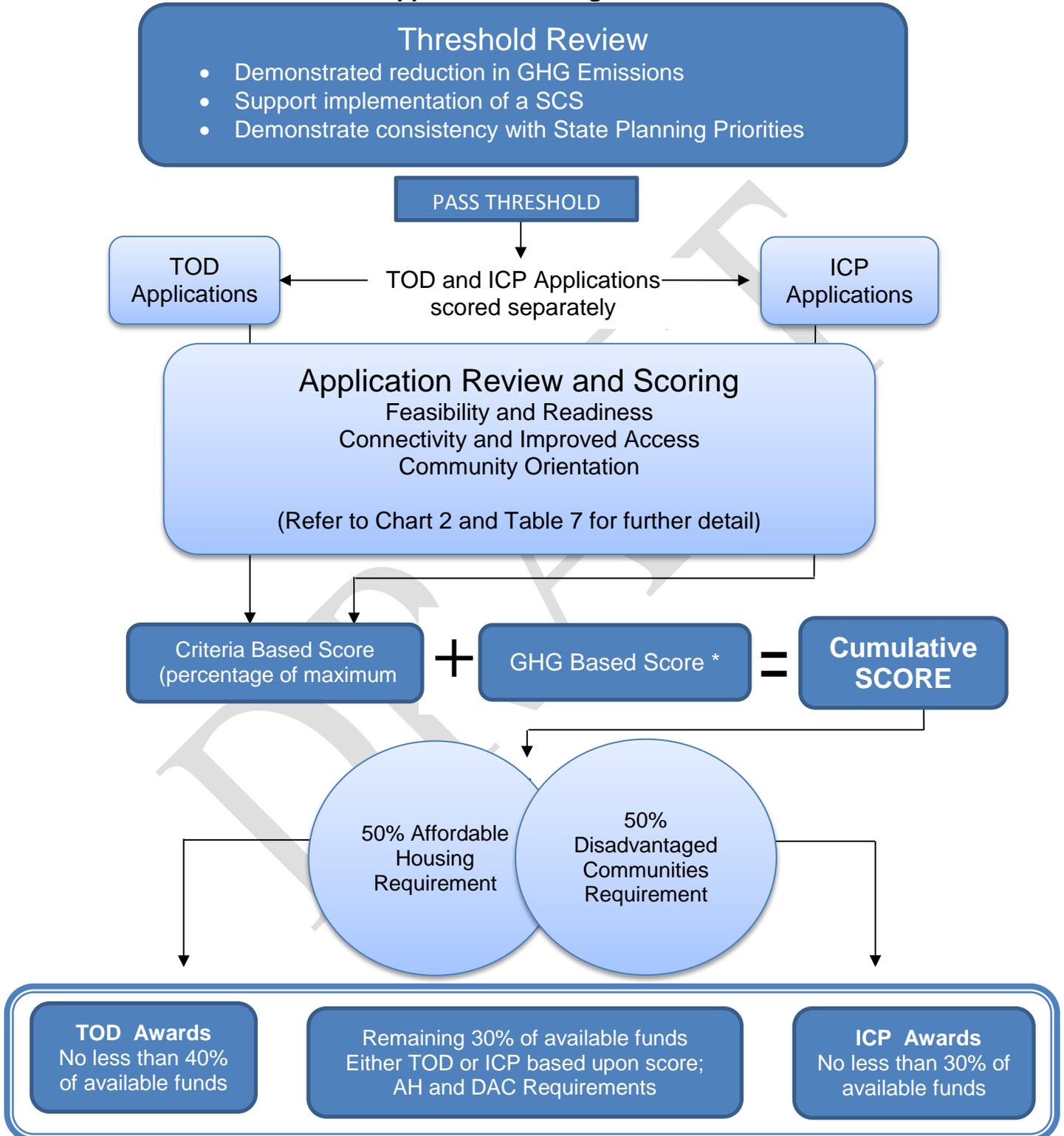
Chart 2 AHSC Scoring Elements and Criteria



Please note, the draft document does not include point values for criteria at this time. Further detail on each of the criteria is included in the following pages. The chart at the beginning of each section (see example below) indicates the applicable Eligible Uses which will be subject to scoring for each criterion (see Table 7 for a complete listing).

Housing Development	Housing Related Infrastructure	Transportation/ Transit Related Infrastructure	Green Infrastructure	Planning Implementation	Programs

**Chart 3
Application Scoring Process**



*Metrics and Scoring Method to be determined – Pending ARB Guidance

Points within each applicable criteria will be assigned based on the following:

- (a) Extent to which the Project will achieve GHG Emissions Reduction (measured in metric tons) – XX Points Maximum

<u>Housing Development</u>	<u>Housing Related Infrastructure</u>	<u>Transportation/ Transit Related Infrastructure</u>	<u>Green Infrastructure</u>	<u>Planning Implementation</u>	<u>Programs</u>
X	X	X	X	X	X

<< PENDING GUIDANCE FROM ARB >>

- (b) Readiness of Housing Development - XX Points Maximum

<u>Housing Development</u>	<u>Housing Related Infrastructure</u>	<u>Transportation/ Transit Related Infrastructure</u>	<u>Green Infrastructure</u>	<u>Planning Implementation</u>	<u>Programs</u>
X	X				

Points will be awarded for each of the following at the level indicated:

- (1) XX Points for obtaining enforceable funding commitments for all construction period funding for the Housing Development excluding funding provided by another Department program, provided that this funding is awarded prior to or simultaneously with the final rating and ranking of the Program application, tax credit equity, and tax-exempt bonds. A land donation in fee for no other consideration that is supported by an appraisal or purchase/sale agreement (“Land Donation”) or a local fee waiver resulting in quantifiable cost savings for the Project where those fees are not otherwise required by federal or state law (“Local Fee Waiver”) may be considered a funding commitment. The value of the Land Donation will be the greater of either the original purchase price or the current appraised value as supported by an independent third party appraisal prepared by a MAI-qualified appraiser within one year of the application deadline. A funding commitment in the form of a Local Fee Waiver must be supported by written documentation from the local public agency.

- (2) XX Points for Applicants demonstrating any one of the following:
- (A) The developer or developers of the Housing Development have fee title ownership of the site, or a long-term leasehold meeting the requirements of Section 8303(b) of the Uniform Multifamily Regulations.
 - (B) Local design review approval has been obtained, or is not required.
 - (C) All deferred payment grants and subsidies, in accordance with TCAC requirements, and with the same exceptions as allowed by TCAC, have been committed.

(c) Readiness of non-housing related infrastructure projects – XX Points Maximum

<u>Housing Development</u>	<u>Housing Related Infrastructure</u>	<u>Transportation/ Transit Related Infrastructure</u>	<u>Green Infrastructure</u>	<u>Planning Implementation</u>	<u>Programs</u>
		X	X		

- (1) XX Points will be awarded for Transportation/Transit-Related and/or Green Infrastructure Projects obtaining enforceable funding commitments for all construction period funding. A land donation in fee for no other consideration that is supported by an appraisal or purchase/sale agreement (“Land Donation”) or a local fee waiver resulting in quantifiable cost savings for the Project where those fees are not otherwise required by federal or state law (“Local Fee Waiver”) may be considered a funding commitment. The value of the Land Donation will be the greater of either the original purchase price or the current appraised value as supported by an independent third party appraisal prepared by a MAI-qualified appraiser within one year of the application deadline. A funding commitment in the form of a Local Fee Waiver must be supported by written documentation from the local public agency.
- (2) XX Points for Applicants demonstrating any one of the following:
- (A) The eligible applicant or developer has site control pursuant to Section 8303(b) of the Uniform Multifamily Regulations; or
 - (B) Right-of-way acquisition/rights have been obtained;
 - (C) Preparation of plans, specifications and estimates has been completed.

(d) Program readiness, capacity, need and leverage - XX Points Maximum

<u>Housing Development</u>	<u>Housing Related Infrastructure</u>	<u>Transportation/ Transit Related Infrastructure</u>	<u>Green Infrastructure</u>	<u>Planning Implementation</u>	<u>Programs</u>
					X

(1) Program Readiness:

- (A) XX points will be awarded for a program description and structure for implementation (i.e. staffing needs, administrative structure, program objective(s) and deliverables/outcomes).
- (B) XX points will be awarded to Program Operators that can demonstrate site control of the program operation facility and/or office space.
- (C) XX points will be awarded for the demonstration of executed memoranda of understanding with key partners necessary to achieve program outcomes.

(2) Capacity/Experience/Past Performance for Program(s):

- (A) XX points will be awarded for having sufficient Program Operator staff as demonstrated by an organization chart and program operations flow chart
- (B) XX points will be awarded for Program Operator Qualifications demonstrating 3 or more years of experience operating these types of programs.
- (C) XX points will be awarded for Program Operators who can demonstrate administrative responsibility operating the same type of program for at least 5 consecutive years

(3) Need and Benefit of Program Activities:

XX points will be awarded for programs demonstrating the extent to which services are addressing the needs and benefits of those to be served by the program activity as identified and documented by a Public Agency.

(4) Leveraging for Program Activities

Applications will receive points based on the percentage of Program funds supporting the overall program operating budget, demonstrating the extent to which other funds are leveraged for the proposed Program Uses

- XX points for < 30%
- XX points for 30%-50%
- XX points for > 50%

(e) Leveraging of Other Funds and Prior Planning Efforts – XX Points Maximum

<u>Housing Development</u>	<u>Housing Related Infrastructure</u>	<u>Transportation/ Transit Related Infrastructure</u>	<u>Green Infrastructure</u>	<u>Planning Implementation</u>	<u>Programs</u>
X	X	X	X		*

**Sub-section (4) - Prior Planning Efforts Only*

(1) Project Funds Leveraged

Applications will be scored based on the amount of permanent development funding commitments from sources other than the Program, as a percentage of the requested amount of Program funds. For each full 10-percent increment above 100 percent, 0.75 points will be awarded. For example, an application where other funds equal 140 percent of Program funds will receive 3 points, and a Project where other funds equal 300 percent of program funds will receive the maximum XX points.

In calculating the amount of other funds:

- (A) Funds used for the Project will be counted.
- (B) Deferred developer fees will not be counted as a source.
- (C) Land Donations will be counted and the value of the Land
- (D) Donation will be the greater of either the original purchase price or the current appraised value supported by an independent third party appraisal prepared by an MAI-qualified appraiser within one year of the application deadline.
- (E) Local Fee Waivers will be counted so long as it is supported by written documentation from the local public agency.

(2) Project Area Public / Private Investment

In addition to (1) above, TOD and ICP Projects will also be scored based on the following:

- (A) XX points will be awarded to all TOD Project Area and those ICP applications including Housing Developments where there is coordinated public and private investment in amounts sufficient to transform the area

into a transit-oriented community, as evidenced by both of the following occurring within a half-mile radius of the Qualifying Transit Station:

- i. Expenditures or commitments of public and/or private funds during the ten years preceding the application due date on transit-oriented infrastructure or housing in the amount of at least \$5 million; and
 - ii. The construction during the ten years preceding the application due date of privately owned transit supportive uses with a gross floor area of at least 50,000 square feet (including developments under construction).
- (B) XX points will be awarded to ICP Projects (without housing) where the applicant demonstrates proposed Capital Use Project will further the implementation action of a publicly identified need for which there has been public and/or private investment of at least \$100,000 in the last 5 years.
- (3) Leverage of Other GGRF Programs

Many of the GGRF programs support common and interrelated goals. XX points will be provided to applications which demonstrate leverage other GGRF programs that support or complement their AHSC proposal. A list of other GGRF programs, with eligible uses of program funds, is included as Appendix D.

(4) Leverage of Prior Planning Efforts

Points will be awarded to Projects which implement a policy or program of any the following applicable adopted plans as detailed below:

- Local General Plan (e.g. program or policy of the circulation element or site identified in the site inventory of an adopted housing element) - XX Points
- Specific Plan - XX Points
- Community Plan - XX Points
- Redevelopment Plan - XX Points
- Bicycle/Pedestrian Master Plan - XX Points
- Transit Corridor Plan - XX Points
- Station Area Plan - XX Points
- Corridor System Management Plan - XX Points
- Transit Village Plan - XX Points
- Regional Greenprint Plans - XX Points
- Disadvantaged Community Assessment (GC Section 65302) – XX Points

Evidence of implementation of the above plans must be demonstrated by providing relevant sections of the applicable plan or a letter or resolution executed by an officer or an equivalent representative, from the appropriate governing body. Examples of implementation may include an applicable zoning ordinance, development regulations or program.

(f) Accessibility of Qualified Employment Areas - XX Points Maximum

<u>Housing Development</u>	<u>Housing Related Infrastructure</u>	<u>Transportation/ Transit Related Infrastructure</u>	<u>Green Infrastructure</u>	<u>Planning Implementation</u>	<u>Programs</u>
X	X	X			

Points will be awarded based on the number of employees determined to be in a Qualified Employment Area* that is within a half-mile radius of a Destination Transit Station which is located no more than 30 minutes** from the Qualifying Transit Station that serves the Housing Development, or from another Transit Station not serving a specific Housing Development, via public transit and involves no more than one transfer point:

TOD Project Area Applications		
DENSITY DESIGNATION	NUMBER OF EMPLOYEES	POINTS
Low	2,500-9,999	<u>XX</u>
Medium	10,000-24,999	<u>XX</u>
High	>25,000	<u>XX</u>

ICP Applications		
DENSITY DESIGNATION	NUMBER OF EMPLOYEES	POINTS
Low	Minimum of 200 - 500	<u>XX</u>
Medium	500 - 1500	<u>XX</u>
High	Greater than 1500	<u>XX</u>

*A Qualified Employment Area is determined by utilizing the instructions provided for the mapping and reporting data accessible through the following link:
<http://onthemap.ces.census.gov/>

**The transit time for accessibility to the Qualified Employment Area from the Qualifying Transit Station or from another Transit Station not serving a specific Housing Development to the Destination Transit Station must be demonstrated with the transit agency's schedule of regular service.

(g) Proximity to Transit Supportive Land Uses - XX Points Maximum

<u>Housing Development</u>	<u>Housing Related Infrastructure</u>	<u>Transportation/ Transit Related Infrastructure</u>	<u>Green Infrastructure</u>	<u>Planning Implementation</u>	<u>Programs</u>
X	X	X			

Points will be awarded based on the existing and planned land uses in the TOD Project area or in proximity to the Housing Development funded with Program Funds in a qualifying ICP application.

The following transit-supportive amenities, services and uses within a half-mile of the Qualifying Transit Station should be identified and listed in the application. The term “within half-mile of the Qualifying Transit Station or Transit Station” means that any part of the physical structure or portion of a structure occupied by the use is located within a half-mile of the nearest boundary of the Qualifying Transit Station. The term “amenities, services and uses” includes uses projected for improvements that are either under construction or included as part of the Project.

- (1) Applications may identify up to ten (10) different types of transit-supportive amenities based on the following:
- (A) XX points for uses in Category 1
 - (B) XX points for uses in Category 2
 - (C) XX points for uses in Category 3

At a minimum, applications must include at least 3 uses are identified in Category 1 below.

Transit-Supportive Amenities and Services	
Category 1	
Bank /Credit union	Police / fire station
Licensed child care facility (each such facility will count as two amenities)	Health club, sport court, or active outdoor recreation facility
Grocery Store / Supermarket	Senior care facility
School	Medical /hospital/dental office/healthcare provider
Library	
Category 2	
Hardware store	Bicycle Shop
Park or playground	Community/civic center
Convenience store	Shoe Repair shop
Restaurant	Social service facility
Drugstore/Pharmacy	Farmers Market
Category 3	
Laundry / dry cleaner	Salon/Barber/Hair care
Place of worship	Postal Mailing & Shipping Center
Theater	Delicatessen or bakery
Restaurant/Coffee shop/café	*Other amenities or services that may be approved by the Department

(h) Extent to which the Project will increase public transit ridership and reduce vehicle miles travelled – XX Points Maximum

<u>Housing Development</u>	<u>Housing Related Infrastructure</u>	<u>Transportation/ Transit Related Infrastructure</u>	<u>Green Infrastructure</u>	<u>Planning Implementation</u>	<u>Programs</u>
X	X	X			

- (1) A maximum of XX points shall be assigned to applications which involve implementation of an adopted Transportation Demand Management (TDM) Strategy, Plan or agreement which is managed by a public agency or a public-private partnership. The application must include a copy of the executed TDM Plan or Agreement and its specific applicability to the Project.
- (2) A maximum of XX points shall be assigned to TOD Project Area applications in which the best performing mode of transit serving the Qualifying Transit Station has peak period headway frequency of fifteen (15) minutes or less. Scoring for applications which include rail, bus or ferry modes of transit will be determined by the best performing primary mode of transit demonstrating all day, on-time arrival/departure performance as set forth below:

Points	Rail	Bus/ Ferry
<u>XX</u>	≥95%	≥90%
<u>XX</u>	90-94.99%	85-89.99%
<u>XX</u>	85-89.99%	80-84.99%
<u>XX</u>	<85%	<80%

Peak period means the time between 7 a.m. to 10 a.m., inclusive, and 3 p.m. to 7 p.m., inclusive, Monday through Friday or the alternative peak period designated for the transportation corridor by the transit agency.

- (3) A maximum of XX points shall be assigned to ICP applications which include employer-sponsored or other shuttle/vanpool modes of transit to a Transit Station according to the criteria below:

Points	Vanpool/Shuttle Performance Measure	Proposed Service Standard
Efficiency and Effectiveness Measures		
<u>XX</u>	Boarding Passengers/ Revenue Hour	Feeder Transit System: 10 passengers/hour Vanpools: 8 passengers/hour
<u>XX</u>	Passengers per Mile	Feeder Transit System: 0.7 passengers/mile Vanpools: 0.6 passengers/mile
Quality and Reliability Measures		
<u>XX</u>	On-Time Performance	Feeder Transit System: 90% on-time performance for all services Vanpools: Should always depart on-time; notice should be provided to riders in unusual weather circumstances
<u>XX</u>	Accidents/ Vehicle Miles Operated	Feeder Transit System: Fewer than 2 accidents/100,000 revenue miles Fewer than 1 preventable accident/100,000 revenue miles Fewer than 1.5 major accidents per million bus miles Vanpool: Fewer than 1 accident/500,000 miles
<u>XX</u>	Maintenance	Feeder Transit System: At least 85% of regular fleet vehicles should be available for operations at all times. The ratio of spare vehicles to regular fleet vehicles should be less than 20% 95% of vehicle inspections shall be completed on time Vanpool: Vehicles should be operable at all times; an inoperable vehicle will be replaced immediately by the vanpool provider Vanpool providers should be able to secure a spare vehicle within one business day

- (4) XX points will be assigned to applications where electronic user information services provide information on schedules and real-time predicted arrival times at the transit stop, Housing Development, area businesses or through wireless device access for the best performing primary mode of transit serving the Qualifying Transit Station.
- (5) A maximum of XX points will be assigned based on the primary mode of transit serving the Qualifying Transit Station and the population density of the area within a four mile radius of the Qualifying Transit Station, in accordance with the following table. Population density shall be calculated based on the most recent available census data, as more specifically described in the Program application and in the instructions posted on the Department's website.

Density Range (population per square mile of land area)										
Transit Mode	0 - 1,000	1001 - 2,000	2,001 - 3,000	3,001 - 4,000	4,001 - 5,000	5,001 - 6,000	6,001 - 8,000	8,001 - 10,000	10,000 - 13,000	13,001+
Commuter Rail (BART, METRO Red Line)	29	31	33	37	41	44	48	50	53	55
Light Rail/ Bus Rapid Transit	21	22	23	27	31	35	38	42	46	50
Rapid Bus / Express Bus	20	20	20	22	24	26	28	30	33	36
Commuter Rail (High Speed Rail, Capitol Corridor, Caltrain, Metrolink, Surfliner, Coaster), Ferry, Non-Express Bus, Vanpool, or Shuttle Service	19	19	19	20	22	24	26	27	29	30

(i) Parking, Transit Passes, Car Sharing and Electric Vehicle Charging Stations - XX
Points Maximum

<u>Housing Development</u>	<u>Housing Related Infrastructure</u>	<u>Transportation/ Transit Related Infrastructure</u>	<u>Green Infrastructure</u>	<u>Planning Implementation</u>	<u>Programs</u>
X	X	X			X

For TOD and ICP applications which include a Housing Development, points will be awarded based on the extent to which the pricing, supply, and management of motor vehicle parking serving the Housing Development promotes economic efficiency and minimizes the development of new parking spaces as detailed in subcategories 1-6 below. Housing Developments that do not include parking will

automatically receive the maximum available points under all subcategories. For applications which do not include a Housing Development, points will be awarded based on subcategories 3-6 below:

- (1) Parking pricing (XX points). Points will be assigned to applications where the Housing Development parking is priced to cover the full capital and operating costs of the parking, and paid for separately, rather than bundled with the cost of the housing, except for units subsidized under one or more affordable housing funding programs, including low-income housing tax credit programs.
- (2) Maximum parking spaces (XX points). Ten points will be assigned to applications for Projects which provide for no more than the following maximum parking spaces excluding park-and-ride and Transit Station replacement parking.

MAXIMUM PARKING SPACES		
Project Location Designation	Bedrooms per Unit	Maximum resident and guest parking spaces per unit
Large City Downtown	0-1	1.0
	2+	1.5
Urban Center	0-1	1.25
	2+	1.75
All Other Areas (Non-Metropolitan Areas)	0-1	1.5
	2+	2.0

- (3) Shared parking (XX points). Points will be assigned to applications where the Project provides parking that will be shared between different uses, such as parking that serves housing residents at night and retail customers by day.
- (4) Car sharing (XX points). Points will be assigned to applications where the Project provides dedicated parking spaces for shared vehicle only parking.
- (5) Electric vehicle charging stations (XX points). Five points will be assigned to applications where the Project provides electric vehicle charging stations.
- (6) Transit passes (XX points). Points will be assigned to applications where Projects provide to residents free or discounted transit passes priced at no more than half of retail cost. For Housing Developments, at least one transit pass shall be made available to each Restricted Unit for the term of the Program loan or grant.

(j) The extent to which the Project Incorporates Walkable Corridors – XX Points Maximum

<u>Housing Development</u>	<u>Housing Related Infrastructure</u>	<u>Transportation/ Transit Related Infrastructure</u>	<u>Green Infrastructure</u>	<u>Planning Implementation</u>	<u>Programs</u>
X	X	X			

Points will be awarded based on the extent to which the application demonstrates the following features exist, will exist upon completion of the Project, or will directly serve the Project Area in the primary walkable corridor. The primary walkable corridor is the route most likely to be taken by pedestrians traveling directly between any of the following:

- (1) A Housing Development and the Qualifying Transit Station; or
- (2) A Transit Station and an identified Key Destination; or
- (3) Residential areas and at least one identified Key Destination

XX points will be awarded for each of the following features:

- (A) No more than 25 percent of the street blocks in the walkable corridor exceed 500 feet in length.
- (B) The walkable corridor is fully served by continuously-paved, ADA-compliant sidewalks with a minimum width of 4 feet.
- (C) The walkable corridor provides for safe pedestrian crossing of any arterials between the point of origin and final destination in (1), (2), or (3) above.
- (D) The walkable corridor is adequately lighted to accommodate pedestrian use after dark.
- (E) The Qualifying Transit Station or Transit Station has waiting facilities, seating, lighting, and overhead shelter from outdoor elements.

(k) The extent to which the Project Area Incorporates Bicycle Features – XX Points Maximum

<u>Housing Development</u>	<u>Housing Related Infrastructure</u>	<u>Transportation/ Transit Related Infrastructure</u>	<u>Green Infrastructure</u>	<u>Planning Implementation</u>	<u>Programs</u>
X	X	X			

Points will be awarded based on the extent to which the application demonstrates the following bicycle features exist, will exist upon completion of the Project, or will directly serve the Project Area.

(1) XX points will be awarded for each of the following features:

- (A) The Qualifying Transit Station (TOD Project Areas) or Transit Station (ICPs) has bicycle access and provides secure bicycle storage facilities, or the transit service allows bicycle conveyance on-board.
- (B) Bike sharing program available that serves the Project Area or is located at a Transit Station.
- (C) Bike repair facilities or kiosks available.
- (D) The corridor includes a safe bicycle route that shows potential to increase bicycling between the Housing Development and the Qualifying Transit Station or between the Transit Station and identified community amenities such as schools, community centers, employment centers, and other destinations, including residential uses.

(2) Applications will receive points based on the ratio of linear feet of existing and/or planned dedicated bike lanes or paths within the Project Area relative to population density.

- XX Points for a Ratio of XXX to XXXX
- XX Points for a Ratio of XXX to XXXX
- XX Points for a Ratio of XXX to XXXX

(I) Community Greening and Natural Resource Conservation - XX Points Maximum

<u>Housing Development</u>	<u>Housing Related Infrastructure</u>	<u>Transportation/ Transit Related Infrastructure</u>	<u>Green Infrastructure</u>	<u>Planning Implementation</u>	<u>Programs</u>
X	X	X	X		

Applications must demonstrate how the proposed urban greening and conservation features of the Project will contribute to the reduction of greenhouse gas emissions and provide multiple benefits.

(1) Urban and Community Greening

Projects incorporating urban greening, forestry or urban tree and vegetation planting will receive points as follows:

- XX points for applicants which have an existing urban forest or street tree protection system (i.e. city ordinance, etc.)
- XX points for applicants with an existing and current (updated within last 10 years) tree inventory

(2) Construction-related Energy Efficiency

All projects must meet requirements of [California's 2013 Building Energy Efficiency Standards Title 24, Part 6](#).

XX Points will be given to applications with Projects that exceed [California's 2013 Building Energy Efficiency Standards Title 24, Part 6](#) for heating, cooling, fan energy, and water heating

(3) Green Infrastructure and Conservation

XX Points will be given for Projects which exceed mandatory site development requirements per [California Green Building Code Standards \(Title 24, Part 11\)](#), updated with the July 1, 2014 Supplement, demonstrated any one of the following:

- (A) Incorporation of native California vegetation or drought tolerant plants and trees.

- (B) Projects which incorporate green infrastructure elements including but not limited to any one of the following:
 - On-site catchment, filtration and potable water use reduction
 - Permeable pavement for walking, parking or patio surfaces
 - (C) Projects which include any one of a number of low-impact design (LID) elements and materials that support low maintenance and durability, energy efficiency and reduced waste, such as:
 - Native vegetation and patterns restored following construction.
 - Cool or vegetated roof or walls
 - Resilient flooring systems
 - Thermal insulation,
 - Recycled content,
 - Reduced or repurposed on-site construction waste
 - (D) Projects which provide documentation of application for Leadership in Energy & Environmental Design (LEED) or GreenPoint Rated Multifamily Guidelines.
 - (E) Projects that demonstrate reuse or repurposing of an existing historic structure (built prior to 1976).
- (m) Extent to which the Housing Development serves lower and moderate income households – XX Points Maximum

<u>Housing Development</u>	<u>Housing Related Infrastructure</u>	<u>Transportation/ Transit Related Infrastructure</u>	<u>Green Infrastructure</u>	<u>Planning Implementation</u>	<u>Programs</u>
X	X				

Applications will be scored based on the percentage of units in the Housing Development limited to various income levels, in accordance with the following schedule. Applicants may elect to exclude from the calculation of “total units” units which are not utilized in the calculation of leverage points pursuant to subdivision (h) of this Section and which are not utilized in the calculation of the loan amount pursuant to Section 104. Point scores will be rounded to the nearest one hundredth point in this category:

- (1) 0.13 points will be awarded for each percent of total units that are owner-occupied and restricted to initial occupancy by households with incomes not exceeding the moderate income limit.

- (2) 0.25 points will be awarded for each percent of total units that are owner-occupied and restricted to occupancy by households with incomes not exceeding the moderate income limit at affordable housing costs for not less than 55 years.
- (3) 0.30 points will be awarded for each percent of total units that are owner-occupied and restricted to occupancy by households with incomes not exceeding the lower income limit at affordable housing costs for not less than 55 years
- (4) 0.13 points will be awarded for each percent of total units that are rental Restricted Units for households with incomes less than or equal to 50 percent of Area Median Income.
- (5) 0.7 points will be awarded for each percent of total units that are rental Restricted Units for households with incomes less than or equal to 40 percent of State Median Income, expressed as a percentage of Area Median Income.
- (6) 0.9 points will be awarded for each percent of total units that are rental Restricted Units for households with incomes less than or equal to 35 percent of State Median Income, expressed as a percentage of Area Median Income.
- (7) 1.3 points will be awarded for each percent of total units that are rental Restricted Units for households with incomes not exceeding 20 percent of State Median Income (adjusted by the Department to avoid exclusion of working CalWORKs recipients and individuals receiving SSI and expressed as a percentage of Area Median Income) for the first 10 percent of total Restricted Units; then 1 point for each subsequent percent of total Restricted Units.
- (8) For rental Housing Developments utilizing 9% low income housing tax credits, applicants may elect to have their rental units scored in accordance with the scoring system used for this purpose by TCAC, under the Lowest Income point category. Applicants making this election shall be awarded .577 points for every 1 point they would be eligible to receive using TCAC's system (so that applications eligible for the maximum possible 52 points using the 9% scale receive 30 points in this category for the Program).
- (9) For rental Housing Developments, rent limits for initial occupancy and for each subsequent occupancy of Restricted Units pursuant to 25 CCR 7312 of the MHP regulations, shall be based on unit type, applicable income limit, and area in which the Project is located, following the calculation procedures used by TCAC and using the income limits recognized by TCAC for purposes of

application scoring as well as the income limits set forth above. Rents will be further restricted in accordance with rent and income limits submitted by the Applicant in its application for the Program loan, approved by the Department, and set forth in the regulatory agreement. Rents shall not exceed 30 percent of the applicable income eligibility level. The maximum rent shall be 30 percent of 60 percent of Area Median Income for the appropriate unit size.

(n) Location Affordability Index – XX Points Maximum

<u>Housing Development</u>	<u>Housing Related Infrastructure</u>	<u>Transportation/ Transit Related Infrastructure</u>	<u>Green Infrastructure</u>	<u>Planning Implementation</u>	<u>Programs</u>
X	X	X			

Projects will be scored and points allocated based on location affordability index factor as determined by HUD's Location Affordability Index (www.locationaffordability.info) as follows:

- (1) XX points for Projects located within an area with a 27% to 44% Affordability Factor
- (2) XX points for Projects located within an area with a 45% to 61% Affordability Factor
- (3) XX points for Projects located within an area with a 62% to 87% Affordability Factor

All applicants must use the combined (Owner + Renter) and Median Income settings when determining eligibility for this criterion.

(o) Anti-Displacement Strategies – XX Points Maximum

<u>Housing Development</u>	<u>Housing Related Infrastructure</u>	<u>Transportation/ Transit Related Infrastructure</u>	<u>Green Infrastructure</u>	<u>Planning Implementation</u>	<u>Programs</u>
X	X	X	X		

For Projects located within or benefiting a Disadvantaged Community XX points will be provided for demonstration of policies, strategies or programs designed to avoid the displacement of low-income residents and businesses of the project area and community.

NOTE: The Department recognizes not all Projects “benefiting” or “located within” a Disadvantaged Community may have a need to evaluate displacement risk and/or include anti-displacement strategies. Applicants may provide evidence for Department review demonstrating no displacement risk. Those applications will not be evaluated on the criteria and the points will not be factored into their score.

Examples of strategies include, but are not limited to:

- (1) Residential Anti-Displacement Strategies
 - Phased construction or rehabilitation, minimizing disruptions for tenants.
 - Provision of Housing Choice Voucher (HCV) or other mechanism for affordability, including temporary relocation.
 - Assignment of a relocation specialist to develop and implement a relocation plan and work closely with any tenants that temporarily relocate off-site to provide relocation planning, mobility counseling, and assistance (for example, reviews of school options, benefits, re-occupancy plans, and services access).
 - Case management support to residents and relocation technical assistance to the local housing authority/department to ensure that all residents are informed about maintenance of lease compliance requirements.
 - A HCD-certified housing element of the General Plan.
- (2) Business Anti-Displacement Strategies:
 - Implementation of an overlay zone designed to protect and assist small businesses.
 - Establishment of a small business advocate office and designate a single point of contact for every small businesses.
 - Creation and maintenance of a small business alliance.
 - Increased visibility of the jurisdiction’s small business assistance programs.
 - Formal program to ensure that some fraction of a jurisdiction’s purchases of goods and services come from local businesses.

(p) Extent to Which the Project Addresses Co-Benefits – XX Points Maximum

<u>Housing Development</u>	<u>Housing Related Infrastructure</u>	<u>Transportation/ Transit Related Infrastructure</u>	<u>Green Infrastructure</u>	<u>Planning Implementation</u>	<u>Programs</u>
X	X	X	X	X	X

Beyond greenhouse gas reductions, [SB 535](#) indicates that programs funded through the GGRF should provide public health and safety, economic and environmental benefits to communities served by the project.

Applicants to the AHSC program are required to describe and, where possible, quantify the expected co-benefits of the project. Co-benefits should be considered both broadly for the entire community and for low-income populations within the community at large. Eligible co-benefits must fit in one of the three categories as identified in SB 535 (public health and safety, economy, and environmental).

To demonstrate the extent to which the proposed Project addresses co-benefits, all applicants must identify and describe four (4) expected co-benefits from the project where:

- (1) At least one must be a public health co-benefit (see Appendix C for examples)
- (2) Describe who will benefit (e.g. the community, low-income populations, etc.)
- (3) Describe how the co-benefits will be quantified (pending ARB guidance). For those co-benefits that cannot be quantified due to technical or feasibility challenges, applicants must provide an explanation citing published literature which demonstrates rationale for how cited co-benefits will be achieved. See Appendix C for additional co-benefits guidance and resources, including examples of co-benefits related to public health and safety, the economy and the environment as provided below.

Applications will be evaluated based on the following identified co-benefits:

- (A) A maximum of XX points may be awarded for each co-benefit that is identified, described, and justified through quantification/evidence based on the following:
 - (i) XX points for identifying and describing the co-benefit, including who will benefit
 - (ii) XX point for quantification/evidence

- (B) Applications requesting Program Funds to benefit a Disadvantaged Community as defined in Section 106(a)(10) may earn an additional XX points in this section by providing three (3) more examples for co-benefits.

(q) Community Engagement – XX Points Maximum

<u>Housing Development</u>	<u>Housing Related Infrastructure</u>	<u>Transportation/ Transit Related Infrastructure</u>	<u>Green Infrastructure</u>	<u>Planning Implementation</u>	<u>Programs</u>
X	X	X	X	X	X

- (1) Application describes community outreach on proposed project, in addition to that required by the local government or other government body. The application must demonstrate how the outreach was designed to remove barriers to community participation and provided opportunities for engagement for community members, in particular lower-income households and DAC residents, which the project is proposed to benefit. The application should detail:
- the dates, times and location of meetings
 - how community members were engaged (i.e. marketing/noticing of meetings and opportunities for involvement)
 - approximate level of attendance at meeting(s)
 - identify how feedback received during the process was considered in the design of the proposed Project (XX Points)
- (2) Application identifies key stakeholders and/or community organizations which have been engaged in community outreach or in supporting the project (XX Points)

Section 108. Criteria Applicability based on Eligible Use Type and Scoring Summary

Based on the application’s Eligible Project Types and Eligible Uses of Funds as defined in Sections 102 and 103 above, Table 7 below indicates the criteria which will be applied and the scored to determine an applicant’s final score. The draft document does not identify specific point values for criteria at this time.

Applications will be scored based upon the strength of the entire proposal for the Project Area, including those elements funded by other sources but which are applicable to connectivity between key destinations with particular emphasis on improving access to affordable housing opportunities.

TABLE 7 AHSC Criteria Applicability based on Eligible Uses											
Guideline Reference	* Both TODs and ICPs must include at least one Primary Use ** Secondary uses may be combined with any eligible Primary Use	Housing Development	Housing Related Infrastructure	Transportation and Transit-Related Infrastructure (includes Active Transportation)	Green Infrastructure	Planning Implementation	Programs – Active Transportation	Programs – Transit Ridership	Programs – Pollutant Reduction		
		Primary Uses*				Secondary Uses**					
		Capital Uses					Program Uses				
		GHG Reduction Potential will be factored into all applications based on Pending ARB Guidance									
a	Extent to which the Project will achieve GHG Reduction	X	X	X	X	X	X	X	X		
Project / Program Feasibility and Readiness – 35 to 40% of Total Score											
b	Readiness of the Housing Development	X ¹	X								
c	Readiness of Non-Housing Infrastructure Project		X	X	X						
d	Program Readiness, Capacity, Need and Leverage						X	X	X		
e	Leverage of Other Funds and Prior Planning Efforts	X	X	X	X						

Guideline Reference	<p>* Both TODs and ICPs must include at least one Primary Use</p> <p>** Secondary uses may be combined with any eligible Primary Use</p>	Housing Development	Housing Related Infrastructure	Transportation and Transit-Related Infrastructure (includes Active Transportation)	Green Infrastructure	Planning Implementation	Programs – Active Transportation	Programs – Transit Ridership	Programs – Pollutant Reduction		
		Primary Uses*				Secondary Uses**					
		Capital Uses					Program Uses				
		Connectivity and Improved Access – 40 to 45% of Total Score									
f	Accessibility to Qualified Employment Areas	X	X	X							
g	Proximity of Transit Supportive Land Uses	X	X	X							
h	Extent to which the Project will increase public transit ridership and reduce vehicle miles travelled	X	X	X							
i	Parking / Transit Passes / EV charging	X ¹	X	X							
j	Walkable corridors	X	X	X							
k	Bicycle features	X	X	X							
l	Community Greening and Natural Resources Conservation	X	X	X	X						
Community Orientation – 15 to 20 % of Total Score											
m	The extent to which the Housing Development serves households at lower and moderate income levels	X ¹	X								
n	Location Affordability Index	X	X	X							
o	Anti-Displacement Strategies	X	X	X	X						
p	Extent to which the Project addresses co-benefits	X	X	X	X	X	X	X	X		
q	Community Engagement	X	X	X	X	X	X	X	X		

¹ Housing specific criteria will only apply and be scored for applications where an affordable Housing Development and/or Housing-Related Infrastructure is funded through AHSC Program funds.

Article IV. Program Operations

Section 109. Legal Documents

- (a) Rental Housing Developments: Upon the award of Program funds to assist a rental Housing Development, the Department shall enter into one or more agreements with the Applicant, which may be in the form of a conditional commitment letter issued by the Department and accepted by the Applicant, which shall commit funds from the Program in an amount sufficient to fund the approved Program loan amount. The agreement or agreements shall contain the following:
- (1) a description of the approved Housing Development and the permitted uses of Program funds;
 - (2) the amount and terms of the Program loan;
 - (3) the regulatory restrictions to be applied to the Housing Development through the Regulatory Agreement;
 - (4) special conditions imposed as part of the Department's approval of the Housing Development;
 - (5) requirements for the execution and the recordation of the agreements and documents required under the Program;
 - (6) terms and conditions required by federal or state law;
 - (7) requirements regarding the establishment of escrow accounts for the deposit of documents and the deposit and disbursement of Program loan proceeds;
 - (8) the approved schedule of the Housing Development, including land acquisition if any, commencement and completion of construction or rehabilitation work, and occupancy by eligible households;
 - (9) terms and conditions for the inspection and monitoring of the Project in order to verify compliance with the requirements of the Program;
 - (10) provisions regarding tenant relocation in accordance with State law;
 - (11) provisions relating to the placement on or in the vicinity of, the Housing Development site a sign indicating that the Department has provided financing for the Housing Development. The Department may also arrange for publicity of the Program loan in its sole discretion; and
 - (12) provisions to ensure that the eligible Capital Use and Program Use of funds maintains the required GHG Reduction represented in the application.
 - (13) Other provisions necessary to ensure compliance with the requirements of the Program.
- (b) For rental Housing Developments the Department shall enter into a Regulatory Agreement with the Applicant for not less than the original term of the loan that shall be recorded against the property of the Housing Development prior to the disbursement of funds. The Regulatory Agreement shall include, but not be limited to, the following:

- (1) the number, type and income level of Restricted Units;
- (2) standards for tenant selection pursuant to 25 CCR 8305;
- (3) provisions regulating the terms of the rental agreement pursuant to 25 CCR 8307;
- (4) provisions related to a Rent Schedule, including initial rent levels for Restricted Units and non-Restricted Units pursuant to subsections (a) and (b) of 25 CCR 7312;
- (5) conditions and procedures for permitting rent increases pursuant to 25 CCR 7312;
- (6) provisions for limitations on Distributions pursuant to 25 CCR 8314 and on developer fees pursuant to 25 CCR 8312;
- (7) provisions regarding the deposit and withdrawal of funds to and from reserve accounts in accordance with 25 CCR 8308 and 8309;
- (8) assurances that the Housing Development will be maintained in a safe and sanitary condition in compliance with state and local housing codes and the management plan, pursuant to 25 CCR 7324;
- (9) description of the conditions constituting breach of the Regulatory Agreement and remedies available to the parties thereto;
- (10) provisions governing use and operation of non-Restricted Units and common areas to the extent necessary to ensure compliance with Program requirements;
- (11) special conditions of loan approval imposed by the Department;
- (12) Article 4, Subchapter 4, Chapter 7, Division 1 of Title 25, "Program Operations," Sections 25 CCR 7321 through 7326, shall apply to rental Housing Developments assisted by the Program; and
- (13) other provisions necessary to assure compliance with the requirements of the Program.

(c) All Program loans for assistance to rental Housing Developments shall be evidenced by a promissory note payable to the Department in the principal amount of the loan and stating the terms of the loan consistent with the requirements of the Program. The note shall be secured by a deed of trust on the Housing Development property naming the Department as beneficiary or by other security acceptable to the Department; this deed of trust or other security shall be recorded junior only to such liens, encumbrances and other matters of record approved by the Department and shall secure the Department's financial interest in the Housing Development and the performance of Applicant's Program obligations.

(d) Upon the award of Program funds to a Locality for assistance to a homeowner Housing Development, the Department shall enter into a Standard Agreement with the Recipient constituting a conditional commitment of funds. This agreement shall require the Recipient to comply with the requirements and provisions of these Guidelines. The Standard Agreement shall encumber Program funds in an amount sufficient to fund the approved Project, subject to limits established in the NOFA and consistent with the application. The Standard Agreement shall contain, but not be limited to, the following:

- (1) a description of the approved local Project and the permitted uses of Program funds;
 - (2) requirements for the execution and, where appropriate, the recordation of the agreements and documents required under the Program;
 - (3) the Recipient's responsibilities for completion of the Project, including, but not limited to, number of units to be assisted, marketing, Program loan processing and funding, construction monitoring and disbursement, report submissions, and file documentation;
 - (4) manner, timing and conditions for disbursement of Program funds to Recipients;
 - (5) provisions relating to the placement on or in the vicinity of the homeownership Housing Development project site, a sign indicating that the Department has provided financing for the Project. The Department may also arrange for publicity of the Project in its sole discretion;
 - (6) remedies available to the Department in the event of a violation, breach or default of the standard agreement;
 - (7) requirements that the Recipient permit the Department or its designated agents and employees the right to inspect the project or local program and all books, records and documents maintained by the Recipient in connection with the local program and the local program individual Program loans;
 - (8) special conditions imposed on a case-by-case basis as part of Department's approval of the Project;
 - (9) terms and conditions required by federal or state law; and
 - (10) provisions to ensure that the eligible Capital Use and Program Use of funds maintains the required GHG Reduction as represented in the application.
 - (11) other provisions necessary to ensure compliance with the requirements of the Program.
- (e) Prior to the disbursement of Program funds for a homeownership Housing Development, the Department shall enter into a monitoring agreement with the Recipient requiring the Recipient to comply with Program requirements. The monitoring agreement shall contain, but not be limited to, the following:
- (1) requirements regarding the establishment of a reuse account for the deposit of loan repayments, including interest and principal, and the requirements for disbursement of funds from the reuse account;
 - (2) the plan for servicing of the Program loans as prepared by the Recipient to be reviewed for approval by the Department
 - (3) the plan for the reuse of Program funds as prepared by the Recipient to be reviewed for approval by the Department;
 - (4) requirements for submittal of an annual report on a form provided by the Department;
 - (5) remedies available to the Department in the event of a violation, breach or default of the monitoring agreement;
 - (6) requirements that the Recipient permit the Department or its designated

agents and employees the right to inspect the Program and Project books, and all records and documents maintained by the Recipient in connection with the reuse account and long term loan servicing; and

- (7) other provisions necessary to ensure compliance with the requirements of the Program.
- (f) All homebuyer Program loans originated by a Recipient for a homeowner Housing Development shall be evidenced by the following documents and provisions, models of which may be provided by the Department:
- (1) A promissory note evidencing the Program loan, payable by the homebuyer to the Recipient in the principal amount of the Program loan and stating the terms and rate of interest of the Program loan consistent with the requirements of the Program. The Recipient is and shall be prohibited from assigning their beneficial interest under the note.
 - (2) The note shall be secured by a deed of trust, or other appropriate security instrument acceptable to the Department, on the homebuyer property naming the Recipient as beneficiary. This deed of trust or other appropriate security instrument shall be recorded in the official records of the county in which the unit is located and shall secure the Recipient's financial interest in the project.
- (g) Grants for infrastructure Projects shall be governed by a standard agreement or other agreement with the Recipient in a form prescribed by the Department. The agreement shall ensure that the provisions of Section 105 of these Guidelines are applicable to the Project covered by the agreement and enforceable by the Department. The agreement will contain such other provisions as the Department determines are necessary to meet the requirements and goals of the Program, including but not limited to the following:
- (1) A description and sources and uses of the approved Project and the permitted uses of Program funds;
 - (2) Provisions governing the amount, terms and conditions of the Program grant;
 - (3) Provisions governing the construction work and, as applicable, the acquisition and preparation of the site of the Project, and the manner, timing and conditions of the disbursement of grant funds;
 - (4) a schedule for completion of the Project and a series of milestones for progress toward Project completion together with the remedies available to the Department in the event of the failure to meet such milestones;
 - (5) provisions for the payment of prevailing wages if and as required by state or federal law;
 - (6) requirements for periodic reports from the Recipient on the construction and use of the Project and provisions for monitoring of the Project by the Department;

- (7) The Recipient's responsibilities for the development of the approved Project, including, but not limited to, construction management, maintaining of files, accounts and other records, and report requirements;
- (8) Provisions relating to the development, construction, affordability and occupancy of the Housing Development supported by the Project, if applicable;
- (9) Provisions relating to the placement on, or in the vicinity of, the Project site, a sign indicating that the Department has provided financing for the Project. The Department may also arrange for publicity of the Department grant in its sole discretion;
- (10) Remedies available to the Department in the event of a violation, breach or default of the Standard Agreement;
- (11) Requirements that the Recipient permit the Department or its designated agents and employees the right to inspect the Project and all books, records and documents maintained by the Recipient in connection with the Program grant;
- (12) Special conditions imposed as part of Department approval of the project;
- (13) Terms and conditions required by federal or state law;
- (14) Provisions to ensure that the eligible Capital Use and Program Use of funds maintains the required GHG Reduction as represented in the application; and
- (15) Other provisions necessary to ensure compliance with the requirements of the Program.

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Section 110. Reporting Requirements

- (a) During the term of the Standard Agreement and according to the annual deadline identified in the Standard Agreement, the Recipient shall submit, upon request of the Department and the Council, an annual performance report that demonstrates satisfaction of all Program requirements which includes, but is not limited to, GHG reduction, the construction of the Project and where applicable, the development, construction, affordability and occupancy of housing designated in the application, pursuant to ARB's [Interim Guidance to Agencies Administering GRRF Monies: Expenditure Record and Fiscal Procedures](#). The reports will be filed on forms provided by the Department.
- (b) At any time during the term of the Standard Agreement, the Department may perform or cause to be performed a financial audit of any and all phases of the Recipient's Project. At the Department's request, the Recipient shall provide, at its own expense, a financial audit prepared by a certified public accountant.

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Section 111. Performance Requirements

- (a) Recipients shall begin construction of the housing units to be developed in the Project and the housing designated in the application within the time set forth in the Standard Agreement but not more than two (2) years from the date of the Program grant award.
- (b) The housing units to be developed in the Project and the housing designated in the application must be completed, as evidenced by receipt of a certificate of occupancy, within the period of time set forth in the Standard Agreement, but not more than five (5) years from the date of the award of the Program grant.
- (c) Program funds must be disbursed in accordance with deadlines specified in the Standard Agreement, and in no event later than the following disbursement deadlines. The Department may approve a disbursement extension deadline request up to the applicable Maximum Disbursement Extension Deadline (as shown below) if the Recipient demonstrates, to the satisfaction of the Department, that it has complied with the following performance milestones related to the Notice of Funding Availability (NOFA) round in which the Department made its award to the Recipient:

Table 8 Performance Milestone Dates			
NOFA Date	Current Disbursement Deadline	Standard Agreement Executed	Disbursement Agreement Executed
January, 2015	February 1, 2019	June, 2016	June, 2016

- (d) Recipients will be required to repay disbursed Program grant funds where construction of residential units used as the basis for calculating the grant amount pursuant to Section 104 has not received building permits within two (2) years from the date of the Program grant award. The amount to be repaid shall be the same proportion to the total grant amount as the number of residential units where construction has not timely commenced to the total number of designated residential units.
- (e) Recipients may only reapply for Program funds in a subsequent NOFA if the Recipient has disbursed at least fifty (50) percent of the funds allocated to Program Uses from prior awards.
- (f) Notwithstanding anything to the contrary herein, the Department will not consider, nor will it approve, a disbursement extension deadline request for any and all awards that are provided pursuant to the NOFA. As such there shall not be a Maximum Disbursement Extension Deadline for said award, no extension will be available.

Section 112. Defaults and Cancellations

- (a) In the event of a breach or violation by the Recipient of any of the provisions of the Standard Agreement, the Department may give written notice to the Recipient to cure the breach or violation within a period of not less than 15 days. If the breach or violation is not cured to the satisfaction of the Department within the specified time period, the Department, at its option, may declare a default under the Standard Agreement and may seek legal remedies for the default including the following:
 - (1) The Department may seek, in a court of competent jurisdiction, an order for specific performance of the defaulted obligation or the appointment of a receiver to complete the Project in accordance with Program requirements.
 - (2) The Department may seek such other remedies as may be available under the relevant agreement or any law.
- (b) Funding commitments and Standard Agreements may be canceled by the Department under any of the following conditions:
 - (1) The objectives and requirements of the Program cannot be met by continuing the commitment or Standard Agreement;
 - (2) Construction of the Project or implementation of the Program Uses cannot proceed in a timely fashion in accordance with the timeframes established in the Standard Agreement; or
 - (3) Funding conditions have not been or cannot be fulfilled within required time periods.
- (c) Upon receipt of a notice of intent to cancel the grant from the Department, the Recipient shall have the right to appeal to the Director of the Department.

Section 113. Prevailing Wages

For the purposes of the State Prevailing Wage Law (Labor Code Sections 1720 – 1781), a grant under the Program shall be considered public funding for the construction, rehabilitation, demolition, relocation, preservation, or other physical improvement of the Capital Use subject to the provisions of the State Prevailing Wage Law. Program funding of a Project shall not necessarily, in and of itself, be considered public funding of a Project unless such funding is considered public funding under the State Prevailing Wage Law. It is not the intent of the Department in these regulations to subject Projects to the State Prevailing Wage Law by reason of Program funding of the Project in those circumstances where such public funding would not otherwise make the Project subject to the State Prevailing Wage Law. Although the use of Program funds does not require compliance with federal Davis Bacon wages, other funding sources may require compliance with federal Davis Bacon wages.

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Appendix A. Definitions

****Note some definitions below are placeholders (identified in red front) for terms to be defined through pending ARB guidance.**

- (a) “Active Transportation” means infrastructure and non-infrastructure projects that encourage increased use of active modes of transportation, but does not include funding program operations. The project types include but are not limited to:
 - (1) Infrastructure Projects: Capital improvements (construction) that will encourage increased use of active modes of transportation, such as biking and walking
 - (2) Non-infrastructure Projects: Education, encouragement, enforcement, and planning activities must encourage increased use of active modes of transportation, such as biking and walking.
- (b) “Active Transportation Program” means non-infrastructure related programs which instill safe pedestrian, bicyclist and motorist behaviors to make safe active transportation possible. Non-infrastructure activities can stand-alone or be conducted with infrastructure projects (fixed facilities or permanent structural changes) to increase effectiveness.
- (c) “Activity Delivery Costs” means staff costs incurred by the Public Agency that are directly related to implementing specific Capital Uses and Program Uses. They may include costs such as project document preparation, project underwriting, construction management, inspections, or reporting to the Department.
- (d) “Affordable Housing Development” means a housing development in which at least 20 percent of the total units are Affordable Units.
- (e) “Affordable Unit” means a unit that is made available at an affordable rent, as defined in Section 50053 of the Health & Safety Code, to a household earning no more than 80 percent of the Area Median Income or at an affordable housing cost, as defined in Section 50052.5 of the Health & Safety Code, to a household earning no more than 120 percent of the Area Median Income. Rental units shall be subject to a recorded covenant ensuring affordability for a duration of at least 55 years. Ownership units shall be sold to and occupied by an income-qualified household, and subject to a recorded covenant with a duration of at least 30 years that includes either a resale restriction or equity sharing upon resale. Rent and income limits for rental Affordable Units shall be those established by TCAC. Those units will be restricted to the targeted income levels with rents not to exceed 30 percent of the income level in accordance with TCAC procedures.
- (f) “Agency” means California Natural Resources Agency.
- (g) “ARB” means the California Air Resources Board.

- (h) "Area Median Income" means the most recent applicable county median family income published by the California Tax Credit Allocation Committee.
- (i) "Baseline Emissions" means a measurement, calculation, or time used as a basis for comparison. Baseline emissions are the level of emissions that would occur without policy intervention or without implementation of a project. Baseline estimates are needed to determine the effectiveness of emission reduction programs (also called mitigation strategies).
- (j) "Bus Hub" means an intersection of three or more bus routes, where one route or a combination of routes has a minimum scheduled headway of 10 minutes or at least six buses per hour during peak hours. Peak hours means the time between 7 a.m. to 10 a.m., inclusive, and 3 p.m. to 7 p.m., inclusive, Monday through Friday or the alternative, peak hours designated for the transportation corridor by the transit agency.
- (k) "Bus Rapid Transit" (BRT) means a rubber-tired form of rapid transit in an integrated system of facilities, equipment, services, and amenities that exceed the speed and reliability of bus transit. Major components include the following: (1) use of exclusive right-of way, including busways, exclusive lanes, and bypass/queue jumping lanes for buses at congested intersections to reduce vehicle running time; (2) use of more limited-stop service including express service and skip-stopping; (3) application of intelligent transportation systems (ITS) technology such as signal priority, automatic vehicle location systems, system security, and customer information.
- (l) "Bus Transfer Station" means an arrival, departure, or transfer point for the area's intercity, intraregional, or interregional bus service having permanent investment in multiple bus docking facilities, ticketing services, and passenger shelters.
- (m) "Capital Use" means the construction, rehabilitation, demolition, relocation, preservation, acquisition, or other physical improvement that is an integral part of, or-is necessary for the development of a Project.
- (n) "CCR" means the California Code of Regulations.
- (o) "Carbon Sequestration" means the capture of CO₂ from the atmosphere and its long term storage in oceans (oceanic carbon sequestration), in biomass and soils (terrestrial carbon sequestration) or in underground reservoirs (geologic carbon sequestration). Sequestration enhances carbon storage in trees and soils, preserves existing tree and soil carbon and reduces emissions of CO₂, methane (CH₄) and nitrous oxide (N₂O).
- (p) "Compact Development" means a land use and design concept which promotes relatively high residential development with mixed land uses and based on an efficient public transport system and has an urban layout which encourages active transportation, low energy consumption and reduced pollution.

- (q) “Complete Streets” means streets designed and operated to ensure safe access by all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Complete streets projects include, but are not limited to:
- (1) Development of new bikeways and walkways that improve safe access of pedestrians and cyclists to local amenities.
 - (2) Development of special bus lanes and dedicated bus lanes.
 - (3) Development of comfortable and accessible public transportation stops and amenities.
 - (4) Development or improvement of frequent and safe crossing opportunities.
 - (5) Installation of accessible pedestrian signals.
 - (6) Development of curb extensions, roundabouts, median islands, “road diets”, lane narrowing projects, or other traffic calming mechanisms with the intent of improving safety and accessibility for non-motorized users.
- (r) “Consolidated Transportation Service Agency (CSTA)” means Transportation for people with disabilities, elderly and low- income travelers. Providers include transit agencies, city and county social services, senior centers, faith-based organizations, independent living centers, health care centers, and for profit paratransit companies. Varying needs require flexible services and expose barriers to coordination of intermodal transportation. The CTSA consolidates coordination among providers, including fixed-route, dial-a-ride and shuttle services.
- (s) “Corridor System Management Plan” (CSMP) means a strategy focused on congestion reduction and optimizing system performance of designated transportation corridors. A CSMP is implemented by a partnership of state, regional and local transportation planning agencies (may also include federal agencies). The CSMP implementation involves corridor performance and system management strategies within the context of a long-range planning vision for the role of the corridor within the transportation system.
- (t) “Criteria Air Pollutants” means an air pollutant for which acceptable levels of exposure can be determined and for which an ambient air quality standard has been set. Examples include: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and PM10 and PM2.5. The U.S. EPA and CARB periodically review new scientific data and may propose revisions to the standards as a result.
- (u) “Department” means the Department of Housing and Community Development of the State of California.
- (v) “Destination Transit Station” means a Transit Station located not more than thirty (30) minutes from the Qualifying Transit Station that serves the Housing Development or Key Destination via public transit and involves no more than one transfer point.

- (w) “Disadvantaged Community” means Areas designated by the California Environmental Protection Agency pursuant to Health and Safety Code Section 39711, based on either of the following:
- (1) Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.
 - (2) Areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment.
- (x) “FAR” (Floor Area Ratio) means the square footage of the floor area of a building divided by the site square footage, excluding therefrom dedicated streets, sidewalks, parks and open space. The floor area of a building is the sum of the gross area of each floor of the building, excluding mechanical space, cellar space, floor space in open balconies, enclosed parking and elevators or stair bulkheads. Multiplying the FAR by the area of the site produces the minimum amount of floor area required in a building on the lot. For example, on a 10,000 square-foot site in a district with a minimum FAR of 1.5, the floor area of a building must be at least 15,000 square feet.
- (y) “Feeder Transit System” means a service that picks up and delivers passengers to a Transit Station, Bus Rapid Transit stop, or terminal such as that served by an urban circulator.
- (z) “First Mile - Last Mile Strategy” means a plan to coordinate infrastructure investments in transit station areas to extend the reach of transit, with the ultimate goal of increasing ridership. It identifies projects and programs that would bridge the access gap between home and the transit station (first mile), and between the transit station and work (last mile).
- (aa) “GHG Reduction” means Greenhouse Gas Reduction as provided in ARB metrics.
- (bb) “Green infrastructure” means using vegetation, soils, and natural processes (through evaporation, filtration, sequestration, reuse, runoff) to help create healthier urban environments through land and water management. At the scale of a city or county, green infrastructure refers to the patchwork of natural areas that provides habitat, flood protection, cleaner air, and cleaner water. At the scale of a neighborhood or site, green infrastructure refers to low impact design and stormwater management systems that mimic nature by soaking up and storing water.
- (cc) “Greenhouse gas” means any gas that absorbs infrared radiation in the atmosphere. Greenhouse gases include, but are not limited to, water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrochlorofluorocarbons (HCFCs), ozone (O₃), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). (UNFCCC)

- (dd) “Greenhouse Gas Effect” means the trapping and build-up of heat in the atmosphere (troposphere) near the earth's surface. Some of the heat flowing back toward space from the earth's surface is absorbed by water vapor, carbon dioxide, ozone, and several other gases in the atmosphere and then reradiated back toward the earth's surface. If the atmospheric concentrations of these greenhouse gases rise, the average temperature of the lower atmosphere will gradually increase. (UNFCC).
- (ee) “Green Streets” means a sustainable stormwater strategy that meets regulatory compliance and resource protection goals by using a natural systems approach to manage stormwater, reduce flows, improve water quality and enhance watershed health.
- (ff) “Housing Choice Voucher” means the federal government's program for assisting very low-income families, the elderly, and the disabled to afford decent, safe, and sanitary housing in the private market. Since housing assistance is provided on behalf of the family or individual, participants are able to find their own housing, including single-family homes, townhouses and apartments.
- (gg) “Housing Development” means a residential development or the residential portion of a mixed-use development.
- (hh) “Infill Development” means a residential, mixed-use development, or integrated connectivity project designated in the program application that is located in an Urbanized Area and has any of the following:
- (1) At least 75 percent of the area included within the Project Area must be previously improved (including areas where improvements have been demolished) or used for any use other than open space, agriculture, forestry, or mining waste storage; or
 - (2) At least 75 percent of the perimeter of the Project Area adjoining parcels are developed with Urban Uses, or is separated from parcels that are developed with Urban Uses only by an improved public right-of-way. In calculating this percentage, perimeters bordering navigable bodies of water and improved parks shall not be included; or
 - (3) The combination of at least 50 percent of the area included within the Project Area as previously improved (including areas where improvements have been demolished) or used for any use other than open space, agriculture, forestry or mining waste storage, and at least 50 percent of the perimeter of the Project Area adjoining parcels that are developed with Urban Uses, or is separated from parcels that are developed with Urban Uses only by an improved public right-of-way. In calculating this percentage, perimeters bordering navigable bodies of water and improved parks shall not be included.

- (ii) “Integrated Connectivity Project” means a combination of two or more eligible activities as defined in Section 104.
- (jj) “Intelligent Transportation Systems” means electronics, communications, or information technology, used singly or in combination, to improve the efficiency, accessibility or safety of the surface transportation system.
- (kk) “Intermodal” means transportation by more than one means of conveyance during a single journey, as by rail, vanpool, circulator and bike.
- (ll) “Key Destination” means one or more community amenities such as schools, community centers, employment centers, retail, services, parks and other destinations, including residential uses.
- (mm) “Large City Downtown” means an area in one of the following cities: Anaheim, Long Beach, Los Angeles, Oakland, Sacramento, San Diego, San Francisco, San Jose, and Santa Ana which is designated as a downtown, central business district, or core area in local planning documents.
- (nn) “Locality” means a California city, county or city and county.
- (oo) “Location Efficiency” means the deliberate placement of homes, jobs, shopping, entertainment, parks and other amenities close to transit stations to promote walking, biking and transit use.
- (pp) “Low Impact Design” means land development (or re-development) that works with nature to manage stormwater as close to its source as possible, such as minimizing impervious surfaces and treating stormwater as a resource rather than a waste product. Practices include bioretention facilities, rain gardens, vegetated rooftops, rain barrels, and permeable pavements, maintenance or restoration of a watershed's hydrologic and ecological functions.
- (qq) “Lower income” has the meaning set forth in Health and Safety Code Section 50079.5.
- (rr) “Major Transit Corridor” means a transportation corridor which meets all of the following criteria:
 - (1) Accommodates either a dedicated public right of way and a fixed guideway system or a public roadway which accommodates high frequency public transit, and
 - (2) Has been the subject of analysis, planning and environmental mitigation, and designation for investment within the regional transportation plan of a metropolitan planning organization or regional transportation planning agency, or within a long range transportation plan of a transit agency.

- (ss) “Major Transit Stop” means a bus, ferry or rail stop served by either:
- (1) one (1) route departing nine (9) or more times for a Metropolitan Area, and six (6) or more times for a Non-Metropolitan Area between both 7:00 a.m. to 10:00 a.m., inclusive, and 3:00 p.m. to 7:00 p.m., inclusive, Monday through Friday or the alternative peak hours designated for the transportation corridor by the transit agency; or
 - (2) two (2) or more routes departing twelve (12) or more times for a Metropolitan Area, and eight (8) or more times for a Non-Metropolitan Area between both 7:00 a.m. to 10:00 a.m., inclusive, and 3:00 p.m. to 7:00 p.m., inclusive, Monday through Friday or the alternative peak hours designated for the transportation corridor by the transit agency; or
 - (3) one (1) route departing four (4) or more times for a stop located in a Metropolitan Area, or two (2) or more times for a stop located in a Non-Metropolitan Area, between both 7:00 a.m. to 10:00 a.m., inclusive, and 3:00 p.m. to 7:00 p.m., inclusive, Monday through Friday or the alternative peak hours designated for the transportation corridor by the transit agency; or
 - (4) two (2) or more routes departing six (6) or more times for a stop located in a Metropolitan Area, or four (4) or more times for a stop located in a Non-Metropolitan Area, between both 7:00 a.m. to 10:00 a.m., inclusive, and 3:00 p.m. to 7:00 p.m., inclusive, Monday through Friday or the alternative peak hours designated for the transportation corridor by the transit agency.
- (tt) “Metropolitan Area” means an area which contains a core urban area of 50,000 or more population typically consisting of one or more counties, includes the counties containing the core urban area, as well as any adjacent counties that have a high degree of social and economic integration (as measured by commuting to work) with the urban core.
- (uu) “Mixed Use Development” means a building, combination of buildings, or building complex, designed to functionally and physically integrate non-residential uses such as retail, commercial, institutional, recreational, or community uses with residential uses, in a complementary manner.
- (vv) “Moderate income” has the meaning set forth in Health and Safety Code Section 50093.
- (ww) “MHP” shall mean the Multifamily Housing Program authorized and governed by Sections 50675 through 50675.14 of the Health and Safety Code and the regulations promulgated there under in 25 CCR 7300, *et seq.*

- (xx) “Net Density” means the total number of dwelling units per acre of land to be developed for residential or mixed use, excluding allowed deductible areas. Allowed deductible areas are public dedications of land which are for public streets, public sidewalks, public open space, and public drainage facilities. Non-allowed deductible areas include utility easements, setbacks, private drives and walkways, landscaping, common areas and facilities, off street parking, and drainage facilities exclusive to a development project. Mitigations required for development will not be included in the allowed deductible areas.
- (yy) “Net GHG Emissions Reduction” means the calculation of reduction of greenhouse gas (GHG) emissions as defined under single occupancy vehicle (SOV) usage and vehicle miles traveled (VMT), relative to an established GHG emissions baseline, by employing ARB-source guidance; including but not limited to metrics based upon # of trips, length of trips, first mile/last mile single occupancy vehicle usage - per capita, per day, per source - taking into account performance standards for multimodal and/or alternative transport systems; as well as calculation of reduction in GHG emissions relative to business as usual (BAU) performance standards, by employing ARB-source guidance specific to energy efficiency and carbon sequestration performance metrics limited to those activities as defined under Energy Efficiency and Carbon Sequestration.
- (zz) “New Starts Program” means fixed Guideway Capital Investment Grants available from the US Federal Transit Administration (FTA), pursuant to 49 U.S.C. Section 5309 / MAP-21 Section 20008 Section 5309. Funds are available to improve transportation options in key corridors, including for new fixed-guideways or extensions/improvements, or expansion of core capacity, to existing fixed guideways, bus rapid transit (BRT) projects operating in mixed traffic that represent a substantial investment in the corridor. The program involves a multi-step, multi-year process. http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Fixed_Guideway_Capital_Investment_Grants.pdf
- (aaa) “NOFA” means a Notice of Funding Availability issued by the Department.
- (bbb) “Non-Metropolitan Area” means an area which contains an urban core of at least 10,000 (but less than 50,000) population. A Non-Metropolitan area may consist of one or more counties and include counties containing the urban core area as well as any adjacent counties that have a high degree of social and economic integration with the urban core as measured by commuting to work.
- (ccc) “Performance measures” means indicators of transit regarding data indicators such as accessibility, mobility choices and ridership.
- (ddd) “Program” means the AHSC Program as implemented by these Guidelines.
- (eee) “Program Operator” means the organization that administers the day-to-day operational responsibilities for the funded program(s).

- (fff) “Preservation of Housing Affordability” means preservation of housing or housing opportunities within the Project Area, through application of equitable access and anti-displacement strategies, including directly funding or implementing policies to maintain or construct or renovate housing development available and affordable to buyers or renters with 80% or less of the annual median income by household size for the county in which the Project Area is located.
- (ggg) “Primary Uses” means those Eligible Capital Uses of Funds which are infrastructure-related in nature, i.e. Housing Development, Housing-Related Infrastructure, Transportation and Transit-Related Infrastructure and Green Infrastructure. Both TOD Project Area and ICP applications requirement incorporation of at least one Primary Use.
- (hhh) “Program Uses” means costs associated with transit ridership support (e.g. transit passes), non-infrastructure related active transportation projects (safe routes to schools) and programs designed to reduce GHG and vehicle-related Criteria Air Pollutants as defined in Section 104. Programs may not include operating costs.
- (iii) “Project” means a Housing Development, a Mixed Use Development, or an Infrastructure Project or a combination of these. A Project may consist of a portion or phase of a larger development. The provisions of these Guidelines shall apply only to the Project as designated by the applicant in the application for Program funds.
- (jii) “Project Area” means the area encompassing transit, housing and Key Destinations used as the boundary within which GHG reductions are projected.
- (kkk) “Public Agency” means a California city, county, city and county, council of governments, transit agency, redevelopment successor agencies, or a joint powers authority comprised of any of the preceding.
- (III) “Publicly Subsidized Transit” means transit service which is either:
- (1) Directly operated by a public entity;
 - (2) Operated by a public entity via a contract for purchased transportation service with a private provider;
 - (3) Operated by a private entity as a grant recipient or sub-recipient from a public entity; or
 - (4) Operated by an independent private entity with the approval from a public entity that certifies that the vanpool/shuttle service is helping to meet the overall transportation needs of the local urbanized area.

- (mmm) “Qualified Employment Area” means that area that contains at least 2,500 employees and is within a half-mile radius of a Destination Transit Station. A Qualified Employment Area is determined by utilizing the instructions provided for the mapping and reporting data accessible through the following link: <http://onthemap.ces.census.gov/>
- (nnn) “Qualifying High Quality Transit” means transit with peak period headway frequency of 15 minutes or less.
- (ooo) “Qualifying Transit Station” means a Transit Station where the transit serving the Transit Station provides weekday, evening, and weekend service consistent with the criteria of a Major Transit Stop (for TOD Project Areas) or a Transit Station (for ICPs), as defined.
- (ppp) “Quantifiable Emissions Reductions” means the amount of the emission reductions which can be measured with reasonable certainty. Quantification requires that: a baseline set of conditions can be defined; the emissions associated with the baseline conditions can be measured; the alternative set of conditions that will exist due to the project can be defined; and the emissions associated with the alternative set of conditions can be measured. The emission reduction is the change in emissions from the baseline to the new conditions caused by the emission reduction project.
- (qqq) “Recipient” means the eligible applicant receiving a commitment of Program funds.
- (rrr) “Recurrent Congestion” means a condition lasting 15 minutes or longer where travel demand exceeds freeway design capacity, as evident by vehicular speeds of 35 mph or less occurring during peak commute periods on a typical incident-free weekday. Recurrent Congestion is documented in the 2008 State Highway Congestion Monitoring Program (HICOMP) Report, published by Caltrans in 2009.
- (sss) “Restricted Units” mean residential units restricted by an enforceable covenant or agreement with the Department or other public agency to occupancy by low- or very low-income households, with affordable rents pursuant to 25 CCR 7312 of the MHP regulations or affordable housing costs pursuant to the BEGIN Program for at least 55 years. Restricted Units must be substantially equivalent in size and number of bedrooms to the balance of units in the Housing Development. Restricted Units may consist of units designated for any housing tenure, rental or owner-occupied, within the Housing Development.
- (ttt) “Secondary Uses” means those Eligible Uses, including Capital Uses related to Pollutant Reduction and Planning Implementation as well as Program Uses, which may be funded through AHSC funds if included as part of an integrated application which includes at least one Primary Use.

- (uuu) "Site Control" means the applicant or developer has control of property through one or more of the following:
- (1) fee title;
 - (2) a leasehold interest on the property with provisions that enable the lessee to make improvements on and encumber the property provided that the terms and conditions of any proposed lease shall permit, prior to grant funding, compliance with all program requirements;
 - (3) an enforceable option to purchase or lease which shall extend through the anticipated date of the Program award as specified in the Notice of Funding Availability;
 - (4) an executed disposition and development agreement, right of way, or irrevocable offer of dedication to a public agency;
 - (5) an executed encroachment permit for construction of improvements or facilities within the public right of way or on public land;
 - (6) an executed agreement with a public agency that gives the applicant exclusive rights to negotiate with the agency for the acquisition of the site; provided that the major terms of the acquisition have been agreed to by all parties;
 - (7) a land sales contract or other enforceable agreement for acquisition of the property; or
 - (8) other forms of site control that give the Department equivalent assurance that the applicant or developer will be able to complete the Project and all housing designated in the application in a timely manner and in accordance with all the requirements of the Program.
- (vvv) "Strategic Growth Council" means the California Strategic Growth Council, established pursuant to PRC Section 75121.
- (www) "Substantial Rehabilitation" means a Housing Development with reasonable rehabilitation construction contract costs of at least \$35,000 per residential unit. Rehabilitation projects must fully and efficiently address all of the physical needs of the Project for the term of the project loan and therefore merely meeting the minimum threshold cost amount of \$35,000 per residential unit may not, in and of itself, be sufficient to be considered Substantial Rehabilitation for purposes of the project loan.
- (xxx) "TCAC" means the California Tax Credit Allocation Committee.
- (yyy) "Terrestrial Carbon Sequestration" means the process through which carbon dioxide (CO₂) from the atmosphere is absorbed by trees, plants and crops through photosynthesis, and stored as carbon in biomass (tree trunks, branches, foliage and roots) and soils. The term "sinks" is also used to refer to forests, croplands, and grazing lands, and their ability to sequester carbon. Agriculture and forestry activities can also release CO₂ to the atmosphere. Therefore, a carbon sink occurs when carbon sequestration is greater than carbon releases over some time period.

- (zzz) “Transit” means a conveyance of persons or goods from one place to another via local transportation especially of people by public conveyance; or specifically the vehicles or a system engaged in such transportation.
- (aaaa) “Transit Signal Priority (TSP)” means an operational strategy that facilitates the movement of transit vehicles through traffic-signal controlled intersections. Objectives of TSP include meeting on time schedule performance and improved transit travel time efficiency while minimizing impacts to normal traffic operations. TSP is made up of four components: (1) a detection system that lets the TSP system know where the vehicle requesting signal priority is located. The detection system communicates with a (2) priority request generator that alerts the traffic control system that the vehicle would like to receive priority. (3) Priority control strategies; and 4) System management software collecting data and generating reports.
- (bbbb) “Transit Station” means a high-speed rail, commuter rail or light-rail station, ferry terminal, Bus Hub, Bus Transfer Station, bus stop, or a shuttle service or vanpool stop. Included in this definition are planned transit stations otherwise meeting this definition, whose construction is programmed into a Regional or State Transportation Improvement Program to be completed prior to the scheduled completion but in no case more than five years from the application due date.
- (cccc) “Transportation Demand Management” (TDM) means strategies that increase transportation system efficiency by encouraging shifting from single-occupant vehicle (SOV) trips to non-SOV transportation modes, or shifting SOV trips off peak travel periods. Effective TDM strategies result in reduction of vehicle miles traveled (VMT) by increasing travel options, providing incentives and information to incentivize individuals and employers to modify their travel behavior to support these objectives, and/or by reducing the need to travel or reducing travel distance via location efficient development patterns. TDM strategies encourage travel by transit, bike, walking or in shared vehicles.
- (dddd) “Urban Center” means an area other than a Large City Downtown as defined above and which is served by more than one mode of transit.
- (eeee) “Urban Greening” means projects that provide multiple benefits including: reducing greenhouse gas emissions, decreasing air and water pollution, reducing consumption of natural resources and energy, increasing reliability of local water supplies, and increasing adaptability to climate change.
- (ffff) “Urbanized Area” means an incorporated city, or an urbanized area or urban cluster as defined by the United States Census Bureau, or an unincorporated area within an urban service area that is designated in the local general plan for urban development and is served by public sewer and water.

- (gggg) "Urban Uses" mean any residential, commercial, industrial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses. Urban Uses do not include lands used for agricultural uses or parcels in excess of 15,000 square feet in size and containing only one single family residence.
- (hhhh) "Vanpool" means publically subsidized mass transportation, including Consolidated Transportation Service Agencies, which meets all of the following criteria:
- (1) Is open to the public and where any vans/shuttles that are restricted to a particular employer in the public ride-matching service of a vanpool are excluded from the National Transportation Database report;
 - (2) Is actively engaged in advertising the vanpool service to the public and in matching interested members of the public to vans/shuttles with available seats;
 - (3) Is operated in compliance with the American with Disabilities Act of 1990 and implements regulation at 49 CFR 37.31; and
 - (4) Has a record-keeping system in place to meet all NTD reporting requirements, consistent with other modes, including collecting and reporting full allocated operating and capital costs for the service.
- (iii) "Very-low income" has the meaning set forth in Health and Safety Code Section 50105.
- (jjjj) "Walkable Corridor" means the primary walkable route most likely to be taken by pedestrians travelling between two Key Destinations.

Appendix B. Disadvantaged Communities

Per the 2014-15 fiscal year Greenhouse Gas Reduction Fund (GGRF) Appropriations, the AHSC Program is expected to reach the goal of 50 percent of available funds to benefit Disadvantaged Communities.

Per SB 535, the California Air Resources Board will provide guidance for the State and local agencies charged with the expenditure of the auction proceeds. This guidance is designed to address two core considerations:

- 1) How to maximize the benefits of investments to disadvantaged communities, while still meeting all of the related statutory requirements.
- 2) How to determine whether proposed projects that achieve the goals of AB 32 would also benefit disadvantaged communities.

Each agency receiving auction proceeds for investment is responsible for administering its own program(s), consistent with statutory direction and applicable ARB guidance. The decisions about how to design programs, select projects for funding, and implement projects rest with each agency, directed by its executive priorities and supported by its staff expertise.

ARBs Interim Guidance on Disadvantaged Communities is available online at <http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/workshops/arb-sb-535-interim-guidance-08-22-2014.pdf>

Disadvantaged Communities across all GGRF investment categories are identified by the California Environmental Protection Agency (CalEPA). To serve this purpose, the Office of Environmental Health Hazard Assessment (OEHHA) within CalEPA has developed a tool called CalEnviroScreen. To learn more about CalEnviroScreen and to view the maps of Disadvantaged Communities, please visit OEHHA's webpage: <http://oehha.ca.gov/ej/ces2.html>

Appendix C. Co-Benefits

The table below is excerpted from ARB's Interim Guidance on Disadvantaged Communities (Table 3, page 19).

Illustrative Examples of Common Needs of Disadvantaged Communities (as Identified by Community Advocates)
<p><u>Public Health and Safety Co-Benefits:</u></p> <ol style="list-style-type: none"> 1. Reduce health harms (e.g., asthma) suffered disproportionately by low-income residents/communities due to air pollutants 2. Reduce health harms (e.g., obesity) suffered disproportionately by low-income residents/communities due to the built environment (e.g., by providing active transportation opportunities, parks) 3. Increase community safety 4. Reduce heat-related illnesses and increase thermal comfort (e.g., weatherization and solar energy can provide more efficient and affordable air conditioning; urban forestry can reduce heat-island effect)
<p><u>Economic Co-Benefits:</u></p> <ol style="list-style-type: none"> 1. Create quality jobs and increase family income (e.g., targeted hiring for living wage jobs that provide access to health insurance and retirement benefits with long-term job retention) 2. Increase job readiness and career opportunities (e.g., workforce development programs, on-the-job training, industry-recognized certifications) 3. Revitalize local economies (e.g., increased use of local businesses/small businesses) 4. Reduce housing costs (e.g., affordable housing) 5. Reduce transportation costs (e.g., free or reduced cost transit passes) and improve access to public transportation (e.g., new services in under-served urban and rural communities) 6. Reduce energy costs (e.g., weatherization, solar, etc.) 7. Improve transit service levels and reliability on systems/routes that have high use by low-income riders 8. Bring jobs and housing closer together (e.g., affordable housing in transit-oriented development, and in healthy, high-opportunity neighborhoods)
<p><u>Environmental Co-Benefits:</u></p> <ol style="list-style-type: none"> 1. Reduce exposure to local toxic air contaminants (e.g., provide a buffer between bike/walk paths and corridors with high levels of transportation pollution) 2. Prioritize zero-emission vehicle projects for areas with high diesel air pollution

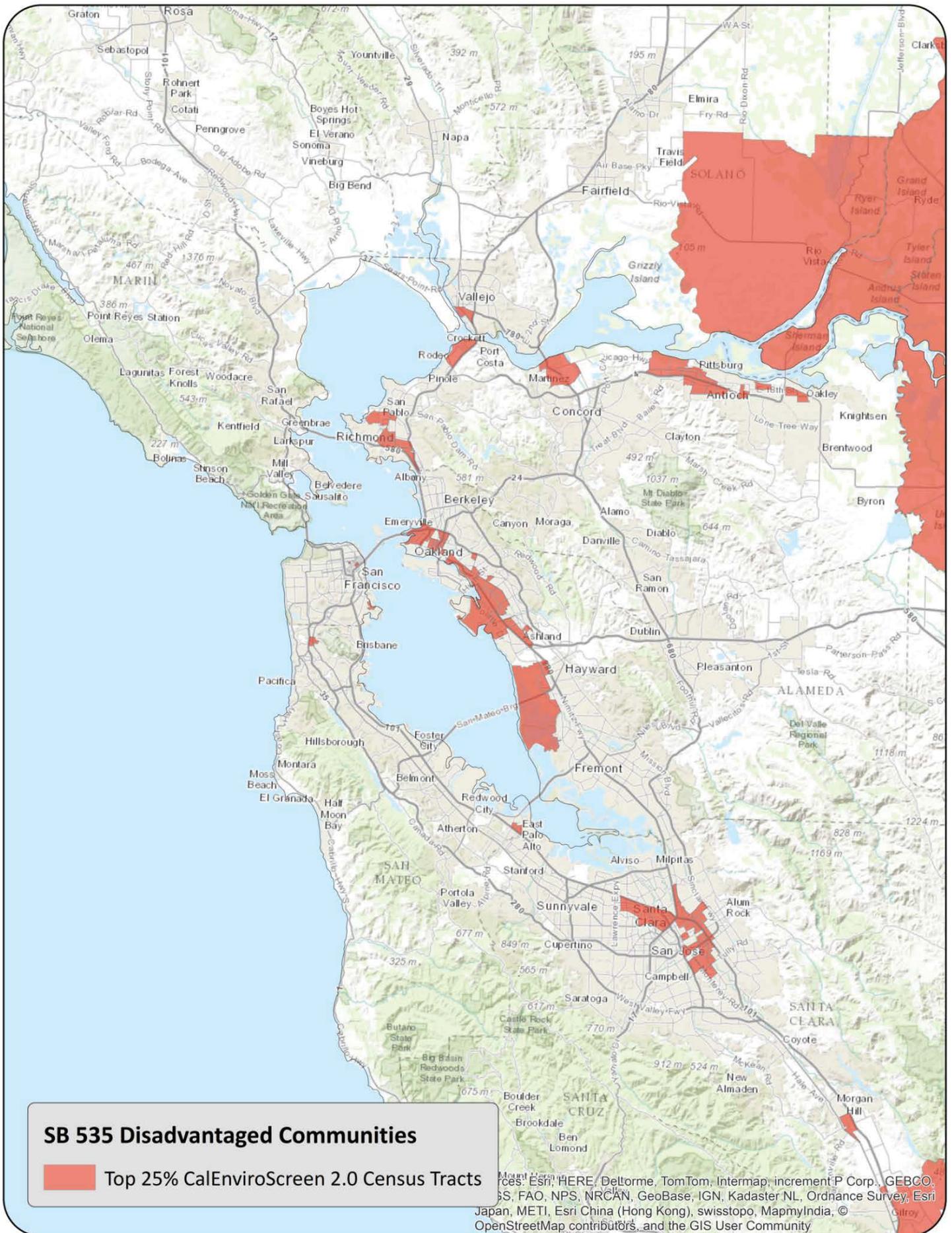
Appendix D. GGRF Programs

Category	Department	Program	2014-15
Sustainable Communities and Clean Transportation	High-Speed Rail Authority	High-Speed Rail Project	\$250 m
	State Control Office/ Caltrans	Low Carbon Transit Operations Program	\$25 m
	Transportation Agency/ Caltrans	Transit and Intercity Rail Capital Program	\$25 m
	Strategic Growth Council	Affordable Housing and Sustainable Communities (AHSC) Program	\$130 m
	Air Resources Board	Low Carbon Transportation	\$200 m
Energy Efficiency and Clean Energy	Dept. of Community Services and Development	Energy Efficiency Upgrades/Weatherization	\$75 m
	Energy Commission	Energy Efficiency for Public Buildings	\$20 m
	Dept. of Food and Agriculture	Agricultural Energy and Operational Efficiency	\$15 m
Natural Resources and Waste Diversion	Dept. of Fish and Wildlife	Wetlands and Watershed Restoration	\$25 m
	Dept. of Forestry and Fire Protection	Fire Prevention and Urban Forestry Projects	\$42 m
	Cal Recycle	Waste Diversion	\$25 m
		TOTAL	\$832 m

Examples of AHSC Leverage Opportunities

Transit and Intercity Rail Capital Program	Eligible Uses: Rail capital Projects that expand, enhance and improve existing rail systems and connectivity to existing and future rail systems, including high speed rail
Low Carbon Transit Operations Program	Eligible Uses: expenditures supporting new or expanded bus or rail services, including operations expenses; expanded intermodal transit facilities and other costs to operate services and facilities.

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SB 535 Disadvantaged Communities

Top 25% CalEnviroScreen 2.0 Census Tracts

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October 31, 2014

Via Electronic and US Mail

Mr. Ken Alex, Chair
Strategic Growth Council
1400 10th Street
Sacramento, CA 95814

Page 1 of 4

Re: Solano Transportation Authority Comments on the Affordable Housing and Sustainable Communities Program Guidelines

Dear Chairman Alex:

The Solano Transportation Authority (STA) appreciates the opportunity to comment on the Strategic Growth Council's (SGC's) guidelines drafted to administer the Affordable Housing and Sustainable Communities (AHSC) Program. While the guidelines proposed set out an ambitious process to address issues related to the emissions of Greenhouse Gas (GHG) emissions, some aspects of these draft guidelines will likely inhibit and/or restrict the achievement of those goals.

STA requests the SGC strive for greater simplicity and flexibility in the final guidelines. It is our experience in seeking, administering, and implementing state and federal funded projects and programs that the best way to attract strong projects and ensure the most effective use of funds is through guidelines focused on outcomes, not on detailed application and project delivery restrictions.

Our review of the draft AHSC guidelines finds them to be unnecessarily rigid and complex. STA understands this is a complex policy area and that the SGC staff faces significant challenges in balancing a number of competing demands. We share our comments in the spirit of partnership and hope you will give them due consideration when finalizing the guidelines.

Regional Priorities Should Take Priority in Project Selection

SB 375 (Steinberg, 2008) is the state's pre-eminent tool for linking land use and transportation decisions in a way that reduces transportation-related GHG emissions. In SB 862, the Legislature required SGC to coordinate with Metropolitan Planning Organizations (MPOs) such as the Metropolitan Transportation Commission (MTC), to "identify and recommend" projects for AHSC funding. MPOs are one of the main players in SB 375 implementation. MTC has worked with the 9 Bay Area CMAs to identify specific projects and programs that will reduce GHG emissions, improve mobility, support housing development and actually be completed. SGC's AHSC Guidelines could and should prioritize projects that are contained in an approved Sustainable Communities Strategy adopted pursuant to SB 375.

Transit Oriented Development Project Areas

We share MTC's concerns with respect to the definitions of Transit Oriented Development (TOD) Project Areas and Integrated Connectivity Projects (ICPs), as outlined in the following sections.

Encourage—but Don’t Require—Joint Affordable Housing/Transportation Applications

The guidelines can ensure a nexus between transportation projects and affordable housing without requiring the projects be conducted simultaneously. SGC can create an incentive for joint development of affordable housing and transportation improvements through the scoring method—awarding extra points to projects that incorporate simultaneous transportation and housing improvements if that is determined to be desirable—rather than by mandating it and potentially eliminating strong affordable housing or transportation projects that meet the intent of the program.

Specifically, it appears that Requirement #5 to qualify as a TOD project requires that every transportation or green infrastructure project must be proposed in conjunction with a *new* affordable housing project.

- STA supports MTC's recommendation that the guidelines be broadened to also allow: 1) transportation projects to be proposed if they are *adjacent* to an affordable housing project that exists or is fully funded and under construction and 2) affordable housing projects to be eligible for funding by themselves if they are locating in an area with transit service meeting the adopted standards.

Build on Existing State Policy: Use Statutory Definition of Major Transit Stop

The requirement (#3) to qualify as a TOD Project Area uses a new definition of a “major transit stop” that is confusing and not consistent with the statutory definition in Public Resources Code 21064.3. We believe it would be preferable to follow the statutory definition, which regions are familiar with and which sets a simpler, higher standard: a site containing an existing rail station, a ferry terminal served by bus or rail transit, or the intersection of two or more routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute period.

STA's recommendation is that in all cases existing state and federal terms and definitions should be used, unless there is a compelling reason to introduce a new term or definition. Project delivery is already a complex and costly enterprise, and requiring agencies and developers to spend additional resources in order to implement new administrative terminology only makes it more difficult to actually deliver a project

Integrated Connectivity Project (ICP) Requirements

Program Should Allow Flexibility in How Projects Achieve GHG Reductions

Once again, STA's concerns mirror those of MTC. The guidelines require that ICP projects—restricted to areas not served by high-frequency transit—must: (1) include at least one transit station or stop (including those that are planned and funded in the TIP) and (2) demonstrate an increase in transit use. These requirements add new emphasis on public transit above what the Legislature incorporated into Senate Bill 862—the AHSC’s enabling statute. Specifically, Section 75211 of the Public Resources Code states that to be eligible for funding pursuant to the program, a project shall do all of the following:

1. Demonstrate that it will reduce GHG emissions
2. Support implementation of an SCS or other regional plan to reduce GHG
3. Demonstrate consistency with state planning priorities in Government Code 65041.1.

We are concerned that the proposed guidelines could exclude worthy projects that could meet the criteria above (e.g. the programs highlighted in Table 5, such as bike sharing, car sharing or vanpool/shuttle programs, or other bicycle and pedestrian improvements), albeit without increasing transit usage. Because of the large number of Solano County commuters that use carpools and vanpools, this limited definition is of special concern to us.

Accordingly, we recommend removing the requirement that all Integrated Connectivity Project (ICP) projects must demonstrate a mode shift from SOV to transit, generating an increase in transit ridership. Doing so, while retaining the other ICP requirements, would allow projects that can achieve VMT reduction through means other than increasing transit ridership to qualify, while still ensuring investments are targeted to areas served by existing or future transit.

More Flexibility Needed With Respect to “Capital” vs. “Program” Funding

Section 103 of the draft guidelines divides project types into “capital uses” or “program uses.”

- STA joins MTC in not supporting the idea that every project must contain a capital use, as this requirement could disqualify program-oriented projects that might otherwise be strong candidates, such as a bike-sharing program or Safe Routes to Schools program. This is especially the case for ICP projects, which, by definition, are in locations lacking high-frequency transit service.
- Similarly, we recommend against the 10% cap on program uses, which could disqualify excellent candidates or result in project sponsors adding capital components to project proposals just for the sake of meeting this requirement.

Allow Funding to Support Program Development

The guidelines prohibit AHSC funds from being spent on “ongoing operational costs,” but this is not defined. We recommend SGC follow the Federal Highway Administration’s policy for Congestion Management and Air Quality (CMAQ) Program funds, which allows funds to be used to help establish new programs designed to achieve air quality improvements for two years, plus a third year of funding which may be spread out over one- three years, for a maximum of five years total. This would enable AHSC funds to be used to launch new programs while also giving project sponsors some time to secure ongoing operational funding. From a climate change perspective, it’s important to keep in mind that sustaining GHG reductions is just as critical as achieving them in the first few months.

Clarity Needed on 50 Percent Cap for Transportation & Green Infrastructure

Section 104 (g) of the draft guidelines requires project sponsors to provide at least 50 percent in matching funds for all transportation, transit-related or green infrastructure grants. This is far higher than the local match required by other federal and state transportation or housing programs. STA sees no logical benefit to be gained by the proposed 50% local match requirement for AHSDC funds.

The state's new Active Transportation Program, administered by the California Transportation Commission, has an 11.5 percent match requirement, which is waived for projects primarily benefiting a disadvantaged community. This is consistent with federal fund matches of 20 percent (transit funds) or 11.5 percent (highway funds) match requirement. In order to encourage applicants to invest additional local funds towards projects so as to leverage the benefit of AHSC funding, SGC could instead award additional scoring points to those entities that exceed the minimum match requirement.

Disadvantaged Community Requirements

Many local agencies have developed definitions of Disadvantaged Communities in their SB 375 Sustainable Community Strategy documents. STA believes the SGC should allow these definitions to be used as an alternative to the draft Guideline's use of the California EnviroScreen criteria.

STA appreciates the effort that has gone into the development of these draft Guidelines, and recognizes that there are many competing viewpoints around the state on how to most effectively allocate these funds. We also note that MPOs and CMAs have also done extensive work to identify projects that will reduce GHG emissions, improve mobility and promote the creation of affordable housing. This work has been done at the community level, where project implementation occurs. We offer the preceding comments in the spirit of working with the SGC and the region to ensure that the goals of the Cap and Trade AHSC are reached. We look forward to working with the SGC as the Guidelines are finalized to make sure that the best projects move forward.

Sincerely,



Daryl K. Halls
Executive Director

Cc: STA Board Members
Steve Heminger, MTC
Bay Area CMA Directors
Bill Higgins, CalCOG
Josh Shaw, CTA



DATE: November 7, 2014
TO: STA TAC
FROM: Anthony Adams, Project Assistant
RE: Quarterly Project Delivery Update

Background:

As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) coordinates obligations and allocations of state and federal funds between local project sponsors, Caltrans, and the Metropolitan Transportation Commission (MTC). To aid in the delivery of locally sponsored projects, a Solano Project Delivery Working Group was formed, which assists in updating the STA's Technical Advisory Committee (TAC) on changes to State and Federal project delivery policies and reminds the TAC about project delivery deadlines.

The STA recently changed its project delivery policies to include a quarterly project delivery update. This update is intended to be a more comprehensive update including a breakdown of current projects by member agency and the current project status. This report marks the second quarterly progress report from STA to the TAC and Board. This report also incorporates, for the first time, quarterly milestone reports, which will assist project sponsors in staying on track to achieve milestones.

Discussion:

A summary of which projects will be obligated in Fiscal Year (FY) 2014/15 is available in Attachment A. This list provides comprehensive information including project description and follows the color-coding format that was approved in the recent months. At the time of this report, Suisun City, Vacaville, and Vallejo have not provided quarterly project updates and are therefore highlighted in yellow. Dixon's West A Street Paving Project missed a project delivery milestone (Field Review). The project manager for Dixon is aware of this milestone passing and has been working with Caltrans to move the project forward and stay on track.

A brief summary of projects for the current fiscal year and the next fiscal year can be found below.

There are a total of fourteen (14) projects within Solano County that are schedule for obligation in **FY 2014-15**, either in PE, ROW, or CON phases.

- Seven (7) OBAG projects, including:
 - Three (3) Local Streets & Roads (LS&R) projects
 - Two (2) Safe Routes to School Projects (SR2S)
- Three (3) HSIP funded projects
- One (1) Active Transportation Program (ATP)
- One (1) RM2 funded project
- One (1) TDA funded project
- One (1) Caltrans funded project (Ramp Meters)

For the first time, a Quarterly Milestone Report is showcased in Attachment B. This report is meant to assist project managers in forecasting what projects are coming up and where each of their projects should be in the near future. PDWG members will receive a monthly report at each of the next monthly PDWG meetings, which will help to discuss project statuses. It should be noted that each member agency has at least one project that has a milestone approaching during the next 3 months.

Inactive Obligations

To adhere to FHWA project delivery guidelines and MTC's Resolution 3606, project sponsors must invoice for obligated projects every 6 months. If a project has not been invoiced during the previous 6 months, it is placed on the Caltrans Inactive List. The inactive projects list previously had four (4) listings countywide, currently there are currently 6 inactive projects in the County of Solano on the Caltrans list.

Projects placed on the Inactive Projects list will have all of their funds made unavailable and those funds cannot be re-obligated to another project. It is important to close out projects whenever they are done, so that any remaining funds can be programmed to other projects in need of further funding. Please see Attachment C for Inactive Project list.

More information can be found on Caltrans Local Assistance website:

<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Projects Obligated in Fiscal Year 14/15
- B. Quarterly Milestone Report
- C. Inactive Projects List

Color Key Code

	= Project is On-Track
	= Project Info Needs Updating/Missed Project Delivery Milestone
	= Project Missed Delivery Deadline

Project Name	Sponsor	Project Type	Project Description	Current Phase	FY Programmed	Percent Complete (Current Phase)	Phase Completion Expected	Next Phase	FY Programmed	Total Project Cost Estimate	Project Completion Expected	Notes
Benicia Industrial Pk Multi-Modal Trans	Benicia	Transit	Plan and construct a bus hub station in the Benicia Industrial Park for the I-680 corridor and northern Benicia for transit service across the Benicia-Martinez Bridge into	PE	13/14	45%	4/1/2015	CON	14/15	\$2,110,000	11/15/2015	Project moving forward on schedule
Ramp Metering Phase II	Caltrans	ITS	Ramp metering is used to manage entries so that the freeway can be regulated during peak periods of congestion, AM and PM commuter hours.	Construction	14/15	0%	3/1/2015	None	N/A	\$0	3/1/2015	Need Project Delivery Sheet
West A Street Paving Project	Dixon	Street Repair	West A Street from Pitt School Road to I-80: repave and install fabric, minor concrete repairs, and utility cover adjustments.	Preliminary Engineering	13/14	70%	9/13/2014	CON	14/15	\$659,663	9/13/2015	Caltrans has not reviewed the project yet. Expected review to occur in July 2014. Project delivery schedule estimates this at 10/13/2013
Beck Avenue Pavement Rehabilitation	Fairfield	Street Repair	"Pavement rehabilitation of Beck Avenue, from Highway 12 to West Texas Street, including ADA improvements."	Preliminary Engineering	13/14	90%	12/13/2014	CON	14/15	\$1,980,000	1/15/2016	Caltrans Field Review pending. PES/ROW/FR paperwork submitted in late August 2014
Fairfield/Vacaville Intermodal Rail Station	Fairfield	Transit	Construct train station with passenger platforms, pedestrian undercrossing, highway overcrossing, park and ride lot, bike and other station facilities. Project is phased.	ROW	13/14		TBD	CON	14/15	\$70,000,000	TBD	RM2 funds approved at June CTC meeting
Waterfront Promenade Phase 2	Rio Vista	Bike/Ped	Pedestrian, bicycle, and ADA access improvements connecting immediately to the south of Phase I improvements and connecting to Front Street at Logan St.	Preliminary Engineering	13/14	25%	12/31/2014	CON	14/15	\$511,000	9/2/2015	Not programmed in TIP, because not receiving federal monies. Environmental document (Mitigated Neg. Declaration) for Caltrans and resolution of local support for MTC approved by City Council, and sent for approval by the STA Board.
Midway Sievers Safety Improvement Project	Solano County	Safety Improvement	Construct 4 foot shoulders	Preliminary Engineering	13/14			CON	14/15	\$999,500		NES
Roadway Preservation in Solano County	Solano County	Street Improvements	Solano County: Various streets: Pavement resurfacing and/or rehabilitation including: Overlay, widen pavement surface with no added capacity, stripe and add signs. Project is phased	CON	12/13	10%	6/15/2015	CON	14/15	\$1,692,600	6/15/2015	Completed Field Review. No NES required. Project has no PE or ROW funds. CON scheduled for spring 2015
Solano County Guardrail Project 2013	Solano County	Safety Improvement	Repair and install guardrail	Preliminary Engineering	13/14			CON	14/15	\$220,000		NES MI being revised to full NES per CT comments
Vacaville-Dixon Bicycle Route (Phase 5)	Solano County	Bike/Ped	Class II Bike Route on Hawkins Road from Fox Road to Leisure Town Road	Preliminary Engineering	13/14	60%	12/1/2014	CON	14/15	\$2,033,435	6/15/2015	In design with CON scheduled for spring 2015

Color Key Code

- = Project is On-Track
- = Project Info Needs Updating/Missed Project Delivery Milestone
- = Project Missed Delivery Deadline

Suisun-Fairfield Intercity Rail Station	Suisun City	Transit	The Project, which is within an approved PDA, will improve pedestrian and bicycle access along the routes to and from the Suisun Train Station in the Historic Waterfront District by removing obstacles, upgrading pedestrian facilities to current ADA standards, installing additional bicycle facilities, providing better lighting, adding signage, pavement markings, installing fencing to discourage/prevent jaywalking across Main Street, installing countdown pedestrian heads at traffic signals. Improvements to the trash enclosure.	PE	13/14	75%	9/16/2014	CON	14/15	\$700,100	4/1/2015	Needs Project Updates
HSIP5-04-031 Sonoma Boulevard Improvements	Vallejo	Street Improvements	Vallejo: Sonoma Blvd between York St and Kentucky St: Implement road diet - reduce travel lanes from 4 to 3, including a two-way left-turn lane or median, and add bike lanes	Preliminary Engineering	13/14	80%	10/1/2014	CON	14/15	\$351,633	11/1/2016	Needs Project Updates
Vallejo Downtown Streetscape - Phase 3	Vallejo	Pedestrian Safety	Improvements on Georgia Street, between Santa Clara and Sacramento Street and Sacramento Street between Virginia Street and Georgia Street. Downtown Vallejo: Pedestrian and bicycle-friendly enhancements including traffic calming, diagonal street parking, decorative lighting, decorative pavers, street furniture, art, improved signage.	Construction	13/14	0%	10/13/2015	CON	14/15	\$3,894,000	10/13/2015	Needs Project Updates
Vallejo SRTS Infrastructure Improvements	Vallejo	SR2S - Capitol	Intersection, striping, and signage improvements in the vicinity of Wardlaw Elementary and Cooper Elementary School. High visibility crosswalks and pedestrian signs will be the first priority projects, with additional lane reconfiguration with any remaining funds.	Preliminary Engineering	13/14	50%	10/1/2014	CON	14/15	\$280,428	8/15/2015	Needs Project Updates

Benicia									
Project Name	Milestone	Milestone Date	Funding Program	Phases in Project	Current Phase	Phase Completion Date (Expected)	Total Project Cost Estimate	Project Completion Date (Expected)	Notes
Benicia - East 2nd Street Preservation	Project Open to Public	11/18/2014	OBAG	PE, Construction	Construction	11/18/2014	\$495,000	11/18/2014	Authorization to proceed with construction received on April 14, 2014, Advertised May 20, 2014, Bid Opening June 12, 2014
Benicia - East 2nd Street Preservation	Federal Project Close Out	12/15/2014	OBAG	PE, Construction	Construction	11/18/2014	\$495,000	11/18/2014	Authorization to proceed with construction received on April 14, 2014, Advertised May 20, 2014, Bid Opening June 12, 2014
Benicia Safe Routes to Schools	Federal Project Close Out	12/15/2014	OBAG	PE, Construction	Construction	8/20/2014	\$100,000	Complete	Project near completion, all improvement have been made, but they are waiting on the flashing beacons in front of the middle school.

Dixon

Project Name	Milestone	Milestone Date	Funding Source(s)	Phases in Project	Current Phase	Phase Completion Date (Expected)	Total Project Cost Estimate	Project Completion Date (Expected)	Notes
West A Street Paving Project	CON E-76 RFA Submitted	11/13/2014	STP, Other Local	PE, Construction	Preliminary Engineering	9/13/2014	\$659,663	9/13/2015	Caltrans has not reviewed the project yet. Expected review to occur in July 2014. Project delivery schedule estimates this at 10/13/2013
West A Street Paving Project	CON Auth (E-76) Approval	1/13/2015	STP, Other Local	PE, Construction	Preliminary Engineering	9/13/2014	\$659,663	9/13/2015	Caltrans has not reviewed the project yet. Expected review to occur in July 2014. Project delivery schedule estimates this at 10/13/2013
West A Street Paving Project	Advertise	2/13/2015	STP, Other Local	PE, Construction	Preliminary Engineering	9/13/2014	\$659,663	9/13/2015	Caltrans has not reviewed the project yet. Expected review to occur in July 2014. Project delivery schedule estimates this at 10/13/2013

Fairfield

Project Name	Milestone	Milestone Date	Funding Source(s)	Phases in Project	Current Phase	Phase Completion Date (Expected)	Total Project Cost Estimate	Project Completion Date (Expected)	Notes
Beck Avenue Pavement Rehabilitation	ROW Auth (E-76) Approval (if applicable)	12/13/2014	STP, Other Local	PE, Construction	Preliminary Engineering	12/13/2014	\$1,980,000	1/15/2016	Caltrans Field Review pending. PES/ROW/FR paperwork submitted in late August 2014
Beck Avenue Pavement Rehabilitation	CON E-76 RFA Submitted	2/13/2015	STP, Other Local	PE, Construction	Preliminary Engineering	12/13/2014	\$1,980,000	1/15/2016	Caltrans Field Review pending. PES/ROW/FR paperwork submitted in late August 2014
Fairfield/Vacaville Intermodal Rail Station	Award	11/18/2014	RM2/ STIP/ Earmark/TDA	ENV, PSE, PE, ROW, Construction	ROW		\$70,000,000		RM2 funds approved at June CTC meeting
Fairfield/Vacaville Intermodal Rail Station	Begin Construction	12/1/2014	RM2/ STIP/ Earmark/TDA	ENV, PSE, PE, ROW, Construction	ROW		\$70,000,000		RM2 funds approved at June CTC meeting

Rio Vista

Project Name	Milestone	Milestone Date	Funding Source(s)	Phases in Project	Current Phase	Phase Completion Date (Expected)	Total Project Cost Estimate	Project Completion Date (Expected)	Notes
Waterfront Promenade Phase 2	CON Auth (E-76) Approval	12/13/2014	TDA	PE, Construction	Preliminary Engineering	12/31/2014	\$511,000	9/2/2015	Not programmed in TIP, because not receiving federal monies. Environmental document (Mitigated Neg. Declaration) for Caltrans and resolution of local support for MTC approved by City Council, and sent for approval by the STA Board.
Waterfront Promenade Phase 2	Advertise	1/13/2015	TDA	PE, Construction	Preliminary Engineering	12/31/2014	\$511,000	9/2/2015	Not programmed in TIP, because not receiving federal monies. Environmental document (Mitigated Neg. Declaration) for Caltrans and resolution of local support for MTC approved by City Council, and sent for approval by the STA Board.

Solano County

Project Name	Milestone	Milestone Date	Funding Source(s)	Phases in Project	Current Phase	Phase Completion Date (Expected)	Total Project Cost Estimate	Project Completion Date (Expected)	Notes
Midway Sievers Safety Improvement Project	NEPA Env Doc Approval (required)	11/1/2014	HSIP, Other Local	Preliminary Engineering, Construction	Preliminary Engineering		\$999,500		NES
Solano County Guardrail Project 2013	NEPA Env Doc Approval (required)	12/30/2014	HSIP, Other Local	Preliminary Engineering, Construction	Preliminary Engineering		\$220,000		NES MI being revised to full NES per CT comments
Suisun Valley Bicycle and Pedestrian Imps	NEPA Env Doc Approval (required)	1/15/2015	STP, CMAQ	PE, CON	Preliminary Engineering	12/1/2014	\$1,327,400	9/15/2015	Drafting NES and conducting public outreach.
Midway Sievers Safety Improvement Project	CON E-76 RFA Submitted	1/1/2015	HSIP, Other Local	Preliminary Engineering, Construction	Preliminary Engineering		\$999,500		NES
Vacaville-Dixon Bicycle Route (Phase 5)	CON E-76 RFA Submitted	2/1/2015	CMAQ, Other Local	PE, CON	Preliminary Engineering	12/1/2014	\$2,033,435	6/15/2015	In design with CON scheduled for spring 2015
Midway Sievers Safety Improvement Project	CON Auth (E-76) Approval	2/1/2015	HSIP, Other Local	Preliminary Engineering, Construction	Preliminary Engineering		\$999,500		NES
Roadway Preservation in Solano County	CON Auth (E-76) Approval	12/1/2014	STP, Local	CON	CON	6/15/2015	\$1,692,600	6/15/2015	Completed Field Review. No NES required. CON scheduled for spring 2015
Solano County Guardrail Project 2013	Advertise	2/1/2015	HSIP, Other Local	Preliminary Engineering, Construction	Preliminary Engineering		\$220,000		NES MI being revised to full NES per CT comments
Midway Sievers Safety Improvement Project	Federal Project Close Out	12/31/2014	HSIP, Other Local	Preliminary Engineering, Construction	Preliminary Engineering		\$999,500		NES

Suisun City

Project Name	Milestone	Milestone Date	Funding Source(s)	Phases in Project	Current Phase	Phase Completion Date (Expected)	Total Project Cost Estimate	Project Completion Date (Expected)	Notes
Driftwood Drive Path (SR2S)	TIP Approval	12/17/2014	CMAQ, Other Local	Construction	CON	9/1/2016	\$399,065	9/1/2016	Project to be scaled down and phased due to increased cost estimates. First phase of Project will likely include a Class I path along Driftwood Dr, but would delay the other phases, which include amenities such as curb ramps, curb-bulbouts, monument sign, street lighting.
Driftwood Drive Path (SR2S)	NEPA Env Doc Approval	11/10/2014	CMAQ, Other Local	Construction	CON	9/1/2016	\$399,065	9/1/2016	Same as above
Suisun-Fairfield Intercity Rail Station	CON E-76 RFA Submitted	11/1/2014	STP, CMAQ, Other Local	PE, Construction	PE	9/16/2014	\$700,100	4/1/2015	The project was delayed due to an extended environmental review process and historical assessment. Project design was approved by City Council at June Board meeting.
Suisun-Fairfield Intercity Rail Station	CON Auth (E-76) Approval	12/15/2014	Same as above	PE, Construction	PE	9/16/2014	\$700,100	4/1/2015	Same as above
Suisun-Fairfield Intercity Rail Station	Advertise	12/20/2014	Same as above	PE, Construction	PE	9/16/2014	\$700,100	4/1/2015	Same as above
Suisun-Fairfield Intercity Rail Station	Award	1/15/2015	Same as above	PE, Construction	PE	9/16/2014	\$700,100	4/1/2015	Same as above
Suisun-Fairfield Intercity Rail Station	Begin Construction	2/1/2015	Same as above	PE, Construction	PE	9/16/2014	\$700,100	4/1/2015	Same as above

Vacaville

Project Name	Milestone	Milestone Date	Funding Source(s)	Phases in Project	Current Phase	Phase Completion Date (Expected)	Total Project Cost Estimate	Project Completion Date (Expected)	Notes
Allison Bicycle / Ped Improvements	NEPA Env Doc Approval (required)	11/15/2014	CMAQ, Other Local	Preliminary Engineering, ROW, Construction	Preliminary Engineering	12/15/2014	\$510,600	10/1/2016	ROW phase being requested to move out to FY 15/16
Ulatis Creek Bike/Ped Path & Stscpe	NEPA Env Doc Approval (required)	12/1/2014	CMAQ, Other Local	PE, Construction	Preliminary Engineering	12/15/2014	\$564,900	9/1/2016	E-76 for PE received December 31 2013
Vacaville SRTS Infrastructure Improvements	NEPA Env Doc Approval (required)	11/3/2014	CMAQ, Other Local	Preliminary Engineering, Construction	Preliminary Engineering	12/15/2014	\$342,607	9/1/2016	field review occurred on 5/6/14, hope to advance const schedule to 2015 if env process is smooth. Funding agreement has been signed by City Manager and will be at STA by September 12th
Vacaville SRTS Infrastructure Improvements	CON E-76 RFA Submitted	2/1/2015	CMAQ, Other Local	Preliminary Engineering, Construction	Preliminary Engineering	12/15/2014	\$342,607	9/1/2016	Same as above
2014 Pavement Resurfacing Project	Project Open to Public	12/30/2014	STP, Other Local	Construction	Construction	12/1/2014	\$1,451,000	12/1/2014	Vacaville City Council approved construction bids on 6/10/14.
2014 Pavement Resurfacing Project	Federal Project Close Out	1/30/2015	STP, Other Local	Construction	Construction	12/1/2014	\$1,451,000	12/1/2014	Same as above

Vallejo

Project Name	Milestone	Milestone Date	Funding Source(s)	Phases in Project	Current Phase	Phase Completion Date (Expected)	Total Project Cost Estimate	Project Completion Date (Expected)	Notes
HSIP5-04-031 Sonoma Boulevard Improvements	NEPA Env Doc Approval (required)	12/1/2014	HSIP	Preliminary Engineering, Construction	Preliminary Engineering	10/1/2014	\$351,633	11/1/2016	
HSIP5-04-031 Sonoma Boulevard Improvements	CON E-76 RFA Submitted	1/1/2015	HSIP	Preliminary Engineering, Construction	Preliminary Engineering	10/1/2014	\$351,633	11/1/2016	
Vallejo SRTS Infrastructure Improvements	CON E-76 RFA Submitted	2/1/2015	CMAQ, Other Local	Preliminary Engineering, Construction	Preliminary Engineering	10/1/2014	\$280,428	8/15/2015	Funding agreement still needed. Have contacted Srinivas Muktevi numerous times to request this document.
Vallejo Downtown Streetscape - Phase 3	CON Auth (E-76) Approval	11/13/2014	STP, Other Local	Construction	Construction	10/13/2015	\$3,894,000	10/13/2015	Project Construction in two phases. Working with Caltrans and FHWA to obligate earmark funding for FY 13/14. A delay has occurred due to miscommunication between Caltrans Dist 4 and Caltrans HQ. Vallejo and STA are working to resolve this issue.
Vallejo Downtown Streetscape - Phase 3	Advertise	1/13/2015	STP, Other Local	Construction	Construction	10/13/2015	\$3,894,000	10/13/2015	Same as above

Inactive Projects List									
Status	Agency/District Action Required	Agency	Description	Authorization Date	Last Expenditure Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
Inactive	Final Invoice under review by Caltrans. Monitor for progress.	Vallejo	MINI DR., MAGAZINE ST., AND VARIOUS STREETS, PAVEMENT REHAB., ADA RAMPS, DETECTOR LOOPS	2/17/2012	10/17/2013	2,602,087	1,595,000	1,449,636	145,364
Inactive	Invoice returned to agency. Resubmit to District by 11/20/2014	Suisun City	ON SOUTH SIDE OF SR 12 FROM MARINA BLVD. TO GRIZZLY ISLAND RD., BICYCLE/PEDESTRIAN TRAIL	2/28/2012	12/27/2013	1,658,500	1,114,000	905,707	208,293
Future	Submit invoice to District by 02/20/2015	Vallejo	SACRAMENTO STREET OH IN THE CITY OF VALLEJO, SEISMIC RETROFIT - REPLACE BRIDGE	11/16/2011	2/26/2014	800,000	708,240	142,642	565,598
Future	Invoice under review by Caltrans. Monitor for progress.	Solano County	I-80/REDWOOD STREET/FAIRGROUNDS DRIVE I/C IN CITY OF VALLEJO, INTERCHANGE MODIFICATION	5/17/2010	2/26/2014	556,452	445,161	441,920	3,241
Future	Invoice under review by Caltrans. Monitor for progress.	Solano County	I-80/REDWOOD STREET/FAIRGROUNDS DRIVE I/C IN CITY OF VALLEJO, MODIFY INTERCHANGE	5/18/2010	2/26/2014	1,052,549	842,039	775,426	66,613
Future	Submit invoice to District by 02/20/2015	Solano Transportation Authority	WITHIN SOLANO COUNTY, PUBLIC TRANSPORTATION SYSTEM, SOLANO TRANSIT AMBASSADOR PROGRAM	3/14/2014		282,391	250,000	0	250,000

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DATE: November 7, 2014
TO: STA TAC
FROM: Anthony Adams, Projects Assistant
RE: Status of Solano's Title VI Program

Background:

On October 1, 2012, the Federal Transit Administration (FTA) released an update to guidance regarding Title VI of the Civil Rights Act of 1964 that provides compliance direction to recipients receiving federal funds. Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in any program or activity receiving federal financial assistance. The guidance seeks to ensure:

- 1) The level and quality of service is provided in a nondiscriminatory manner
- 2) The agency promotes full and fair participation in decision making without regard to race, color and national origin
- 3) Meaningful access to programs by persons with Limited English Proficiency (LEP)

One component of the new guidance contained in FTA circular C4702.1B is the requirement of direct recipients to monitor and report on the compliance activities of sub-recipients to whom they allocate funds. As a result, in November, 2013, Caltrans notified Solano Transportation Authority (STA) that the STA would be responsible for complying with these new requirements as a new transit operator and TFA recipient and established a June 30, 2014 deadline for completing a Title VI Program Plan submittal. Non-compliance with these new requirements can cause federal funds to be withheld.

In response to this request, STA retained Nancy Whelan Consulting (NWC) to develop a Title VI Program to assist STA in complying with Caltrans and FTA requirements. The Title VI Program represents the first Title VI Program that STA has completed. The STA Board adopted STA's Title VI Program at their June 11th meeting, which can be found on the STA website at the following link:

<http://www.sta.ca.gov/docManager/1000004825/STA%202014%20Title%20VI%20Program.pdf>.

Discussion:

At the previous TAC meeting, a list was provided that showcased the progress had been completed to date. A separate list was also provided that described the next steps that needed to be taken in order to comply with Title VI. The same list is below with *updates italicized*.

Previous Next Steps List w/Updates

- Translate Title VI statement, Title VI complaint form, notice of free language assistance by professional translation services – *All forms and notice of free language assistance translated and applied to website.*
- Apply language translation “button” to website. – *Button applied to website and is now active.*

- Add webpage with vital documents translated in safe harbor languages. – *Vital document list is being confirmed by department heads. SNCI is first department to have documents translated. Scheduled for week of November 10th.*
- Confirm outgoing voicemail message to be recorded on our message system. – *Outgoing message has been recorded and added to phone system.*
- Visit EIC offices to assist in recording phone message. – *Offices were visited and recordings will be live on the telephone message system week of November 10th.*
- Perform quarterly follow-ups with each department to see if any document translation requests have been made. – *Will complete these beginning March 2015.*

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 November 2014.

Recommendation:

Informational.



DATE: November 7, 2014
TO: STA TAC
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Solano Employer Commute Challenge 2014 – Results

Background:

The 8th Annual Solano Commute Challenge (Challenge) was a targeted outreach campaign for Solano County employers with 50 or more employees. The overall goal for this campaign was to increase and sustain Solano County employees' use of alternative transportation. The Challenge for employers and their employees was to "Use transit, carpool, vanpool, bike, or walk to work at least 30 workdays from August through October." Incentives are provided through the Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) Program to employees and employers who "met" the Commute Challenge.

Campaign materials were sent to the targeted employers in July with telephone follow-up one week later. Information about the Challenge was posted on the STA's SNCI webpage, www.commuterinfo.net, along with a registration form where targeted employers and their employees could indicate their interest in participating. Status updates about the Challenge were posted on SNCI's Facebook page and sent to participating employers.

Employees accessed information about the Challenge through the SNCI webpage and also from hardcopy brochures and flyers that were provided to the employers for distribution. Employee trips were tracked electronically, using the 511 Ridematching system's "Trip Diary" tracking system. Employees who did not have internet access or preferred to not use the electronic alternative still had the option of submitting the hard-copy Monthly Commute Logs. Staff provided significant assistance to ensure that employees understood the process and would accurately track their trips. As individual employees signed up, they could request information about transit, bicycling, and carpooling/vanpooling options.

Discussion:

The 8th Annual Solano Commute Challenge ended on October 31, 2014 and the deadline for all Monthly Commute Logs is November 15th. As of October 31st, 30 major Solano County employers totaling 642 employees registered for the Challenge, a slight decrease from last year. Staff is currently calculating the number of Commute Champions based on "Trip Diary" data and will have the final tally results by November 15th. More than 419 employee participants are on track to earn the title "Commute Champion" by meeting or passing the goal, 65% of all participants. The total of 30 employers participating was the second lowest during 8 years of the Challenge. The number of employees participating was the 3rd highest and the number of champions was the 2nd highest.

To date, Genentech, in Vacaville, is on track to earn the Most Outstanding Workplace title with 106 Commute Champions. Employers who are on course to become Commute Champion Workplaces (where 20 or more employees became Commute Champions) include State Fund in Vacaville, the County of Solano, Travis Air Force Base, and California Endive Farms in Rio Vista.

Employees who are Commute Champions are entered into a drawing. The drawing for those gift certificates will take place at the December STA Board meeting. Staff will coordinate the presentation of employer rewards and recognition events with the companies, Chambers of Commerce, and STA Board members.

Fiscal Impact:

The Solano Commute Challenge (Challenge) campaign is included in the STA's Solano Napa Commuter Information program budget and is funded by a combination of Bay Area Transportation for Clean Air (TFCA) and Eastern Solano Congestion Management Air Quality (CMAQ) funds.

Recommendation:

Informational.

Attachments:

- A. Draft SCC Employee Final Results Table
- B. Summary of Challenge Results 2007-2014

11/4/2014

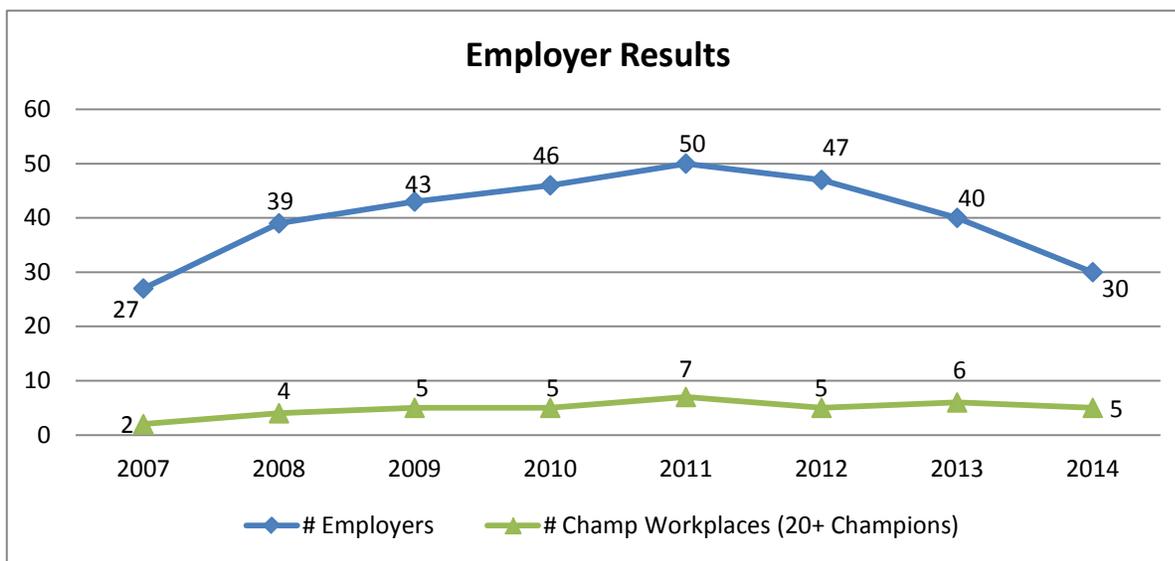
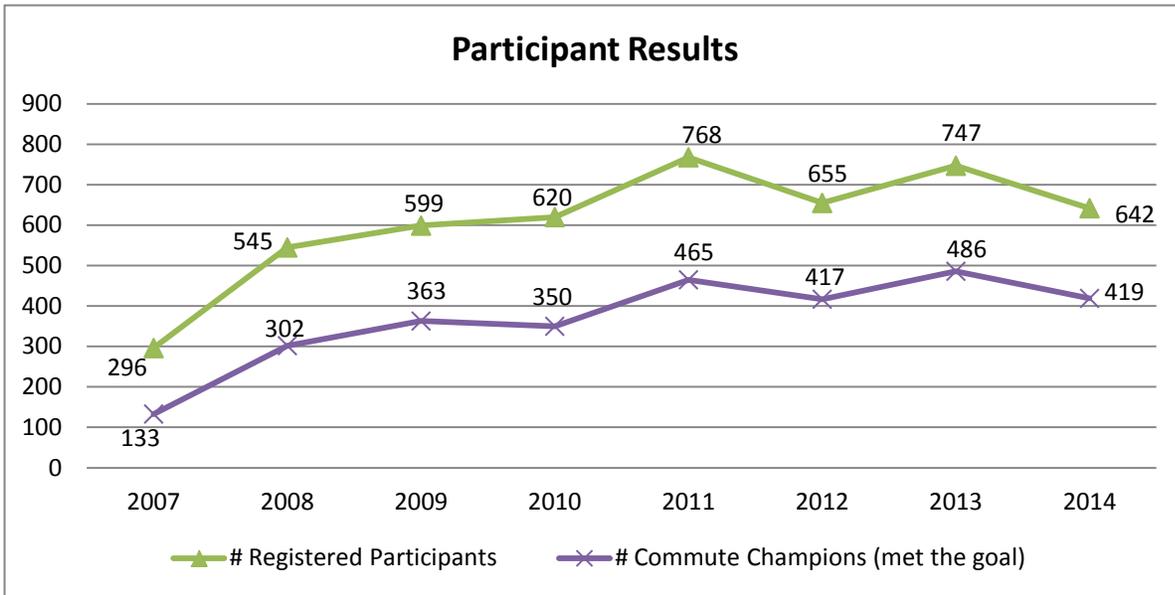
2014 Solano Commute Challenge

30 Employers

Employer Name	City	Employees Registered	Tentative Champs*	Contenders
Genentech	Vacaville	184	106	24
State Fund	Vacaville	108	86	10
Solano County	Countywid	105	67	14
Travis AFB (Air Force Base)	Travis AFB	58	38	9
California Endive Farms	Rio Vista	36	34	
Valero	Benicia	26	15	1
Kaiser Permanente Medical Center - Vallejo	Vallejo	19	9	2
Fairfield Suisun Unified School District	Fairfield	15	8	
Bio Rad Laboratories	Benicia	7	7	
CSAA Insurance Exchange	Fairfield	9	7	
Vacaville Unified School District	Vacaville	17	7	5
UTC Aerospace Systems	Fairfield	7	6	1
Vallejo Sanitation	Vallejo	7	6	
City of Vacaville	Vacaville	5	3	1
NorthBay Medical Center	Fairfield	4	3	1
Anheuser-Busch, Inc.	Fairfield	5	2	1
City of Benicia	Benicia	6	2	2
City of Dixon	Dixon	3	2	
Kaiser Permanente Medical Center - Vacaville	Vacaville	3	2	
NorthBay Healthcare	Fairfield	5	2	1
NorthBay Healthcare Vaca Valley Hospital	Vacaville	4	2	1
Ball Metal Beverage Container	Fairfield	2	1	
California Maritime Academy	Vallejo	3	1	
Kaiser Permanente Medical Offices - Fairfield	Fairfield	2	1	
Partnership HealthPlan	Fairfield	1	1	
Sutter Medical Foundation - Vacaville	Vacaville	1	1	
Auto Chlor Systems	Benicia	0	0	
Solano Community College	Fairfield	0	0	
SolTrans	Vallejo	0	0	
Sutter Medical Foundation - Fairfield	Fairfield	0	0	
Totals		642	419	73

* Deadline to submit logs is 11-15-201

Solano Commute Challenge Results 2007-2014





DATE: November 11, 2014
 TO: STA TAC
 FROM: Drew Hart, Associate Planner
 RE: Summary of Funding Opportunities

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months, broken up by Federal, State, and Local. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
Regional¹			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$15 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$2,500 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
5.	TDA Article 3	\$67,000	No Deadline
6.	Electronic Bicycle Lockers	\$500,000	December 8, 2014
7.	Lifeline Transportation Program Cycle 4*	\$1,220,301	January 15, 2015
State			
8.	Highway Safety Improvement Program (HSIP): High Risk Rural Roads	~\$100-150 million federally	Announcement Anticipated Spring 2015
Federal			
9.	FTA Section 5310 Funding Program*	\$13 million	December 1, 2014

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

¹ Local includes programs administered by the Solano Transportation Authority and regionally in the San Francisco Bay Area and greater Sacramento.

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants¹						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$15 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	N/A	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$10 million , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/moyererp/index.shtml
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Graciela Garcia ARB (916) 323-2781 ggarcia@arb.ca.gov	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to \$5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm
Lifeline Transportation Program Cycle 4	Liz Niedziela Transportation Program Manager (707)399-3217 eniedziela@sta-snci.com	Prop1B - January 15, 2015 STAF – TBD JARC 5307 – 5307	\$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. \$67,000	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.
Federal Grants						
FTA Section 5310 Funding Program	Liz Niedziela Transportation Program Manager (707)399-3217 eniedziela@sta-snci.com	December 1, 2014 at 4pm for small urban and rural		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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