



MEETING AGENDA

**6:00 p.m., STA Board Regular Meeting
 Wednesday, December 10, 2014
 Suisun City Hall Council Chambers
 701 Civic Center Drive
 Suisun City, CA 94585**

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

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

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

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

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

STA BOARD WORKSHOP

ITEM

BOARD/STAFF PERSON

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

STA BOARD MEMBERS

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

STA BOARD ALTERNATES

Jesus Malgapo	Alan Schwartzman	Dane Besneatte	Rick Vaccaro	Constance Boulware	Mike Hudson	Dilenna Harris	Erin Hannigan
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The complete STA Board Meeting Packet is available on STA's Website at www.sta.ca.gov
 (Note: STA Board Meetings are held at Suisun City Hall, 6:00 p.m. on the 2nd Wednesday of every month
 (except August (Board Summer Recess) and November (Annual Awards Ceremony).)

3. APPROVAL OF AGENDA

4. SWEARING-IN OF NEW STA BOARD MEMBER

(6:05 – 6:10 p.m.)

- **Mayor Len Augustine**
Member representing the City of Vacaville

Johanna Masiclat,
Clerk of the Board

5. OPPORTUNITY FOR PUBLIC COMMENT

(6:10 – 6:15 p.m.)

6. EXECUTIVE DIRECTOR’S REPORT – Pg. 7

(6:15 – 6:20 p.m.)

Daryl K. Halls

**7. REPORT FROM THE METROPOLITAN
TRANSPORTATION COMMISSION (MTC)**

(6:20 – 6:25 p.m.)

Jim Spering,
MTC Commissioner

8. REPORT FROM CALTRANS AND STA PRESENTATIONS

(6:25 – 6:30 p.m.)

A. Directors Reports

- 1. Planning**
- 2. Projects**
- 3. Transit/Rideshare (Solano Commute Challenge- Results)**

Robert Macaulay
Janet Adams
Judy Leaks

9. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

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

(6:30 – 6:35 p.m.)

A. Minutes of the STA Board Meeting of October 8, 2014

Recommendation:

Approve STA Board Meeting Minutes of October 8, 2014.

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Johanna Masiclat

B. Draft Minutes of the TAC Meeting of November 19, 2014

Recommendation:

Approve Draft TAC Meeting Minutes of November 19, 2014.

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Johanna Masiclat

C. Fiscal Year (FY) 2013-14 Fourth Quarter Budget Report

Recommendation:

Receive and file.

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Susan Furtado

D. Fiscal Year (FY) 2014-15 First Quarter Budget Report

Recommendation:

Receive and file.

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Susan Furtado

E. Letters of Support for Federal Transit Administration (FTA) Section 5310 Funding for Solano Mobility Management Programs

Liz Niedziela

Recommendation:

Approve the following:

1. 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;
2. Authorize the Executive Director to submit an application for FTA Section 5310 for the Solano Mobility Management Program;
3. Approve STA Resolution No. 2014-27 as shown in Attachment A; and
4. Authorize the Executive Director to execute a contract or agreement with Caltrans for FTA Section 5310 funding for the Solano Mobility Management Program including submitting and approving request for reimbursement of funds as stated in Authorizing STA Resolution No. 2014- 27 (Attachment A).

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

Liz Niedziela

Recommendation:

Approve Federal Section 5311 Allocation for 2014 and 2015 in the amount of \$409,092 as specified in Attachment C.

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G. Resolutions for Transportation Development Act (TDA) Article 3 – Dixon West B Street Undercrossing Project and Automated Counters

Drew Hart

Adopt the following:

1. STA Resolution No. 2014-28 declaring the approval of the expenditure of TDA Article 3 funds for the following projects:
 - a. \$90,000 of FY 2014-15 TDA Article 3 funds for bicycle and pedestrian improvements to be completed as part of the Dixon West B Street Undercrossing Project; and
 - b. \$10,000 of FY 2014-15 TDA Article 3 funds for the purchase of automated bike and pedestrian counters.
2. STA Resolution No. 2014-30 rescinding previous resolution 2014-18 and approving the updated coordinated claim.

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H. Contract Amendment for State Legislative Advocacy Services

Jayne Bauer

Recommendation:

Approve the following:

1. Authorize the Executive Director to execute a contract amendment to the State Lobbying Consultant Services Agreement with Shaw/Yoder/Antwih, Inc. for a two-year term in an amount not-to-exceed \$66,500 annually; and
2. Authorize the Executive Director to enter into an agreement with SolTrans to reimburse STA \$20,000 annually for state lobbying consultant services provided by Shaw/Yoder/Antwih, Inc.

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- I. Dixon West B Street Pedestrian Undercrossing - Contract Amendment Construction Management Services** Janet Adams

Recommendation:

Authorize the Executive Director to amend contract with Parsons Brinckerhoff for an additional \$47,925 to complete construction management services needed during construction; as well as closeout the projects to allow for final invoicing to Caltrans.

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- J. Regional Transportation Impact Fee (RTIF): Nexus Report Amendment** Robert Guerrero

Recommendation:

Approve the following:

1. Regional Transportation Impact Fee (RTIF) Supplemental Nexus Analysis for the Green Valley Overcrossing Project; and
2. Authorize the Executive Director to forward a letter to the County of Solano to amend the RTIF and PFF to include the Green Valley Overcrossing Project.

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10. ACTION FINANCIAL ITEMS

- A. STA's Annual Audit for Fiscal Year (FY) 2013-14** Susan Furtado

Recommendation:

Receive and file STA's Annual Audit for FY 2013-14.
(6:35 – 6:40 p.m.)

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- B. Authorization for Sale of Surplus Property** Janet Adams

Recommendation:

Adopt STA Resolution No. 2014-29 authorizing the sale of the remainder of the former Green Valley Middle School site to Pacific Coast Supply, LLC as the highest responsible bidder, in accordance with the attached Purchase and Sale Agreement, for the purchase price of \$1,142,000 (4/5th vote required).
(6:40 – 6:45 p.m.)

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- C. Intercity Transit Corridor Study – Public Input Process, Selection of Preferred Service Alternative, and Authorization of Initiation of Phase 2 of Study** Jim McElroy,
STA Project
Manager

Recommendation:

Approve the following:

1. Approve the public review and input process for Phase 2 as specified:
 - a. Forward the Phase 1 results to each of the affected Cities and the County including the three service options assessed and Option B as the service option recommended for Phase 2;
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; and

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.

(6:45 – 6:55 p.m.)

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11. ACTION NON-FINANCIAL ITEMS

A. STA’s Draft 2015 Legislative Priorities and Platform

Jayne Bauer

Recommendation:

Adopt the STA’s 2015 Legislative Priorities and Platform as specified in Attachment C.

(6:55 – 7:00 p.m.)

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12. INFORMATIONAL ITEMS – NO DISCUSSION

A. State Affordable Housing and Sustainable Communities Program

Robert Macaulay

Update

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B. Quarterly Project Delivery Update

Anthony Adams

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C. Status of Solano’s Title VI Program

Anthony Adams

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D. Mobility Management Program Update

Tiffany Gephart

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E. Solano Employer Commute Challenge 2014 – Results

Judy Leaks

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F. Summary of Funding Opportunities

Andrew Hart

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13. BOARD MEMBERS COMMENTS

14. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, January 14, 2015**, Suisun Council Chambers.

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MEMORANDUM

DATE: December 2, 2014
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – December 2014

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

November Election Results in Return of Current and Former Board Members

This past November, three Board Members successfully won reelection and will be returning to serve on the STA Board. Fairfield Mayor Harry Price and Suisun City Mayor Pete Sanchez both ran unopposed and Solano County Supervisor Jim Sperring won a contested election over Fairfield Council Member Pam Bertani. In addition, former Mayor Len Augustine successfully won election to return as the Mayor of the City of Vacaville and will be returning to the STA Board to replace Steve Hardy.

STA's 2015 Legislative Priorities and Platform *

STA's State Legislative Lobbyist, Josh Shaw (Shaw, Yoder, Antwih), provided a state legislative wrap up of the 2014 legislative year and a preview of the 2015 legislative session. Staff updated the STA's Draft 2015 Legislative Priorities and Platform based on comments received from the STA Board and from the STA TAC and Transit Consortium in preparation for the 2015 Legislative Session. Susan Lent (Akin & Gump), STA's Federal Lobbyist, is scheduled to visit the STA Board at our January 2015 meeting in preparation for our efforts back in Washington, DC.

Contract Amendment for State Legislative Advocacy Services *

In October, the STA Board's Executive Committee reviewed the STA's current contract with Shaw, Yoder & Antwih. Based on their successful efforts advocating on behalf of the STA this past legislative session, staff is recommending the STA Board approve amending their contract. In addition, Solano County Transit (SolTrans) is interested in being added to STA's legislative contract with Shaw, Yoder & Antwih to advocate on specified transit related issues. The Executive Committee is recommending this work be added to the advocacy contract with SolTrans contributing an additional \$20,000 to cover this added work on their behalf.

STA Annual Audit for FY 2013-14 *

The certified accounting firm of Vavrinek, Trine, Day & Co. LLP has recently completed the annual financial review, funding compliance, and assessment of internal controls audit for STA. For the ninth consecutive year, the STA has received an unqualified audit report. I want to acknowledge all of the quality budget, record keeping and accounting work of Susan Furtado and Judy Kowalsky and the various project and fund managers that contributed to this successful audit.

Intercity Transit Corridor Service Plan Recommendation Subject of Board Workshop *

A Board workshop has been scheduled for just prior to this STA Board meeting on December 10th to provide for a follow up presentation and discussion regarding the Intercity Transit Corridor Study. Solano County's seven intercity transit routes are collectively marketed as SolanoExpress and the current seven route service is based on the last Intercity Transit Corridor Service Plan that was conducted in 2004. Generally, the current service has been relatively stable with overall modest ridership growth over the past five years. Currently, two of the seven routes come close to meeting a significant amount of the 13 service performance objectives identified by the STA Board. In March 2014, three service alternatives were identified based on service performance criteria reviewed and approved by the STA Board as the basis for evaluating proposed modifications to the existing seven SolanoExpress routes. Service Option B was identified by the study's consultant team as most closely meeting the service performance criteria approved by the STA Board which includes service productivity measures (such as passengers per trip), cost efficiency measures (such as cost per vehicle revenue hour), and cost effectiveness measures (such as farebox recovery ratio). At the March 2014 Board workshop, the STA Board members indicated general support for service Option B. Since that time, STA staff and the consultants have been working with the transit operators to finalize their comments and to bring back a final recommendation to conclude Phase 1 of the Study. STA staff and the consultant team is recommending the STA Board authorize a Request for pProposal (RFP) for Phase 2 of the Study with the focus on a more detailed analysis of service Option B to be vetted through an extensive public input process. Summary of the discussion at the workshop will be provided.

RTIF Nexus Report Amendment to Add Green Valley Overpass Project *

In February of 2014, County of Solano began collecting the update Count Public Facility Fee (PFF) that included the Regional Transportation Impact Fee (RTIF) administered by the STA. The list of RTIF eligible projects was included in the RTIF Nexus Report. Subsequent to the RTIF Nexus Report being developed, the City of Fairfield requested the Green Valley Overpass project be added as an eligible RTIF project. This request was supported by staff from the County of Solano and STA and then approved by the STA Board. Prior to submitting this request to the County of Solano to have this project added to the list of RTIF eligible projects, STA is required to update the RTIF Nexus Report to include the Green Valley Overcrossing project. This was update has been completed and now being forwarded for approval by the STA Board prior to its transmittal to the County of Solano.

Five Solano Employers Dominate 2014 Commute Challenge Results *

At the end of October, STA's Solano Napa Commuter Information (SNCI) program wrapped up the 8th Annual Solano Employer Commute Challenge with 30 employers and 418 of their employees becoming Commute Champions with at least 30 commute alternative days of taking transit, ridesharing, biking or walking. Five Solano employers were particularly outstanding with over 75% of the total employees participating in this year's program. In addition to Genentech (Vacaville - 106 employees) which was recognized at last month's STA Awards, the other outstanding employers were State Fund (Vacaville - 86 employees), Solano County (67 employees), Travis Air Force Base (38 employees), and California Endive Farms (Rio Vista - 34 employees).

Solano County Commuters Find Assistance at Transportation Info Depot

The STA's SNCI Program officially began staffing a new Transportation Info Depot location at the historic Suisun City Train Depot on November 3, 2014. The Transportation Info Depot is open from 6:30 am to 2 pm Monday through Friday. During the first month of operation, a total of 321 visitors/customers have dropped by the Info Depot with the most frequently requested service being Amtrak schedule and ticket information, transit trip planning, and purchasing new Clipper cards.

STA Staff Update

In November, Ward Stewart joined the STA as a part-time Walking School Bus Coordinator. Ward lives in the City of Vallejo and he will be coordinating Walking School Buses in Vallejo Unified School District and the City of Rio Vista. He reports to Sarah Fitzgerald. In December, Christiana Johnson joined the STA's Mobility Call Center as a part-time Customer Service Representative (CSR). She is also a resident of the City of Vallejo and she will be working with the other CSRs to staff the new Transportation Info Depot at the historic Suisun City Train Depot. Christiana reports to Debbie McQuilkin and is replacing Kristina Holden, who was promoted to Interim Mobility Management Coordinator. Kristina is being trained to fill-in for Tiffany Gephart, who is scheduled to start her maternity leave in the month of January 2015.

Finally, I am sad to note that Sofia Recalde has departed the STA's Planning Department in order to accept a position with the Public Health Institute in Oakland. A good opportunity for her, but a loss for the STA. Sofia did an outstanding job during her two years of employment in both Mobility Management Program coordination and Strategic Planning and she will be missed. STA has nearly completed the recruitment to fill this position, and we expect to announce her replacement as soon as this week with a likely start date in early January 2015.

Attachment:

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

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

ZEV Zero Emission Vehicle

S

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

T

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

U, V, W, Y, & Z

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



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
October 8, 2014

1. CALL TO ORDER

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

MEMBERS

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

MEMBERS

ABSENT: None.

STAFF

PRESENT:	Daryl K. Halls	Executive Director
	Bernadette Curry	Legal Counsel
	Janet Adams	Deputy Exec. Director/Dir. of Projects
	Robert Macaulay	Director of Planning
	Johanna Masiclat	Clerk of the Board/Office Manager
	Susan Furtado	Accounting & Administrative Svc. Manager
	Judy Leaks	Program Manager – SNCI & SR2S
	Liz Niedziela	Transit Manager
	Robert Guerrero	Project Manager
	Sarah Fitzgerald	Program Services Administrator – SR2S
	Tiffany Gephart	Transit Mobility Coordinator
	Judy Kowalsky	Accounting Technician
	Sean Hurley	Commute Consultant
	Chris Caro	Marketing Assistant
	Amy Antunano	Customer Service Representative
	April Wells	Customer Service Representative

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

Mona Babauta	Solano County Transit (SolTrans)
Amanda Dum	City of Suisun City

Steve Hartwig
Wayne Lewis
Mike Roberts
Elizabeth Romero
Matt Tuggle
Alan Zahradnik

City of Vacaville
City of Fairfield
City of Benicia
SolTrans
County of Solano
SolTrans Project Manager

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

3. APPROVAL OF AGENDA

On a motion by Board Member Batchelor, and a second by Board Member Hardy, the STA Board approved the agenda.

4. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

5. EXECUTIVE DIRECTOR'S REPORT

- STA's Legislative Priorities and Platform
- Nominees for STA's 17th Annual Awards
- Solano County's First Annual Pothole Report Identifies Significant Local Funding Shortfall
- First Annual Report for Regional Transportation Impact Fee (RTIF) and Draft RTIF Policy Guidelines
- Countywide In-Person ADA Eligibility Program Completes Successful First Year
- SolTrans to Present Curtola Project Status and Proposed Service Modifications to Solano Express Routes 78 and 85
- Solano Rail Facilities Plan - Passenger Station Criteria
- State Route (SR) 29 Corridor - Strategic Partnership Grant Application
- Cancellation of Continued Right of Necessity (RON) Hearings for Jepson Parkway Project
- STA to Celebrate International Walk to School Day in Solano County
- STA Staff Update

6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

None presented.

7. REPORT FROM STA

A. State Legislative Update

Presented by Josh Shaw, Shaw Yoder & Antwih, Inc.

B. Presentation on the Curtola Park and Ride Expansion Project

Presented by Mona Babauta, SolTrans

C. Present Nominations for STA's 17th Annual Awards

Presented by Jayne Bauer, STA

D. STA's Local Preference Policy Year-End Report

Presented by Judy Kowalsky, STA

E. Directors Reports

1. Planning

2. Projects

3. Transit/Rideshare

8. CONSENT CALENDAR

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

A. Minutes of the STA Board Meeting of September 10, 2014

Recommendation:

Approve STA Board Meeting Minutes of September 10, 2014.

B. Draft Minutes of the TAC Meeting of September 24, 2014

Recommendation:

Approve Draft TAC Meeting Minutes of September 24, 2014.

C. Fiscal Year (FY) 2014-15 Indirect Cost Allocation Plan (ICAP) Rate Application for Caltrans

Recommendation:

Approve the following:

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

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

Recommendation:

Approve the following:

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

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

Recommendation:

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

F. SolTrans Compressed Natural Gas (CNG) Feasibility Study

Recommendation:

Approve the SolTrans CNG Feasibility Study and Maintenance Facility Assessment.

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

Recommendation:

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

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

Recommendation:

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

I. Pedestrian Advisory Committee (PAC) Appointment

Recommendation:

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

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

Recommendation:

Approve the following:

1. \$90,000 of FY 2014-15 TDA Article 3 funds for bicycle and pedestrian improvements to be completed as part of the Dixon West B Street Undercrossing Project; and
2. \$10,000 of FY 2014-15 TDA Article 3 funds for the purchase of automated bike and pedestrian counters.

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

Recommendation:

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

L. Zero Emission Vehicle Readiness Grant for Electric Vehicle Implementation

Recommendation:

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

9. ACTION – NON FINANCIAL ITEMS

A. Conduct Public Hearing - SolTrans Recommended Service Modifications to Solano Express Routes 78, and 85

Mona Babauta, SolTrans Executive Director, and Alan Zahradnik, SolTrans Project Manager, reported that SolTrans is in the process of restructuring and enhancing its fixed route bus services, Routes 78 and 85. Alan Zahradnik outlined the existing and proposed network, short/long-term recommendations, proposed strategies and described the details of potential service improvements both short/long-term.

Open Public Hearing: 6:30 p.m.

Public Comments: None.

Closed Public Hearing: 6:35 p.m.

Recommendation:

Approve the following:

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

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

B. 2014 Solano County Annual Pothole Report

Anthony Adams presented the first 2014 Solano County Pothole Report. He noted that all seven cities and the County have provided STA with the necessary budget information to allow for more accurate PCI projections and funding shortfalls. He outlined the current 2013 PCI scores, FY 2013-14 budget data, updated budget projections and shortfalls, newly projected future PCI maps, and federal/state/local/countywide funding sources.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

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

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

C. 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 recommendation is to distribute the draft document for public review and comment with adoption at the December 10th Board meeting.

Public Comments:

None presented.

Board Comments:

Vice Chair Patterson suggested adding the following funding concepts to the Legislative Platform:

1. Increase in the Cap and Trade Account
2. Upgrade for Rail Integration
3. Advantage of the Bus Rapid Transit Program
4. Monitor Federal regulations of hazardous material transport by rail.

In addition, Vice Chair Patterson suggested to change the title of "Ferry" to "Water Corridor"

Recommendation:

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

On a motion by Vice Chair Patterson, and a second by Board Member Richardson, the STA Board unanimously approved the recommendation to include the suggested items listed above in italics. (8 Ayes)

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

Tiffany Gephart presented the Countywide In-Person ADA Eligibility Program Progress Report for FY 2013-14. She summarized them as evaluations, scheduling assessments, eligibility letters, paratransit usage, and comment cards.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Receive and file the Countywide In-Person ADA Eligibility Program FY 2013-14 Annual Progress Report.

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

E. 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.

Public Comments:

None presented.

Board Comments:

Board Member Spering asked staff to explain what the coordination/approval of station design plans with “host” railroad under “Railroad Approval” of the Potential Solano-Specific Station Criteria. Sofia Recalde responded and said that since this matches the CCJPA’s criteria, the project sponsor would do the negotiating with the railroad.

Recommendation:

Adopt the proposed Solano-Specific Station Criteria as shown on *Page 109* in Attachment A.

On a motion by Board Member Batchelor, and a second by Board Member Hardy, the STA Board unanimously approved the recommendation as amended shown above in *bold italics*. (8 Ayes)

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

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

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

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

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

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve the following:

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

On a motion by Board Member Batchelor, and a second by Board Member Price, the STA Board unanimously approved the recommendations. (7 Ayes, 1 Abstention, County of Solano)

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

STA staff notified the Board that parties have reached an agreement and the RON Hearing was cancelled.

10. ACTION – FINANCIAL ITEMS

A. 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.

Public Comments:

None presented.

Board Comments:

Vice Chair Patterson requested

Recommendation:

Approve the following:

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

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

Board Comments:

None presented.

Recommendation:

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

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

11. INFORMATIONAL – DISCUSSION

NO DISCUSSION

- A. Status of Solano’s Title VI Program**
- B. Commuter Benefits Program Update**
- C. Fiscal Year (FY) 2013-14 Abandoned Vehicle Abatement (AVA) Program Fourth Quarter Report**

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

E. Summary of Funding Opportunities

12. BOARD MEMBER COMMENTS

13. ADJOURNMENT

The meeting was adjourned at 7:25 p.m.

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

Attested by:



Johanna Masielat
Clerk of the Board

/October 10, 2014

Date

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TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the meeting of
November 19, 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	City of Dixon
Dan Kasperson	City of Suisun City
Steve Hartwig	City of Vacaville
David Kleinschmidt	City of Vallejo
Nick Burton	Solano County

TAC Members

Absent:

George Hicks	City of Fairfield
Dave Melilli	City of Rio Vista
Matt Tuggle	Solano County

STA Staff Present:

(In Alphabetical Order by Last Name)

Janet Adams	STA
Jayne Bauer	STA
Daryl Halls	STA
Drew Hart	STA
Robert Guerrero	STA
Judy Leaks	STA
Johanna Masielat	STA
Robert Macaulay	STA
Jim McElroy	STA Project Manager
Liz Niedziela	STA

Others Present:

(In Alphabetical Order by Last Name)

Amanda Dum	City of Suisun City
Julie Morgan	Fehrs & Peers

2. APPROVAL OF THE AGENDA

On a motion by Joe Leach, and a second by Dan Kasperson, the STA TAC unanimously approved the agenda. (5 Ayes, 3 Absent)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC AND STA STAFF

Daryl Halls thanked Mike Roberts for serving as a Committee member to the STA TAC and his years of service with the City of Benicia.

5. CONSENT CALENDAR

On a motion by Dan Kasperson, and a second by Joe Leach, the STA TAC unanimously approved Consent Calendar Items A through C. (5 Ayes, 3 Absent)

A. Minutes of the TAC Meeting of September 24, 2014

Recommendation:

Approve TAC Meeting Minutes of September 24, 2014.

B. Letters of Support for Federal Transit Administration (FTA) Section 5310 Funding for Solano Mobility Management Programs

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 funding application for FTA Section 5310 for Solano Mobility Management Program.

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

Recommendation:

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

6. ACTION FINANCIAL ITEMS

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

Robert Guerrero summarized the addition of the Green Valley Overcrossing, and reviewed the updated nexus fee which had a modest increase from \$8,282 to \$8,793 for the maximum eligible fee. He added that the STA is not seeking to adjust the amount of the PFF at this time. He noted that 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.

Recommendation:

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

On a motion by David Kleinschmidt, and a second by Dan Kasperson, the STA TAC approved the recommendation. (5 Ayes, 3 Absent)

Steve Hartwig arrived at the meeting at 1:40 p.m.

7. ACTION NON-FINANCIAL ITEMS

A. STA's Draft 2015 Legislative Priorities and Platform

Jayne Bauer reported that to date, 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.

After discussion, the STA TAC modified the recommendation to include the statement below shown in *bold italics*:

Recommendation:

Forward a recommendation to the STA Board to adopt the STA's 2015 Legislative Priorities and Platform as specified in Attachment C *and bring to a future Board meeting a proposed amendment to address ADA regulations as they pertain to street maintenance.*

On a motion by Steve Hartwig, and a second by Joe Leach, the STA TAC approved the recommendation as amended shown above in *bold italics*. (6 Ayes, 2 Absent)

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

Jim McElroy, Project Manager, provided background to the STA TAC regarding the Consortium's recommendation made to the STA TAC and Board at their March 2014 meeting to select a specific alternative and develop a request for proposal for the next phase to implement the recommended alternative (option B). He noted due to a variety of concerns raised by transit staff from the City of Fairfield, the Consortium opted to not act on the recommendation and after a motion to forward the service recommendation to the STA Board with 4 Ayes (Dixon, STA, SNCI, and SolTrans), 4 Abstention (FAST, Rio Vista, Solano County, and Vacaville). In addition, he summarized the list of unresolved issues raised by the City of Fairfield which are being recommended by STA staff to be addressed as part of the Phase 2 Study. He also added that FAST Transit staff conveyed that objection to the framework for the STA's public comment process and commented that the public review process should go forward without identifying a preferred service option from the STA Board. Jim McElroy commented that the previous service option recommendation to the Consortium is being returned for consideration and amended to include specific action on a public review process with some modifications based on discussions with City of Fairfield staff. He also indicated that at a recent Board meeting, STA Board members expressed a desire to include a public advisory committee to provide advice and feedback on the SolanoExpress system.

At an earlier meeting, the Consortium approved each recommendation as follows:

- Recommendations 1-3 passed with 5 Ayes, 2 Abstention (FAST and County of Solano);
- Recommendation 4 passed with 7 Ayes and 1 Absent (Vacaville City Coach)
- Recommendation 5 was tabled at the request of SolTrans to allow more time for staff to review and discuss at their next Consortium meeting in December.

Mike Roberts left the meeting at 2:25 p.m.

At the suggestion of Steve Hartwig and after discussion, the STA TAC voted to modify the recommendation as follows:

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~~ ***Approve the public review and input process for Phase 2 as specified:***
 - a. ***Forward the Phase 1 results to each of the affected Cities and the County including three service options and Option B as the service option recommended for Phase 2;***
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 Solano Express Intercity Transit Advisory Committee as described in Attachment G.~~

On a motion by Steve Hartwig, and a second by Dan Kasperson, the STA TAC approved the recommendation as amended shown above in ~~strike through~~ ***bold italics***. (6 Ayes, 2 Absent (Benicia and Vacaville))

Steve Hartwig left the meeting at 2:45 p.m.

8. INFORMATIONAL – DISCUSSION

A. Solano Priority Conservation Area (PCA) Plan Update

Drew Hart noted that at their November 5, 2014 meeting, the PCA Stakeholder Committee generated a list of eight areas in the county (the existing 5 PCAs (Blue Ridge Hills, Vacaville-Fairfield Greenbelt, Suisun Valley, Western Hills, and Tri City and County Cooperative Planning Area, plus 3 new areas, Putah Creek Corridor, Dixon Ridge, and Mare Island) for PMC to analyze against ABAGs new guidelines. Additionally, he noted that the Committee hopes PMC will identify 2 more areas that are good potential candidates based on the analysis of the whole county. He concluded by stating that PMC will analyze these areas and report back to the Committee at their December 4th meeting and future tasks include identifying priority PCA projects and creating preliminary designs and budgets that would enhance the PCAs.

B. State Affordable Housing and Sustainable Communities Program Update

Robert Macaulay reviewed a comment letter prepared by STA staff submitted on October 31, and noted that in the letter, STA recommended the final guidelines be simplified, and use existing definitions and processes wherever possible. He added that 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 Integrated Connectivity Project (ICP) funding may be appropriate, and whether obtaining such funding now might make project areas ineligible for such funds in the future.

C. Quarterly Project Delivery Update

Robert Guerrero reviewed the projects that will be obligated in Fiscal Year (FY) 2014-15. He noted that the list provides comprehensive information including project description and follows the color-coding format that was approved in the recent months. He also noted that Suisun City, Vacaville, and Vallejo have not provided quarterly project updates and that Dixon's West A Street Paving Project missed a project delivery milestone (Field Review) and that 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.

NO DISCUSSION ITEMS

D. Status of Solano's Title VI Program

E. Solano Employer Commute Challenge 2014 – Results

F. Summary of Funding Opportunities

9. FUTURE STA TAC AGENDA ITEMS

A summary of the agenda items for December 2014 and January 2015 were presented.

10. ADJOURNMENT

The meeting was adjourned at 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, December 17, 2014.**

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DATE: November 24, 2014
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2013-14 Fourth Quarter Budget Report

Background:

The Solano Transportation Authority (STA) staff regularly provides the STA Board with budget updates on a quarterly basis. In June 2014, the STA Board was presented with the Third Quarter Budget Report for FY 2013-14. Concurrently, in June 2014, the STA Board adopted the FY 2013-14 Final Year Budget Revision.

Discussion:

The STA revenue and expenditure activity (Attachment A) for the FY 2013-14 Fourth Quarter reflects the overall STA program administration and operations expenditure at 83% of the budget with total revenue received at 84% of budget projections.

Revenues:

Revenues for the Fourth Quarter of the fiscal year primarily consist of the year to date expenditure reimbursements. As most STA programs are funded with grants on a reimbursement basis, the reimbursements from fund sources for the Fourth Quarter were billed and received after the quarter ending June 30, 2014. As of June 30, 2014, the total revenue billed and received is \$55.87 million. The revenue budget highlights are as follows:

1. The State Transit Assistance Fund (STAF) allocation for FY 2013-14 in the amount of \$923,430 will be returned to the Metropolitan Transportation Commission (MTC) and will be reclaimed and reprogrammed in FY 2014-15 for the continuation of the various STA program and project studies, such as the Benicia Intermodal Project and the Suisun Amtrak Rehabilitation Project.
2. The Abandoned Vehicle Abatement (AVA) Program received the total fund in the amount of \$373,138 for the fiscal year, which includes the amount of \$11,194 for Administration. Expenditure reimbursements made to member agencies in the amount of \$510,113 included funds from previous fiscal year and has now resulted in the total program funds carry over into FY 2014-15 in the amount of \$32,163.
3. The Regional Measure (RM) 2 funds in the amount of \$40.69 million, includes the amount of \$119,310 administration cost, were received for five different RM 2 projects: I-80/I-680/ SR 12 Interchange Project, I-80 East Bound Truck Scales Relocation Project, I-80 Express Lanes, I-80 High Occupancy Vehicle (HOV) Lanes Project follow-up, and the North Connector East Project Closeout and Mitigation.
4. The Regional Transportation Impact Fee (RTIF) Program received the total amount of \$390,383 since the program inception in February 3, 2014 through June 30, 2014, which includes the amount of \$7,807 (2%) for STA for program administration cost.

Other revenue received versus budget variances are due to program and project studies that have accelerated their delivery of project schedules, such as the Jepson Parkway Project and the Dixon B Street Undercrossing Project funded by the State Transportation Improvement Program (STIP), federal earmark, and the Transportation Development Act (TDA) funds.

Expenditures:

STA's projects and programs are underway and expenditures are within budget projections.

1. **STA's Operation and Administration is at \$1,573,888 (90%) of budget.** The STA Operation Management and Administration budget expenditures for the Fourth Quarter are within budget projections. The unexpended Expenditure Plan Budget is reprogrammed in the next fiscal year.

The contribution to the Contingency Reserve Account as of June 30, 2014 is \$2,237,973, which includes the \$200,000 Self Insurance Reserve (SIR) and the newly set up Project Contingency Reserve fund (PCRF) to help finance future project implementation. The Contingency Reserve Account projected amount was fully met at the end FY 2013-14.

2. **Transit and Rideshare Services/SNCI is at \$2,012,330 (82%) of budget.** The Transit and Rideshare Services and the SNCI Program activities in FY 2013-14 are within the budget expenditure projections. Unexpended funds for activities such as the SNCI General Marketing, Solano Express Marketing, and Countywide Travel Training are carried over into the next fiscal year for the continuation of program activities.

The Safe Route to School (SR2S) Program is within the projected budget and is well in its program phase. Unexpended funds are carried over into the next fiscal year for the continuation of the program activities. The Walking School Bus Program is ongoing with three part-time program coordinators.

3. **Project Development is at \$50,864,449 (83%) of budget.** The Suisun Amtrak Rehabilitation and the Benicia Intermodal Projects are ongoing and unexpended funds for these projects are carried over to FY 2014-15 for continuation of these projects. The various RM 2 projects, environmental studies and construction projects are ongoing and are reflective of the budget expenditures. The I-80 Eastbound Truck Scales Relocation Project, the North Connector Project, and the SR 12 Jameson Canyon Project are in its final construction phase; the I-80/I-680/SR 12 Interchange and the Jepson Parkway Project are in its right of way activities and initial construction phase. Funding for these projects are on a reimbursement basis, unexpended funds will be carried over to FY 2014-15 for the continuation of the projects and will be reflected in a subsequent budget revision.
4. **Strategic Planning is at \$883,175 (74%) of budget.** The Solano County Priority Development Area (PDA) Program, the Climate Action Plan, the Rail Facilities Plan, and the Bike/Ped Planning Update are ongoing with any unexpended allocated funds for these projects being carried over to FY 2014-15 for the continuation of the projects and will be reflected in a subsequent budget revision.

In summary, the revenue and expenditure for the fiscal year is consistent with the FY 2013-14 budgets. In addition, the projects such as the I-80/I-680/SR 12 Interchange and the Jepson Parkway Project are in its right of way activities and initial construction phases. The Dixon West B Street Overcrossing Project is in its final construction phase. Unexpended funds will be carried over to the next fiscal year and will be reflected in subsequent budget revisions.

The total revenue of \$55.87 million and expenditure of \$55.33 million for the year ending June 30, 2014 is consistent with the projected FY 2013-14 budgets.

Public Agency Retirement System (PARS) Funds:

STA has a Defined Benefit Plan with PARS effective July 1, 2011. In conformance with the new Pension Reform Provisions, The California Public Employees' Pension Reform Act of 2013 (PEPRA), this retirement plan is closed to STA staff hired after January 1, 2013. As of June 30, 2014, the plan contribution balance is \$337,887 with a plan retiree distribution for the fiscal year in the amount of \$7,011. The plan has an anticipated investment return of 7%. As of June 30, 2014; the plan had an investment return of 14.86%. The STA's PARS plan has fifteen (15) active participants and two (2) retirees.

Fiscal Impact:

The Fourth Quarter Budget for FY 2013-14 is within budget projections for the Revenue received of \$55.87 million (84%) and Expenditures of \$55.33 million (83%).

Recommendation:

Receive and file.

Attachments:

- A. STA FY 2013-14 Fourth Quarter Budget Report
- B. STA Contingency Reserve Account Balances
- C. PARS Portfolios as of June 30, 2014 (Provided to the Board Members under separate enclosure. To obtain a copy, you may contact the STA office at (707) 424-6075)

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**Fourth Quarter Budget Report
FY 2013-14
July 1, 2013- June 30, 2014
December 10, 2014**

ATTACHMENT A

REVENUES					EXPENDITURES				
STA Fund		FY 13-14 Budget	Actual Received	%	Operations & Administration	FY 13-14 Budget	Actual Spent YTD	%	
	MembersContribution/Gas Tax (Reserve Accounts)	46010	108,000	100%					
	Members Contribution/Gas Tax	46010	152,003	100%					
	Transportation Dev. Act (TDA) Art. 4/8	47001	463,884	100%					
	TDA Art. 3	47002	164,237	54%					
	State Transit Assistance Fund (STAF)	47022	1,977,160	61%					
	New Freedom Funds	45021	61,472	97%					
	One Bay Area Grant (OBAG)/Surface Transportation Program (STP)	45001	783,703	88%					
	OBAG SNCI	45001	26,491	55%					
	MTC Grant	45008	28,058	0%					
	STIP Planning, Programming and Monitoring (PPM)	46032	253,761	137%					
	Federal Earmark	45022	28,515	32%					
	Regional Measure (RM) 2 - North Connector - Design	46046	3,625	60%					
	RM 2 - I-80 Express Lanes	46046	48,078	89%					
	RM 2 - I-80 HOV Lanes/SOHIP	46046	22,015	62%					
	RM 2 - I-80 Interchange Project	46046	35,992	130%					
	RM 2 - I-80 East Bound (EB) Truck Scales Relocation	46046	18,128	77%					
	Transportation for Clean Air (TFCA)	47021	228,776	66%					
	TFCA - NCTPA	47021	21,054	81%					
	Yolo/Solano Air Quality Management District (YSAQMD)	46029	30,000	96%					
	Congestion Mitigation Air Quality (CMAQ)	45007	485,874	78%					
	Eastern Solano Congestion Mitigation Air Quality (ECMAQ)	45007	138,992	100%					
	Regional Rideshare Program (RRP)	45007	240,000	100%					
	Strategic Growth Council Grant (SGCG)	45020	275,555	56%					
	JARC	45021	188,015	86%					
	Abandoned Vehicle Abatement (AVA) Program/DMV	46040	10,000	112%					
	Local Funds - Cities/County	47017	215,600	55%					
	Sponsors		18,000	135%					
	Interest		4,184	0%					
	Subtotal		\$6,026,988	78%					
TFCA Program									
	Transportation for Clean Air (TFCA)		292,161	105%					
	Interest		430	0%					
	Subtotal		\$292,161	105%					
Abandoned Vehicle Abatement Program									
	Department of Motor Vehicle (DMV)		500,032	102%					
	Interest		300	0%					
	Subtotal		\$500,032	102%					
Dixon B Street Undercrossing									
	STIP		4,524,000	97%					
	TDA Art 4/8		652,898	111%					
	City of Dixon		976,022	1%					
	Interest		(875)	0%					
	Subtotal		\$6,152,920	83%					
Jepson Parkway Project									
	State Transportation Improvement Program (STIP)		4,392,040	89%					
	County of Solano		100,000	140%					
	Interest		381	0%					
	Subtotal		\$4,492,040	90%					
I-80 East Bound (EB) Truck Scales Relocation Project									
	RM 2 Funds		14,891,945	64%					
	Interest		1,819	0%					
	Subtotal		\$14,891,945	64%					
Jameson Canyon Project									
	STIP/TCRP		237,941	94%					
	Interest		339	0%					
	Subtotal		\$237,941	94%					
I-80 High Occupancy Vehicle (HOV) Lanes Project/SOHIP									
	PA/ED Design RM-2		75,291	36%					
	Interest		(65)	0%					
	Subtotal		\$75,291	36%					
North Connector East Project Closeout/Mitigation									
	Preliminary Engineering/Right of Way - RM-2 Funds		1,088,725	70%					
	County of Solano			0%					
	Interest		1,129	0%					
	Subtotal		\$1,088,725	70%					
I-80/I-680/SR 12 Interchange Project									
	RM 2 Funds		28,052,679	97%					
	Interest		(185)	0%					
	Subtotal		\$28,052,679	97%					
I-80 Express Lanes Project									
	RM 2 Funds		4,594,281	63%					
	Interest		(698)	0%					
	Subtotal		\$4,594,281	63%					
Redwood Parkway Drive/Fairgrounds Improvement Project									
	STIP/PPM		15,000	109%					
	Solano County		359	0%					
	Subtotal		15,000	112%					
Regional Transportation Impact Fee (RTIF) Program									
	RTIF Fee		5,300	7366%					
	Subtotal		\$5,300	7366%					
	TOTAL, ALL REVENUE		\$66,425,303	83%					
Operations & Administration									
	Operations Management		1,530,823	98%					
	STA Board of Directors/Administration		45,000	92%					
	Expenditure Plan		60,000	42%					
	Contributions to STA Reserve Account		108,000	0.0%					
	Subtotal		\$1,743,823	90%					
Transit and Rideshare Services/SNCI									
	Transit/SNCI Management/Administration		440,759	93%					
	Employer/Van Pool Outreach		16,200	76%					
	SNCI General Marketing		23,500	68%					
	Commute Challenge		31,800	96%					
	Bike to Work Campaign/Incentives		20,000	75%					
	Bike Links		5,000	99%					
	Emergency Ride Home (ERH) Program		5,000	83%					
	Rideshare Services - Napa		21,054	81%					
	Safe Route to School (SR2S)Program		457,561	73%					
	Transit Management Administration		110,118	96%					
	Transit Corridor Study/SRTP Coordination/Implementation		176,611	100%					
	Lifeline Program		28,483	89%					
	Paratransit Coordinating Council (PCC)		50,000	85%					
	Solano Express Marketing		23,653	67%					
	Solano Senior & People with Disabilities Committee		66,391	86%					
	Mobility Management Plan/Program		121,773	101%					
	ADA in Person Eligibility Program		128,000	100%					
	Countywide Travel Training Program		145,871	34%					
	One Stop Transportation Call Center Program		71,508	79%					
	Transit Consolidation/Implementation		342,438	69%					
	Ridership Study		175,000	86%					
	Subtotal		\$2,460,720	82%					
Project Development									
	Project Management/Administration		72,399	108%					
	Local Streets & Roads Annual Report		12,980	87%					
	Regional Impact Fee (Feasibility Study/AB 1600)		68,655	89%					
	Management Assistant for Projects in Solano (MAPS)		19,849	58%					
	Public Private Partnership (P3) Feasibility Study		196,089	60%					
	Alternative Fuel Plan Implementation		35,257	86%					
	Suisum AMTRAK Rehabilitation		200,000	4%					
	Jepson Parkway TLC Plan Update		19,831	88%					
	Benicia Intermodal Project		300,000	12%					
	Jepson Parkway		4,492,040	90%					
	SR12/Jameson Canyon Project		237,941	94%					
	I-80/I-680/SR 12 Interchange Project		28,052,679	97%					
	North Connector-East Project Closeout/Mitigation		1,088,725	70%					
	I-80/HOV Lanes Project/SOHIP		75,291	36%					
	I-80 East Bound (EB) Truck Scales Relocation Project		14,891,945	64%					
	I-80 Express Lanes Project		4,594,281	63%					
	Redwood Parkway Drive Improvement Project		15,000	98%					
	Dixon B Street Undercrossing		6,152,920	83%					
	Regional Impact Fee Program		5,300	0%					
	DMV Abandoned Vehicle Abatement (AVA) Program		500,032	102%					
	Subtotal		61,031,214	83%					
Strategic Planning									
	Planning Management/Administration		176,794	98%					
	Events		11,500	95%					
	Model Development/Maintenance		188,430	82%					
	Solano County PDA Program		99,588	91%					
	Climate Action Plan		275,555	51%					
	Comprehensive Transportation Plan (CTP) Follow Up		42,264	100%					
	Rail Facilities Plan		47,443	37%					
	Priority Conservation Area (PCA)		10,811	100%					
	Bike/Ped Planning		45,000	83%					
	TFCA Programs		292,161	70%					
	Subtotal		\$1,189,546	74%					
	TOTAL, ALL EXPENDITURES		\$66,425,303	83%					



FY 2015 Budget and Fiscal Reporting Calendar

STA Board Meeting Schedule:	
DECEMBER 2014	FY 2013-14 Fourth Quarter Budget Report FY 2013-14 Annual Audit FY 2014-15 First Quarter Budget Report
JANUARY 2015	FY 2014-15 Mid-Year Budget Revision STA Employee 2015 Benefit Summary Update FY 2014-15 AVA First Quarter Program Activity Report
FEBRUARY 2015	FY 2014-15 Second Quarter Budget Report
MARCH 2015	FY 2014-15 AVA Second Quarter Program Activity Report
APRIL 2015	Local Transportation Development Act (TDA) and Members Contribution for FY 2015-16
May 2015	FY 2014-15 Third Quarter Budget Report
JUNE 2015	FY 2014-15 Final Budget Revision FY 2014-15 Fourth Quarter Budget Report Updated Five Year Budget Projection - FY 2015-16 through FY 2019-20



DATE: November 24, 2014
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2014-15 First Quarter Budget Report

Background:

In July 2014, the STA Board approved the FY 2014-15 Budget Revision. The budget revision included the anticipated amount of funds carryover from FY 2013-14 for the continuation and completion of multi-year contracts, changes in project activities, and Project Studies that have been approved by the STA Board. A mid-year adjustment to the fiscal year 2014-15 budget is scheduled to occur in January 2015.

Discussion:

The STA revenue and expenditure activity (Attachment A) for the FY 2014-15 First Quarter reflects the overall STA program administration and operations expenditure at \$1,300,931 (4%) of the budget with total revenue received at \$2,516,961 (7%) of budget projections.

Revenues:

Revenues received during the First Quarter of the fiscal year primarily consist of quarterly or annual advances. As most STA programs are funded with grants on a reimbursement basis, the reimbursements from fund sources for the First Quarter were billed and received after the quarter ending September 30, 2014. The revenue budget highlights are as follows:

1. The Members Contributions for FY 2014-15 of \$255,950 have been received from all member agencies. The amount of \$100,000 from the Members Contributions fund is recorded in Contingency Reserve as approved in the FY 2014-15 Budget.
2. The Regional Rideshare Program (RRP) fund of \$47,389 and the Congestion Mitigation Air Quality (CMAQ) fund of \$7,955 were received for the Transit and Rideshare Services/Solano Napa Commuter Information (SNCI) program administration.
3. Regional Measure (RM) 2 funds in the amount of \$1,937,838 were received for the different RM 2 projects: I-80/I-680/State Route (SR) 12 Interchange Project, I-80 Eastbound Truck Scales Relocation Project, and the I-80 Express Lanes.
4. The Dixon B Street Undercrossing Project has received the amount of \$115,839 from the Federal Earmark and the Transportation Development Act (TDA) funds. The project also has advanced funding carried over from the prior year in the amount of \$965,708, which is being used as the matching fund for the construction phase of the project.

Expenditures:

STA's projects and programs are underway and expenditures are within budget projections.

1. STA's Management and Operations is within the First Quarter budget projection at 19% of budget.
2. Transit and Rideshare Services/Solano Napa Commuter Information (SNCI) is at 8% of budget.

3. Project Development is at 2% of budget.
4. Strategic Planning is at 4% of budget.

Project consultant billings for the different projects and studies such as the: Transit Consolidation/Implementation, I-80/I-680/State Route (ST) 12 Interchange Project, the SR 12/Jameson Canyon Project, and the Jepson Parkway Project were submitted after the end of the first Quarter. Therefore, the forecasted expenditures for these projects for actual work completed are not reflective of the budget ratio for the first quarter.

The total revenue and expenditure for the First Quarter is consistent with the projected FY 2014-15 budgets.

Fiscal Impact:

The First Quarter Budget for FY 2014-15 is within budget projections for the Revenue received of \$2.5 million (7%) and Expenditures of \$1.3 million (4%).

Recommendation:

Receive and file.

Attachments:

1. STA FY 2014-15 First Quarter Budget Report
2. 2015 Budget and Fiscal Reporting Calendar



**First Quarter Budget Report
FY 2014-15
July 1, 2014 - September 30, 2014
December 10, 2014**

REVENUES				EXPENDITURES			
STA Fund	FY 14-15 Budget	Actual Received	%	Operations & Administration	FY 14-15 Budget	Actual Spent YTD	%
Members Contribution/Gas Tax (Reserve Accounts)	100,000	100,000	100%	Operations Management	1,618,990	352,872	22%
Members Contribution/Gas Tax	241,621	155,950	65%	STA Board of Directors/Administration	45,000	5,570	12%
Transportation Dev. Act (TDA) Art. 4/8	397,585		0%	Expenditure Plan	75,000		0%
TDA Art. 3	78,763		0%	Contributions to STA Reserve Account	100,000		0%
State Transit Assistance Fund (STAF)	2,481,207		0%	Subtotal	\$1,838,990	\$358,442	19%
One Bay Area Grant (OBAG)/Surface Transportation Program (STP)	698,541		0%	Transit and Rideshare Services/SNCI			
STIP Planning, Programming and Monitoring (PPM)	188,557		0%	Transit/SNCI Management/Administration	477,769	98,004	21%
OBAG Safe Routes to School (SR2S)	397,048		0%	Employer/Van Pool Outreach	16,200	13,196	81%
MTC Grant	1,623,442		0%	SNCI General Marketing	53,500	2,229	4%
Federal Earmark	-		0%	Commute Challenge	31,800		0%
Regional Measure (RM) 2 - North Connector - Design	3,786		0%	Bike to Work Campaign/Incentives	20,000	169	1%
RM 2 - I-80 Express Lanes	42,484	7,541	18%	Bike Links	15,000		0%
RM 2 - I-80 HOV Lanes/SOHIP	3,505		0%	Emergency Ride Home (ERH) Program	5,000	636	13%
RM 2 - I-80 Interchange Project	51,316	6,312	12%	Rideshare Services - Napa	20,000	2,336	12%
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	6,309	1,348	21%	Safe Route to School (SR2S) Program	654,686	40,253	6%
Transportation for Clean Air (TFCA)	276,992	39,440	14%	Transit Management Administration	132,642	5,827	4%
TFCA - NCTPA	20,000		0%	Transit Corridor Study/SRTP Coordination/Implementation	250,000	2,263	1%
Yolo/Solano Air Quality Management District (YSAQMD)	77,343	60,000	78%	Lifeline Program	17,000	5,289	31%
Congestion Mitigation Air Quality (CMAQ)	529,067	7,955	2%	Paratransit Coordinating Council (PCC)	40,000	5,629	14%
Regional Rideshare Program (RRP)	240,000	47,389	20%	Solano Express Marketing	150,000	2,236	1%
FTA	99,950		0%	Solano Senior & People with Disabilities Committee	30,000	2,890	10%
New Freedom	134,824		0%	Mobility Management Plan/Program	266,000	17,445	7%
JARC	279,200		0%	ADA in Person Eligibility Program	200,776	14,089	7%
Abandoned Vehicle Abatement (AVA) Program/DMV	10,000		0%	Countywide Travel Training Program	390,316	21,377	5%
Local Funds - Cities/County	429,168	45,300	11%	One Stop Transportation Call Center	166,339	31,281	19%
Sponsors	18,000	7,250	40%	Transit Consolidation/Implementation	307,890	847	0%
Interest			0%	Ridership Study	50,000		0%
Subtotal	\$8,428,708	\$478,485	6%	Subtotal	\$3,294,918	\$265,996	8%
TFCA Program				Project Development			
Transportation for Clean Air (TFCA)	310,063		0%	Project Management/Administration	94,461	32,195	34%
Interest			0%	Local Streets & Roads Annual Report	10,612	2,225	21%
Subtotal	\$310,063	\$0	0%	Regional Impact Fee (Feasibility Study/AB 1600)	5,000		0%
Abandoned Vehicle Abatement Program				Solano Projects Online Tracker (SPOT)	35,000	2,411	7%
Department of Motor Vehicle (DMV)	320,000		0%	Public Private Partnership (P3) Feasibility Study	139,081	5,062	4%
Interest			0%	Local Project Delivery (SR 12/Church Rd)	212,618		0%
Subtotal	\$320,000	\$0	0%	Benicia Intermodal Project	450,000		0%
Dixon B Street Undercrossing				Suisun AMTRAK Rehabilitation	200,000		0%
STIP	200,000	89,011	45%	Alternative Fuel Plan Implementation	64,016	3,464	0%
TDA Art 4/8	60,281	26,828	45%	Jepson Parkway	750,000	31,359	4%
Interest			0%	SR12/Jameson Canyon Project	100,000		0%
Subtotal	\$260,281	\$115,839	45%	I-80/I-680/SR 12 Interchange Project	21,000,000	327,881	2%
Regional Transportation Impact Fee (RTIF) Program				North Connector-East Project Closeout/Mitigation	200,000	22,277	11%
RTIF Fee	550,000		0%	I-80/HOV Lanes Project/SOHIP	7,009		0%
Interest			0%	I-80 East Bound (EB) Truck Scales Relocation Project	212,618	4,648	2%
Subtotal	\$550,000	\$0	0%	I-80 Express Lanes Project	3,094,399	21,918	1%
Jepson Parkway Project				Redwood Parkway Drive Improvement Project	16,000		0%
State Transportation Improvement Program (STIP)	200,000		0%	Dixon B Street Undercrossing	260,281	116,390	45%
Contingency Funds - Project	500,000		0%	DMV Abandoned Vehicle Abatement (AVA) Program	320,000		0%
County of Solano	50,000		0%	Regional Impact Fee Implementation Program	550,000	1,106	0.2%
Interest			0%	Subtotal	\$27,721,095	\$570,936	2%
Subtotal	\$750,000	\$0	0.0%	Strategic Planning			
I-80 East Bound (EB) Truck Scales Relocation Project				Planning Management/Administration	119,605	44,058	37%
RM 2 Funds	212,618	115,924	55%	Events	11,000	1,480	13%
Interest			0%	Model Development/Maintenance	39,695	1,265	3%
Subtotal	\$212,618	\$115,924	55%	Solano County PDA Program	1,588,430	19,477	1%
Jameson Canyon Project				Climate Action Plan	0		0%
STIP/TCRP	100,000		0%	Comprehensive Transportation Plan (CTP) Follow Up	143,000	27,377	19%
Interest			0%	Rail Facilities Plan	47,442	935	2%
Subtotal	\$100,000	\$0	0%	Priority Conservation Area (PCA)	74,840	7,059	9%
I-80 High Occupancy Vehicle (HOV) Lanes Project/SOHIP				Bike/Ped Planning	60,000	0	0%
PA/ED Design RM-2	7,009		0%	TFCA Programs	310,063	3,906	1%
Interest			0%	Subtotal	\$2,394,075	\$105,557	4%
Subtotal	\$7,009	\$0	0%	TOTAL, ALL REVENUE			
North Connector East Project Closeout/Mitigation				TOTAL, ALL EXPENDITURES			
Preliminary Engineering/Right of Way - RM-2 Funds	200,000	22,277	11%	\$35,249,078	\$2,516,961	7%	
County of Solano			0%	\$35,249,078	\$2,516,961	7%	
Interest			0%	\$35,249,078	\$2,516,961	7%	
Subtotal	\$200,000	\$22,277	11%	\$35,249,078	\$2,516,961	7%	
I-80/I-680/SR 12 Interchange Project				\$35,249,078	\$2,516,961	7%	
RM 2 Funds	21,000,000	1,537,213	7%	\$35,249,078	\$2,516,961	7%	
Interest			0%	\$35,249,078	\$2,516,961	7%	
Subtotal	\$21,000,000	\$1,537,213	7%	\$35,249,078	\$2,516,961	7%	
I-80 Express Lanes Project				\$35,249,078	\$2,516,961	7%	
RM 2 Funds	3,094,399	247,223	8%	\$35,249,078	\$2,516,961	7%	
Interest			0%	\$35,249,078	\$2,516,961	7%	
Subtotal	\$3,094,399	\$247,223	8%	\$35,249,078	\$2,516,961	7%	
Redwood Parkway Drive/Fairgrounds Improvement Project				\$35,249,078	\$2,516,961	7%	
STIP/PPM	16,000		0%	\$35,249,078	\$2,516,961	7%	
Subtotal	\$16,000	\$0	0%	\$35,249,078	\$2,516,961	7%	
TOTAL, ALL REVENUE	\$35,249,078	\$2,516,961	7%	TOTAL, ALL EXPENDITURES	\$35,249,078	\$1,300,931	4%



FY 2015 Budget and Fiscal Reporting Calendar

STA Board Meeting Schedule:	
DECEMBER 2014	FY 2013-14 Fourth Quarter Budget Report FY 2013-14 Annual Audit FY 2014-15 First Quarter Budget Report
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FEBRUARY 2015	FY 2014-15 Second Quarter Budget Report
MARCH 2015	FY 2014-15 AVA Second Quarter Program Activity Report
APRIL 2015	Local Transportation Development Act (TDA) and Members Contribution for FY 2015-16
May 2015	FY 2014-15 Third Quarter Budget Report
JUNE 2015	FY 2014-15 Final Budget Revision FY 2014-15 Fourth Quarter Budget Report



DATE: November 26, 2014
TO: STA Board
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 the 5310 program 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 Solano Mobility Programs. A letter of support for the Mobility Management Program and an Authorizing Resolution is being brought to the STA Board.

The projects that STA staff is recommending 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

Caltrans is limiting each agency to \$150,000 per year for two years for a total amount of \$300,000 over this two year funding cycle. Therefore, STA is partnering with SolTrans to submit an application on behalf of STA and the entire county for an additional \$150,000 per year for a total of \$300,000 pending SolTrans Board approval.

At their respective meetings on November 18 and 19, 2014, the SolanoExpress Intercity Transit Consortium and the STA TAC unanimously approved to forward the recommendation 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.

Fiscal Impact:

STA is limited in requesting \$150,000 per year for two years. The amount that will be requested is \$300,000 over this two year period.

Recommendation:

Approve the following:

1. 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;
2. Authorize the Executive Director to submit an application for FTA Section 5310 for the Solano Mobility Management Program;
3. Approve STA Resolution No. 2014-27 as shown in Attachment A; and
4. Authorize the Executive Director to execute a contract or agreement with Caltrans for FTA Section 5310 funding for the Solano Mobility Management Program including submitting and approving request for reimbursement of funds as stated in Authorizing STA Resolution No. 2014- 27 (Attachment A).

Attachment:

- A. STA Resolution No. 2014-27

RESOLUTION NO. 2014-27

RESOLUTION AUTHORIZING THE FEDERAL FUNDING UNDER FTA SECTION 5310 (49 U.S.C. SECTION 5310) WITH CALIFORNIA DEPARTMENT OF TRANSPORTATION

WHEREAS, the U. S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital projects for non-urbanized public transportation systems under Section 5310 of the Federal Transit Act (**FTA C 9070.1G**); and

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5310 grants for transportation projects for seniors and individuals with disabilities; and

WHEREAS, the Solano Transportation Authority has, to the maximum extent feasible, coordinated with other transportation providers and users in the region (including social service agencies) to facilitate transportation projects.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the Solano Transportation Authority authorizes the Solano Transportation Authority Executive Director, or designee, to file and execute applications on behalf of Solano Transportation Authority with the Department to aid in the financing of capital projects pursuant to Section 5310 of the Federal Transit Act (**FTA C 9070.1G**), as amended.

BE IT FURTHER RESOLVED, that Solano Transportation Authority Executive Director, or designee, is authorized to execute and file all certification of assurances, contracts or agreements or any other document required by the Department; and

BE IT FURTHER RESOLVED, that Solano Transportation Authority Executive Director, or designee, authorized to provide additional information as the Department may require in connection with the application for the Section 5310 projects and is authorized to submit and approve request for reimbursement of funds from the Department for the Section 5310 projects.

Osby Davis, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10th day of December 2014, by the following vote:

AYES: _____
NOES: _____
ABSENT: _____
ABSTAIN: _____

Attest by: _____
Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 10th day of December 2014.

Daryl K. Halls, Executive Director
Solano Transportation Authority



DATE: November 26, 2014
TO: STA Board
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 which STA authorized for funding in February 2014.

Discussion:

Recently, 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 affects Solano County's share of 5311 funds 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, this 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 staff 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).

This recommendation for revising the 5311 Allocation was reviewed, discussed and approved by the Consortium and TAC.

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:

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
- C. Solano County Federal Section 5311 Recommendation for 2015

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: December 1, 2014
TO: STA Board
FROM: Drew Hart, Associate Planner
RE: Resolutions for Transportation Development Act (TDA) Article 3 – Dixon West B Street Undercrossing Project and Automated Counters

Background/Discussion:

On October 8, 2014 the STA Board approved the expenditure of \$100,000 of Transportation Development Act (TDA) Article 3 funds. \$90,000 was approved to fill the financial shortfall for the Dixon West B Street Undercrossing Project and \$10,000 approved for the purchase of bike and pedestrian automated counters. The TDA Article 3 funding source is generated by a 1/4 cent tax on retail sales collected in California's 58 counties. Two percent of the total TDA funds is dedicated for pedestrian and bicycle projects. This two-percent, referred to as TDA Article 3, is returned to each county to fund bicycle and pedestrian projects. The Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (e.g. STA for Solano County). The STA works with the Pedestrian Advisory Committee (PAC), Bicycle Advisory Committee (BAC) and staff from the seven cities and the County to prioritize projects for potential TDA Article 3 funding for Solano County.

The TDA Article 3 Resolutions need to be amended and approved by the STA Board. STA staff did not present the STA Board with the proper resolutions at the October 8, 2014 meeting. The attached resolutions, if adopted, permits STA staff to work with MTC to receive these funds. This is a necessary, technical step to implement what has already been approved by the STA Board.

Fiscal Impact:

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

Recommendation:

Adopt the following:

1. STA Resolution No. 2014-28 declaring the approval of the expenditure of TDA Article 3 funds for the following projects:
 - a. \$90,000 of FY 2014-15 TDA Article 3 funds for bicycle and pedestrian improvements to be completed as part of the Dixon West B Street Undercrossing Project; and
 - b. \$10,000 of FY 2014-15 TDA Article 3 funds for the purchase of automated bike and pedestrian counters.
2. STA Resolution No. 2014-30 rescinding previous resolution 2014-18 and approving the updated coordinated claim.

Attachments:

- A. Resolution No. 2014-28 Dixon West B Undercrossing and Counters
- B. Resolution No. 2014-30 Countywide Coordinated Claim

STA RESOLUTION NO. 2014-28

REQUEST TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE ALLOCATION OF FISCAL YEAR FY 2014-15 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PEDESTRIAN/BICYCLE PROJECT FUNDING

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

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

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

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

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

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

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

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

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

RESOLVED that the Solano Transportation Authority certifies to the Metropolitan Transportation Commission that the STA has met the requirements set out by MTC for the allocation of FY 2014-15 Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding.

Osby Davis, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10th day of December 2014
by the following vote:

Ayes: _____

Nos: _____

Absent: _____

Abstain: _____

Attest: _____

Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above
and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a
regular meeting held this 10th day of December 2014.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Resolution No. 2014-28

Attachment A

Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year FY 14-15
Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding

Findings

Page 1 of 1

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

Resolution No. 2014-28

Attachment B

Page 1 of 3

TDA Article 3 Project Application Form

Fiscal Year of this Claim: FY14-15 Applicant: Solano Transportation Authority

Contact person: Janet Adams

Mailing Address: One Harbor Center, Suite 130

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

Secondary Contact (in event primary not available) Drew Hart

E-Mail Address: ahart@sta-snci.com Telephone: 707-399-3214

Short Title Description of Project: Dixon West B Street Undercrossing

Amount of claim: \$ 90,000

Functional Description of Project:

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

Financial Plan:

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

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

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3	375,000	90,000			465,000
list all other sources:					
1. TDA 4/8	975,000				975,000
2. HPP Earmark	668,000				668,000
3. OBAG CMAQ	1,394,000				1,394,000
4. OBAG TE	1,141,000				1,141,000
5. STIP TE	1,321,000				1,321,000
6. Dixon local match	1,151,000				1,151,000
Totals	7,025,000	90,000			7,115,000

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	Yes
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	Yes
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	NA
D. Has the project been reviewed by a Bicycle Advisory Committee (BAC)? (If "NO," provide an explanation). Enter date the project was reviewed by the BAC: 4/2/14 and 10/7/14	Yes
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	Yes
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) <u>October 2014</u>	Yes
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: <u>City of Dixon</u>)	Yes

Resolution No. 2014-28

Attachment B

Page 2 of 3

TDA Article 3 Project Application Form

Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.

The West B Street Bicycle and Pedestrian Undercrossing project has been a priority for the Bicycle Advisory Committee (BAC), Pedestrian Advisory Committee (PAC), and Safe Routes to School Advisory Committee. The STA BAC and PAC allocated \$125K in TDA Article 3 funding in July 2012 and additional \$250K in May 2014. Due to unexpected cost overruns, the project sponsor requested the use of an additional \$90K in TDA Article 3 funds to complete the project. The BAC and PAC approved this funding allocation on October 7, 2014.

Resolution No. 2014-28

Attachment B

Page 3 of 3

TDA Article 3 Project Application Form

Fiscal Year of this Claim: FY14-15 Applicant: Solano Transportation Authority

Contact person: Drew Hart

Mailing Address: One Harbor Center, Suite 130

E-Mail Address: ahart@sta-snci.com Telephone: 707-399-3214

Secondary Contact (in event primary not available) Sarah Fitzgerald

E-Mail Address: sfitzgerald@sta-snci.com Telephone: 707-399-3219

Short Title Description of Project: Bicycle/Pedestrian Counters

Amount of claim: \$ 10,000

Functional Description of Project: Automatic bicycle and pedestrian counters will provide valuable non-motorized travel data that can be used by project sponsors in Solano County to support their bicycle and pedestrian plans and projects, as well as for grant and funding opportunities for bicycle and pedestrian projects.

Financial Plan:

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

Project Elements: Purchase 4 bicycle and pedestrian counters.

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3	\$20,000 (from SR2S program TDA-3 allocation)	\$10,000			\$30,000
list all other sources:					
Totals	\$20,000	\$10,000			\$30,000

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	Yes
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	No
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	NA
D. Has the project been reviewed by a Bicycle Advisory Committee (BAC)? (If "NO," provide an explanation). Enter date the project was reviewed by the BAC: 10/7/14	Yes
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	NA
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year).	NA
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name:	NA

Resolution No. 2014-18
Attachment A

Submittal of Countywide Coordinated Claim to the Metropolitan Transportation Commission for
the Allocation of Fiscal Year 2014-15 TDA Article 3 Pedestrian/Bicycle Project Funds to
Claimants in Solano County

	Short Title Description of Project	TDA Article 3 Amount
1.	Rio Vista Waterfront Promenade Project	\$450,000
2.	Dixon West B Street Undercrossing	\$90,000
3.	Bicycle/Pedestrian Counters	\$10,000
	Totals	\$550,000

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STA RESOLUTION NO. 2014-30

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
RESCINDING RESOLUTION NO. 2014-18 AND ADOPTING A NEW RESOLUTION
APPROVING THE SUBMITTAL OF THE COUNTYWIDE COORDINATED CLAIM
TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE
ALLOCATION OF FISCAL YEAR 2014-15 TDA ARTICLE 3 PEDESTRIAN/BICYCLE
PROJECT FUNDS TO CLAIMANTS IN SOLANO COUNTY**

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

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 4108, which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funds; and

WHEREAS, MTC Resolution No. 4108 requires that requests from eligible claimants for the allocation of TDA Article 3 funds be submitted as part of a single, countywide coordinated claim, composed of certain required documents; and

WHEREAS, the Solano Transportation Authority has undertaken a process in compliance with MTC Resolution No. 4108 for consideration of project proposals submitted by eligible claimants of TDA Article 3 funds in Solano County, and a prioritized list of projects, included as Attachment A of this resolution, was developed as a result of this process; and

WHEREAS, each claimant in Solano County whose project or projects have been prioritized for inclusion in the fiscal year 2014-15 TDA Article 3 countywide coordinated claim, has forwarded to the Solano Transportation Authority a certified copy of its governing body resolution for submittal to MTC requesting an allocation of TDA Article 3 funds; now, therefore, be it

RESOLVED, that the Solano Transportation Authority approves the prioritized list of projects included as Attachment A to this resolution; and furthermore, be it

RESOLVED, that the Solano Transportation Authority approves the submittal to MTC, of the Solano County fiscal year 2014-15 TDA Article 3 countywide, coordinated claim, composed of the following required documents:

- A. transmittal letter
- B. a certified copy of this resolution, including Attachment A;
- C. one copy of the governing body resolution and required attachments, for each claimant whose project or projects are the subject of the coordinated claim;

- D. a description of the process for public and staff review of all proposed projects submitted by eligible claimants for prioritization and inclusion in the countywide, coordinated claim;

Osby Davis, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 11th day of June, 2014 by the following vote:

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

Attest: _____
Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of June 11, 2014.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Resolution No. 2014-18
Attachment A

Submittal of Countywide Coordinated Claim to the Metropolitan Transportation Commission for
the Allocation of Fiscal Year 2014-15 TDA Article 3 Pedestrian/Bicycle Project Funds to
Claimants in Solano County

	Short Title Description of Project	TDA Article 3 Amount
1.	Rio Vista Waterfront Promenade Project	\$450,000
2.	Dixon West B Street Undercrossing	\$90,000
3.	Bicycle/Pedestrian Counters	\$10,000
	Totals	\$550,000

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DATE: November 26, 2014
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Contract Amendment for State Legislative Advocacy Services

Background:

Each year, the STA Board reviews and adopts a legislative platform and a list of legislative priorities for both the State and Federal level. The STA contracts with both a State and Federal lobbying firm to help secure State and Federal funding for STA's priority projects and to monitor legislation affecting transportation.

The firm of Shaw/Yoder/Antwih, Inc. (SYA) consists of Josh Shaw, Paul Yoder and Andrew Antwih, partners in the firm. Matt Robinson provides the STA day to day contact for legislative support. SYA also provides lobbying services for the County of Solano.

Historically, SYA's lobbying efforts on behalf of the STA have proven effective and productive. In addition to successfully advocating for State funding and helping STA secure passage of legislation important to transportation in Solano County, SYA serves as a communication conduit for the STA Board and staff with Solano County's four state legislators, key transportation and budget committees in both the Assembly and the Senate and with the California Transportation Commission (CTC), Caltrans and the California State Transportation Agency (CalSTA). At the request of the STA Executive Committee, SYA communicates with the Executive Committee on a quarterly basis and provides periodic presentations to the STA Board, in addition to the monthly written communications with the STA Board and weekly contact with staff.

Discussion:

The firm of Shaw/Yoder/Antwih, Inc. has continued to provide the STA with high caliber representation in Sacramento for an affordable price. SYA's accomplishments during their most recent two-year agreement period have been summarized (Attachment A).

Staff has been satisfied with the services provided by Shaw/Yoder/Antwih, Inc. The current agreement expires December 31, 2014. Staff is confident that the STA will continue to be well-served by SYA. Staff recommends approval of a contract amendment for a two-year agreement for state legislative advocacy services as outlined in the Scope of Work (Attachment B) between the STA and Shaw/Yoder/Antwih, Inc. through December 31, 2016 for an amount not-to-exceed \$46,500 annually.

SolTrans has requested to join the STA as a party to the contract with an additional scope of work (as indicated in Attachment B), recognizing that SolTrans is a relatively new public transit agency that is in the process of building its presence and legislative program.

This work will increase the contract by \$20,000 annually, with SolTrans to provide the additional \$20,000. Staff recommends approval of an agreement with SolTrans to reimburse STA for these services.

Fiscal Impact:

The fiscal impact of this agreement for \$46,000 is incorporated in STA's Fiscal Year (FY) 2014-15 and FY 2015-16 budgets, with funding provided by agency member contributions. \$20,000 will be contributed by SolTrans for their portion of advocacy services.

Recommendation:

Approve the following:

1. Authorize the Executive Director to execute a contract amendment to the State Lobbying Consultant Services Agreement with Shaw/Yoder/Antwih, Inc. for a two-year term in an amount not-to-exceed \$66,500 annually; and
2. Authorize the Executive Director to enter into an agreement with SolTrans to reimburse STA \$20,000 annually for state lobbying consultant services provided by Shaw/Yoder/Antwih, Inc.

Attachments:

- A. Shaw/Yoder/Antwih, Inc. Accomplishments 2013-2014
- B. 2015-2016 Scope of Work for State Legislative Advocacy Services

**Solano Transportation Authority
Shaw / Yoder / Antwih, Inc. Accomplishments
2013-2014 Legislative Session**

- Successfully pursued appointment of a Solano County official/ **STA board member to the Water Emergency Transit Authority (WETA)** board of directors.
 - Our efforts included early communication with the Governor’s Secretary of Appointments and his Deputy Secretary leading the effort to vet candidates (including for the seat previously held by our STA representative, which was due to expire in March of 2014).
 - Drafted letters for STA leadership to send to the Governor urging him to appoint a Solano County/ City of Vallejo representative to the WETA board of directors.
 - Advised on materials preparation for, and facilitated and participated in, meetings between STA staff and the Deputy Appointments Secretary, to discuss why the Governor should appoint a Solano County/ City of Vallejo representative to the expiring seat on the WETA board.
 - Maintained regular contact with the Deputy Appointments Secretary throughout the vetting process.
 - Per STA staff direction and after briefing with the STA board’s executive committee, identified and engaged a special sub-contractor to focus solely on securing this appointment. Advised and oversaw contractor’s work and efforts, which included direct communications with the Governor’s Cabinet Secretary, Deputy Cabinet Secretary, Chief of Staff, and the Governor himself, relative to the need for a Solano County/ City of Vallejo representative on the WETA board.
 - Communicated regularly with the STA board member from the City of Vallejo relative to these efforts.
- Successfully **amended AB 935 (Frazier) to authorize STA to select a representative for one seat on the WETA board of directors.** (The bill was ultimately bottled up in the Senate due to opposition from the Governor’s Office and concerns of some other Bay Area legislators.)
- Successfully secured an author for an **STA co-sponsored bill** – with Solano County Transit (SolTrans) – and successfully lobbied that bill, **SB 1368 (Wolk)**, for a Governor’s signature. The bill, now law, authorizes Caltrans and the CTC to relinquish a park-and-ride lot to a joint powers authority formed for the purposes of providing transportations services or to a transit district. From the Authority’s perspective, this will ensure state-owned property in Vallejo can be turned over to SolTrans for long-term operation, maintenance and improvements
- Provided insight into and advocated for **STA-friendly amendments to SB 983 (Hernandez)**, a bill renewing and revising the statutory scheme relative to High Occupancy Toll lanes. (While the STA would likely have opposed the bill in one of its early iterations, we ensured friendly amendments; however, the bill was ultimately bottled up in the Assembly on other grounds.)
- Over the course of the 2013-2014 legislative session, **reviewed every introduced and amended bill for possible impact on STA, and referred significant bills to STA staff** for further review and possible action.

- Provided analysis and background research as needed to STA staff, to facilitate action as appropriate on individual bills by the STA board.
- Successfully lobbied the STA board's position on a variety of bills. Here's a summary of bills we actively lobbied: 10 Support (of which 2 were signed into law by the Governor; 1 currently sits on the Governor's desk for action; and, 6 did not move to the Governor); 3 Opposed (all of which were stopped in the legislature); and, a small handful of other bills we actively "Watched" or monitored, providing continuous feedback to STA staff relative to developments that could affect STA's interests.
- Those bills are summarized as follows –
 - Governor signed **two** bills into law: SB 1368 (Wolk) – Sponsor; AB 466 (Quirk-Silva) – Support
 - Governor vetoed **one** bill: SB 1151 (Canella) – Support
 - **Eight** bills died in the legislative process: AB 431 (Mullin) – Oppose; AB 574 (Lowenthal) – Support; AB 2197 (Mullin) – Support; AB 2728 (Perea) – Support; SB 791 (Wyland) – Oppose; SB 1418 (DeSaulnier) – Support; SCA 4 (Liu) – Support; SCA 8 (Corbett) – Support
- Successfully planned and participated in **two STA "Lobby Days" in Sacramento**, including facilitating preparation for and participation in meetings between STA board members and staff with ley Administration officials, legislative delegation members, and with other key legislators and legislative staff.
- Successfully obtained participation by **California State Transportation Agency (CalSTA) Secretary Brian Kelly in STA's briefing relative to the I-80 Eastbound Truck Scales**, and, participated in same.
- Set up, prepared for and participated in **meetings between STA staff and key Administration officials at the CalSTA, Caltrans and the CTC**, relative to pursuit of STA's goals relative to the state and national freight plans, as well as relative to Cap & Trade funding.
- Successfully **maintained regular communications with the members and staff in the STA legislative delegation**.
- Continuously **represented STA's interests in in legislative and Administration negotiations around the evolving Cap and Trade funding system**, which resulted in 60% of available funds being dedicated to transportation purposes.
- Assisted STA staff in **developing annual State Legislative Programs** for board adoption.
- Regularly **briefed the STA board's Executive Committee** via conference call meetings, and, **presented to the STA board** in person as requested, and provided regular **phone and email updates to STA staff** as needed.
- Wrote and provided to STA staff and board **monthly activity reports and summaries of significant legislative and fiscal developments**, reflecting our work in that period, as well as providing updates on the legislative and funding issues highlighted above.

ATTACHMENT B

State Legislative Advocacy Services 2015-2016 Scope of Work January 1, 2015 through December 31, 2016

The scope of work is a general guide to the work the Solano Transportation Authority (STA) expects to be performed by the state lobbyist, and is not a complete listing of all services that may be required.

1. Research and monitor transportation legislation that directly or indirectly affects STA and provide guidance as appropriate.
2. Research funding categories to identify alternative funding opportunities in support of STA's projects.
3. Consistently inform STA about relevant activities in the State arena.
4. Advise STA of the political and financial feasibility of the legislative platform and develop appropriate strategies in consultation with STA staff.
5. Submit monthly written updates to STA staff concerning progress of pertinent legislation.
6. Travel to Solano County as needed, with a minimum of two visits per year to meet with staff and make brief presentations to the STA Board. Participate frequently via teleconference with staff and the STA Executive Committee.
7. Participate in crafting itineraries, facilitating and attending annual meetings with the delegation, key Committee members and state agency staff in Sacramento and/or Solano legislative district offices. It is anticipated that STA Board and staff members will travel to Sacramento in February or March of each year to lobby the State delegation and state agency staff directly in support of STA's projects.
8. Prepare draft support/opposition letters, letters of request for assistance, all other materials needed to ensure the success of STA's goals and objectives.
9. Work closely with STA to develop a specific plan for face-to-face lobbying activities.
10. Represent STA in Sacramento in terms of communicating STA's legislative platform to the appropriate elected representatives, key Committee members, state agency staff and other entities as needed.
11. Establish and maintain effective and positive relationships with the Northern California legislative delegation, key Committee members and state agency staff to keep those offices focused regarding STA's agenda.

SolTrans Scope may include STA scope listed above as pertains to SolTrans, plus the following:

12. Establish a legislative program, priorities and strategies that support, protect and maximize SolTrans' ability to deliver and fund transportation services and programs.
13. Establish an outreach plan for Solano County elected officials in Sacramento to increase their awareness of the SolTrans organization and its legislative priorities.
14. Monitor and inform staff of legislative efforts of peer agencies and those of the California Transit Association that may impact or benefit SolTrans.

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DATE: October 8, 2014
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
Alan Glen, STA Project Manager
RE: Dixon West B Street Pedestrian Undercrossing - Contract Amendment
Construction Management Services

Background:

The City of Dixon's West B Street pedestrian crossing is located between N. Jackson Street and N. Jefferson Street in close proximity to Dixon's downtown, Anderson Elementary School and adjacent residential areas. Although there are three at-grade crossings connecting residents to Dixon's downtown, West B Street is the only Union Pacific Railroad (UPRR) approved crossing for pedestrians. UPRR granted an easement at West B Street and paved the crossing to allow pedestrian and bicycle access. The two other at-grade crossings accessing Dixon's downtown are at West A Street and First Street (SR 113). Both streets were granted easements across the railroad tracks for vehicles only and do not have sidewalks at this time.

The rail line accommodates 32 Capitol Corridor passenger trains and 6-12 daily freight trains that cross the West B Street pedestrian path on a daily basis. More than 300 pedestrian and bicyclists also use this facility on a daily basis. The majority of users are school children that cross the railroad tracks twice per day. The City of Dixon has developed a plan to underground the West B Street pedestrian crossing to address the current at-grade crossing safety issues.

The STA identified the City of Dixon's West B Street Undercrossing Project as priority project in the Solano Countywide Bicycle and Pedestrian Plans and the Solano Rail Crossing and Inventory Plan. In addition, the STA's Safe Routes to School Advisory Committee also recommended funding investments to support the West B Street Undercrossing Project. The West B Street Undercrossing Project will address safety concerns with the pedestrian/bicyclist conflicts with the trains. It will also potentially serve as access to the center of the rail tracks for Dixon's proposed passenger rail station.

In July 2011, the City of Dixon requested that STA take over implementation of this important project. As such, the City of Dixon City Council took the following actions at their July 26, 2011 meeting:

1. Adopted a Resolution finding the West B Street Undercrossing Project exempt from the California Environmental Quality Act.
2. Adopted a Resolution:
 - a. Authorizing the Interim City Manager to execute an agreement between the Solano Transportation Authority (STA) and the City of Dixon for design and construction of the West B Street Undercrossing Project. Subsequent to the City action, the City and STA have executed this Agreement defining roles and responsibilities of each agency (STA will be lead agency for delivery, Dixon will be "sponsoring agency") as well as clarifying the estimated project funding (see Funding below) and establishing the City's Local Match requirement.

Construction Status

Construction was awarded to RGW, Inc. in April 2013. Construction has progressed well. The Ribbon Cutting was held on August 18, 2014. As the project is being closed out, a punch list of items was provided to the contractor that has extended the completion time. In addition, a late design change was required to address a building code change for edge protection related to wheelchair use on the ramps. This requires a 2 inch flat bar be added above the curb to keep wheels from becoming stuck in the railing. The bars will be painted and installed in the next 7 to 10 days. The project closeout is anticipated by January 30, 2015.

Construction Management Services:

The STA has contracted with Parsons Brinckerhoff to advertise, award and administer the contract. PB has been very effective in working collaboratively with the contractor on several difficult change orders needed to complete the project within the available resources. PB's original scope and budget anticipated completion of the project by July 1st. STA did amend PB's contract in July in anticipation of project completion by September 1st. However, due to the design changes to address the newer American's with Disabilities Act (ADA) requirements, PB will need a second contract amendment to have the needed authorized budget to complete their construction management services. During the last several weeks, PB has been on site only on days when field work is going on to minimize the added budget needs.

Fiscal Impact:

The project is being funded by several sources. Funds are available for this increased contract authority.

Recommendation:

Authorize the Executive Director to amend contract with Parsons Brinckerhoff for an additional \$47,925 to complete construction management services needed during construction; as well as closeout the projects to allow for final invoicing to Caltrans.

Attachment:

- A. Letter from PB regarding contract amendment



3260 Lone Tree Way
Suite 104
Antioch, CA 94509
Main: +1-925-756-2381
FAX: +1-925-756-2385

www.pbworld.com

September 11, 2014

Alan P. Glen, P.E.
Project Manager
Quincy Engineering
11017 Cobblerock Drive, Suite 100
Rancho Cordova, CA 95670

**RE: City of Dixon West B Street Pedestrian and Bicycle Undercrossing
Construction Management Services
Request for Amendment
PB Project No: 12571A**

Dear Mr. Glen,

Confirming previous conversations, we respectfully request an amendment to our construction management services contract for subject project. Please see the attached cost to complete indicating the need for an additional \$42,025. We suggest adding a contingency of \$5,900 for an additional week of CM services in the event the Contractor does not complete as currently planned. The total amount requested is \$47,925.

This amendment is needed primarily because of recent deferred-time contact change orders that extended the contract completion date.

Very truly yours,
PARSONS BRINCKERHOFF, INC.

A handwritten signature in blue ink, appearing to read "James N. Simon".

James N. Simon
Project Manager / Assistant Vice President

Encl: Cost to Complete as of September 12, 2014

cc: Bart Littell
Elayne Navarette

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DATE: November 24, 2014
TO: STA Board
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 updated nexus fee analysis 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 as part of this request.

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.

The STA Technical Advisory Committee (TAC) reviewed and approved this item at their November 19, 2014 meeting. 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:

Approve the following:

1. Regional Transportation Impact Fee (RTIF) Supplemental Nexus Analysis for the Green Valley Overcrossing Project; and
2. Authorize the Executive Director to forward a letter to the County of Solano to amend the RTIF and PFF to include 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



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."

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The Economics of Land Use



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

Acknowledgements

Prepared for:

Solano County Board of Supervisors
and
Solano Transportation Authority

Prepared by:

Economic & Planning Systems, Inc. and
Fair & Pears

October 30, 2013

EPS #19016

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

The Transportation Trust



Acknowledgements

Prepared for:

Solano County Board of Supervisors
and
Solano Transportation Authority

Prepared by:

Economic & Planning Systems, Inc. and
Fehr & Peers

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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	\$21,682,771
#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) a	% of New Regional Vehicle Trips ¹ b	RTIF Cost Allocation = (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 Trip Rate ¹	% New Trips ²	DUE Calculation	Max. Fee 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 ²	DUE Calculation	Max. Fee Per Unit (see Table 12)
Residential	MFR Senior/Retirement Housing	0.39	100%	0.39	\$3,230
	2nd SFR Unit/Accessory Unit	0.54	100%	0.54	\$4,448
	Multi Family Residential (MFR)	0.62	100%	0.62	\$5,136
	Single Family Residential (SFR)	1.00	100%	1.00	\$8,282
Non-Residential	Warehouse/Distribution	0.16	55%	0.16	\$1,304
	Industrial	0.88	55%	0.88	\$7,101
	Hotels/Motels	0.81	50%	0.52	\$4,208
	General/Medical Office	1.48	75%	1.15	\$9,302
	Assembly/Uses	0.58	64%	0.38	\$3,075
	Service Commercial	0.58	51%	0.30	\$2,415
	Retail/Commercial	0.58	50%	0.30	\$2,415
	Health Care Facility	1.16	73%	0.86	\$6,974
	Day Care Facility	1.00	67%	0.72	\$5,818
	Private School	1.00	67%	0.72	\$5,818
Agricultural Uses	Riding Areas	1.50	64%	0.96	\$7,821
	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 unit is included in the development then that portion of the project is charged separately based on the rate shown for "2am".

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.

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

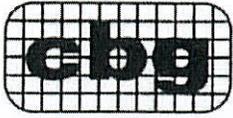
Project Name	Cost Estimate ¹
Benicia Industrial Park Multi-modal Transit Center	\$1,800,000
Dixon Multimodal Transportation Center	\$27,800,000
Fairfield Transportation Center, next phase	\$25,000,000
Fairfield/Vacaville Train Station, next phase ²	\$8,609,720
360 Project Area Transit Center	\$295,640
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.

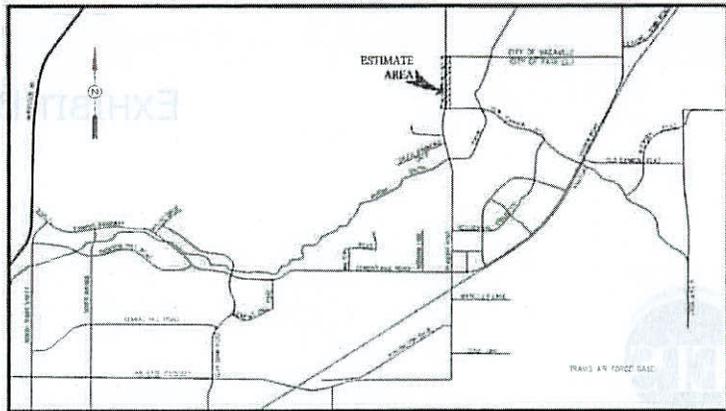
CIVIL ENGINEERS • SURVEYORS • PLANNERS

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

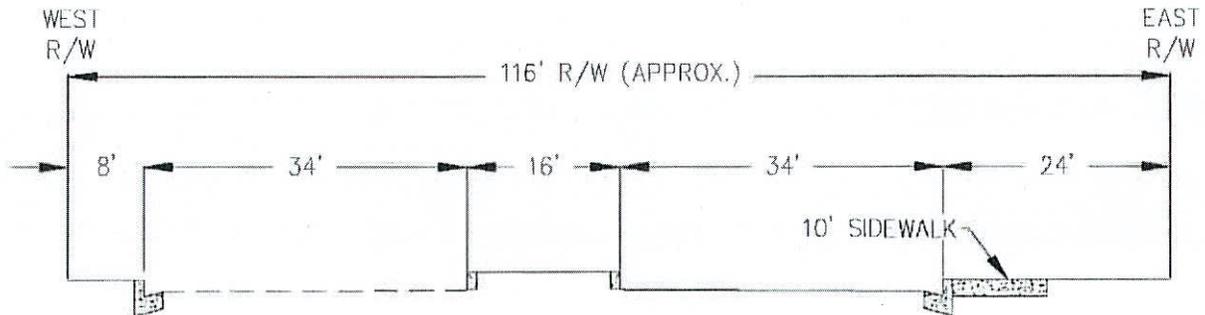
May 30, 2012
 Job No.: 1668-000

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



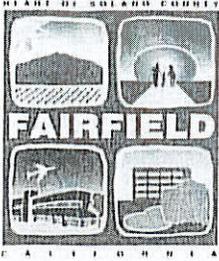
NEW CANON ROAD TO CITY LIMIT

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	\$ 20.00	\$ 3,500.00
2	Removal of Metal Beam Guard Rail	LF	378	\$ 18.00	\$ 6,804.00
3	Removal of Existing Fences	EA	18	\$ 500.00	\$ 9,000.00
4	Relocate Existing Fence	LF	114	\$ 14.00	\$ 1,596.00
5	Relocate Existing Sign Structure	EA	1	\$ 500.00	\$ 500.00
Subtotal					
6	Remove Thermoplastic Traffic Stripes	LF	2257	\$ 1.00	\$ 2,257.00
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	\$ 23.28	\$ 232.80
10	Type A Asphalt Concrete	Ton	1	\$ 232.80	\$ 232.80
11	Class 2 Aggregate Base	CY	1	\$ 184.917	\$ 184.917
12	Concrete Sidewalk	LF	10.00	\$ 250.000	\$ 2,500.00
13	Curb and Gutter	LF	50.00	\$ 17.180	\$ 859.00
14	Driveway	EA	12	\$ 30.000	\$ 360.00
15	Curb Ramp	EA	27	\$ 200.000	\$ 5,400.00
16	Thermoplastic Traffic Stripes	LF	1750	\$ 1.00	\$ 1,750.00
17	Thermoplastic Pavement Markings	BF	1003	\$ 10.450	\$ 10,480.35
18	Roadside Signs	EA	40	\$ 27.500	\$ 1,100.00
19	Storm Drain Pile & Accessories	EA	1	\$ 300.000	\$ 300.00
20	Storm Drain Inlet	EA	1	\$ 30.000	\$ 30.00
21	Street Lights and Full Boxes	EA	1	\$ 100.000	\$ 100.00
22	Metal Beam Guard Rail	LF	17.00	\$ 48.000	\$ 816.00
Subtotal					
23	Traffic Signal (New)	EA	1	\$ 1,500,000.00	\$ 1,500,000.00
Subtotal					
24	Relocate Utility Pole	EA	7	\$ 3,000.00	\$ 21,000.00
25	Remove Light Pole	EA	6	\$ 2,000.00	\$ 12,000.00
26	Adjust Utility Pole	EA	28	\$ 300.00	\$ 8,400.00
Subtotal					
27	Bridge	BF	2500	\$ 1,700.00	\$ 4,250,000.00
Subtotal					
28	Additional miscellaneous items	EA	150	\$ 98.00	\$ 14,700.00
29	Additional miscellaneous items	EA	1	\$ 1,000,000.00	\$ 1,000,000.00
30	Relocate Existing Curb & Cantilevered Lights	EA	7	\$ 27,800.00	\$ 194,600.00
31	Relocate Existing Curb & Cantilevered Lights	EA	1	\$ 27,800.00	\$ 27,800.00
32	Relocate Existing Curb & Cantilevered Lights	EA	1	\$ 30,000.00	\$ 30,000.00
33	Minor Curb & Full Improvements	CY	12	\$ 780.00	\$ 9,360.00
Subtotal					
34	Developed (landscaping, sidewalk, concrete)	BF	23070	\$ 12.00	\$ 276,840.00
35	Undeveloped	BF	67457	\$ 6.00	\$ 404,742.00
Subtotal					
36	Environmental Mitigation	EA	1	\$ 50,000.00	\$ 50,000.00
Subtotal					
Contingency (10%)					
Subtotal					
37	Professional Contingency	EA	1	\$ 2,693,448.01	\$ 2,693,448.01
38	Public Review Assessment & Permit Review	EA	1	\$ 1,301,112.50	\$ 1,301,112.50
39	Public Review Assessments & Estimate	EA	1	\$ 1,862,628.78	\$ 1,862,628.78
40	Construction Management Support	EA	1	\$ 850,000.00	\$ 850,000.00
41	Right of Way Acquisition Support	EA	1	\$ 650,000.00	\$ 650,000.00
Subtotal					
Contingency (10%)					
Subtotal					
Total Project Cost					



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: 

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	Piping	1	LS	\$10,000.00	\$10,000.00
5	AC (5")	520	TON	\$125.00	\$65,000.00
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				\$1,023,324.00



**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 24, 2014
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: STA's Annual Audit for Fiscal Year (FY) 2013-14

Background:

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

Vavrinek, Trine, Day (VTD) & Co, LLP, a Certified Public Accountant (CPA) firm from Palo Alto, California, is the auditing firm retained by the STA to perform the STA's annual financial reviews and funding compliance, appraise STA's accounting internal controls, and issue Single Audit Reports. VTD has extensive experience in conducting governmental audits with concentration in transit program and activities in accordance with Government Auditing Standards Board (GASB), the provisions of the Single Audit Act Amendments of 1996, and the OMB Circular A-133.

Discussion:

In October 2014, Vavrinek, Trine, Day & Co, LLP performed their fifth annual financial review, funding compliance, and internal controls audit for STA. Their audit evaluation resulted of a thoroughly-prepared audit process noting no matters involving internal control over financial reporting and its operation to be considered of any material weaknesses. The audit report is formatted to reflect GASB reporting requirements and compliance.

VTD CPA issued STA's Basic Financial Statements and Single Audit for FY 2013-14 reflected an overall financial position with no reportable deficiencies or material weakness that will adversely affect STA's primary missions. The audit did not disclose any reportable findings or questions in accordance with GASB 34 and OMB Circular A-133. In addition, VTD is preparing to update the audit report format in compliance to the additional requirement of GASB 68 which are due to be included in the annual audit in FY 2014-15.

The annual audit for FY 2013-14 is the ninth consecutive fiscal year STA has received an unqualified audit report. This fiscal and administrative requirement is sufficient to ensure that STA funds are used in compliance with all applicable Federal statutory and regulatory provisions, and costs were reasonable and necessary for operating its programs.

Fiscal Impact:

None

Recommendation:

Receive and file STA's Annual Audit for FY 2013-14.

Attachment:

- A. Solano Transportation Authority Basic Financial Statements for the Year Ended June 30, 2014. (Copies have been provided to the STA Board Members under separate enclosure. Copies are available upon request by contacting the STA office at (707) 424-6075.)

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DATE: December 3, 2014
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Authorization for Sale of Surplus Property

Background:

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

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

Discussion:

On October 8, 2014, pursuant to Government Code section 25363 et seq., the Board adopted a Resolution of Intention to sell the Property at the minimum bid amount of \$1,142,000, and set December 2, 2014, as the date to conduct a public and open receipt of bid packages for the consideration to purchase the surplus property.

Pursuant to California Government Code section 6061, a Notice of Adoption of a Resolution of Intention to sell STA owned surplus real property was published in the Daily Republic, a newspaper of general circulation published in the county.

Bid submittal packages and instructions were made available to all interested parties and were required to be submitted to the STA office at One Harbor Center, Suite 130, Suisun City, CA until 2:00 p.m. on Tuesday, December 2, 2014. Staff received and opened the sole sealed bid from Pacific Coast Supply, LLC.

Staff recommends the Board approve STA Resolution No. 2014-29 authorizing the Executive Director to execute the Purchase & Sale Agreement and Grant Deed for the sale of the property to Pacific Coast Supply, LLC in the amount of \$1,142,000, as the highest responsible bidder. A 4/5 vote is required for approval (7 of 8 Board Members).

Fiscal Impact:

Since the parcel was acquired with Bridge Toll Funds through the R/W phase of the I-80/I-680/SR12 Interchange – Initial Construction Project, the proceeds will be used to complete remaining tasks within the R/W phase of this project.

Recommendation:

Adopt STA Resolution No. 2014-29 authorizing the sale of the remainder of the former Green Valley Middle School site to Pacific Coast Supply, LLC as the highest responsible bidder, in accordance with the attached Purchase and Sale Agreement, for the purchase price of \$1,142,000 (4/5th vote required).

Attachments:

- A. STA Resolution No. 2014-29 authorizing the sale of a portion of Assessor's Parcel Number 0044-080-070
- B. Purchase and Sale Agreement
- C. Grant Deed

STA RESOLUTION NO. 2014-29

RESOLUTION AUTHORIZING THE SALE OF STA-OWNED REAL PROPERTY SURPLUS TO THE NEEDS OF THE SOLANO TRANSPORTATION AUTHORITY (A PORTION OF ASSESSOR'S PARCEL NUMBER 0044-080-070)

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

WHEREAS, on October 8, 2014, the STA Board of Directors adopted Resolution No. 2014-26 declaring the Property as surplus to the needs of the STA and setting December 2, 2014 as the noticed, published hearing date to consider selling the Property to the highest responsible bidder; and

WHEREAS, the Property is no longer required for STA use and there is no present or contemplated use that would preclude the STA from selling the Property for sale to the highest responsible bidder; and

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

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

RESOLVED, the Board of the Solano Transportation Authority authorizes the Executive Director to execute a purchase and sale agreement and grant deed to complete the sale of the Property to Pacific Coast Supply, LLC, as the highest responsible bidder for \$1,142,000, and take all other steps necessary to effectuate the intent of this action.

Osby Davis, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10th day of December 2014, by the following vote:

AYES:
NOS:
ABSENT:
ABSTAINED:

ATTEST:
Johanna Masielat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 10th day of December 2014.

Daryl K. Halls, Executive Director
Solano Transportation Authority

EXHIBIT "A"

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

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

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

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

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

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

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

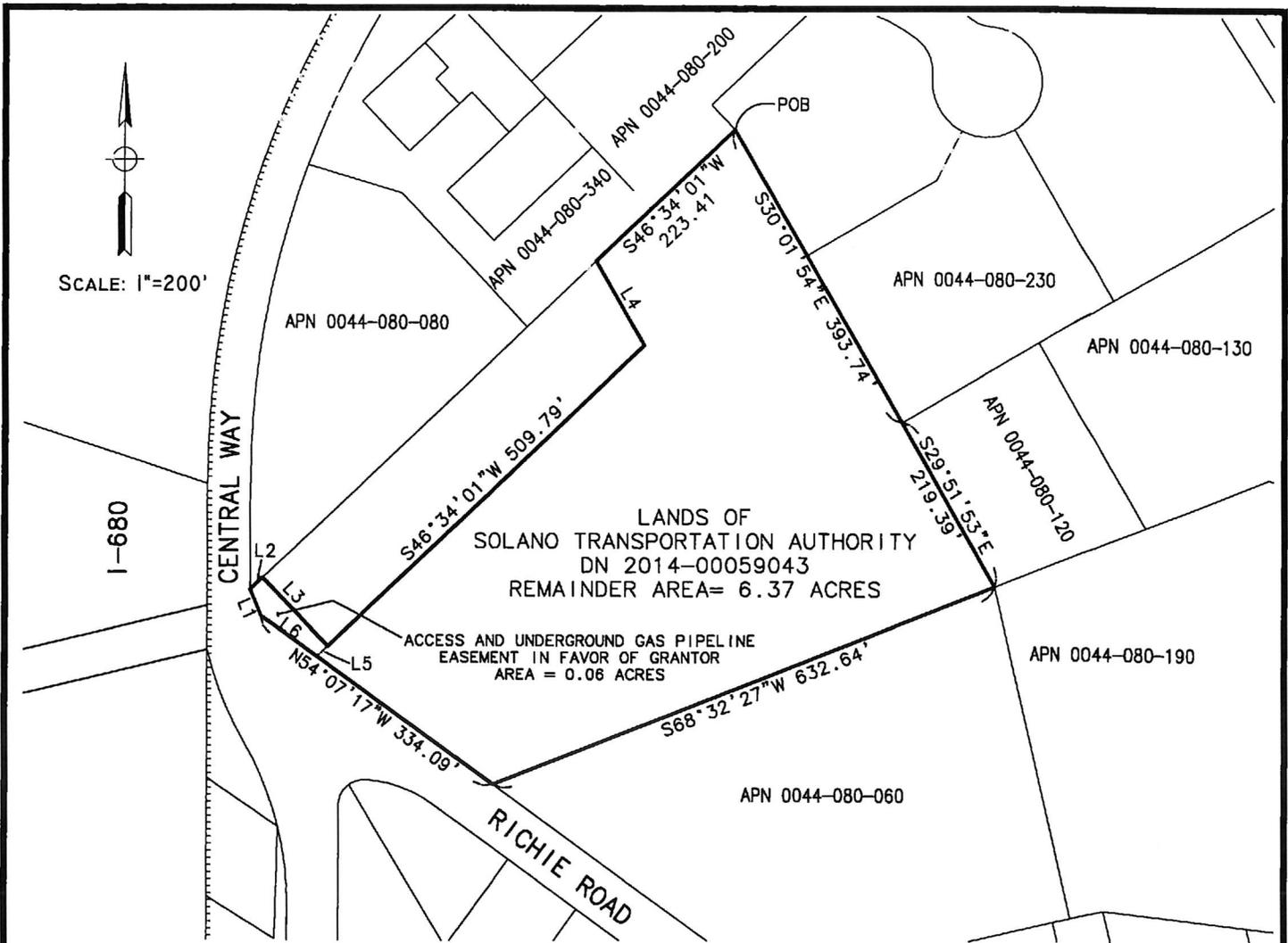
Bearings used in the above description are based upon the California Coordinate System of 1983, Zone 2, CA-HPGN, Epoch 1991.30, Multiply grid distances shown above by 0.9999714 to obtain ground distances.

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

August 26, 2014
Date

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





LANDS OF
 SOLANO TRANSPORTATION AUTHORITY
 DN 2014-00059043
 REMAINDER AREA= 6.37 ACRES

ACCESS AND UNDERGROUND GAS PIPELINE
 EASEMENT IN FAVOR OF GRANTOR
 AREA = 0.06 ACRES

LEGEND

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

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



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

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

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

Recitals

- A. Seller is the owner of certain unimproved real property located in the City of Fairfield ("City"), County of Solano ("County"), State of California ("State"), as more particularly described on Exhibit A attached to this Agreement as a portion of Assessor's Parcel No. 0044-080-070.
- B. On the terms, conditions and provisions set forth in this Agreement, Buyer desires to purchase, and Seller desires to sell to Buyer, the above listed parcel (the "Property"). Seller no longer requires the Property for future public use. Buyer and Seller have entered into this Agreement voluntarily as a negotiated transaction for the Buyer to acquire and for the Seller to sell the Property.

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

Agreement

1. **Purchase and Sale.** Seller agrees to sell to Buyer, and Buyer agrees to purchase from Seller, the Property on the terms and subject to the conditions set forth in this Agreement. The "Effective Date" of this Agreement shall be the date of the last party to execute this Agreement.
2. **Purchase Price.** The purchase price ("Purchase Price") for the Property shall be One Million One Hundred Forty-Two Thousand dollars (\$1,142,000).
3. **Escrow.**

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

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

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

Records of the County. The Close of Escrow shall occur on or before January 16, 2015 unless extended by the mutual written consent of the parties.

4. Payment of Purchase Price: The Purchase Price shall be payable as follows:

- (a) Deposit: Buyer has submitted, with this Agreement to Seller, a Good Faith Deposit ("Deposit"), in the form of a cashier's check, in the amount of One Hundred Twenty Thousand dollars (\$120,000), which shall be deposited with Escrow Holder within three (3) business days after the Effective Date. The Deposit shall become non-refundable to Buyer upon Buyer's delivery to Seller of the Contingency Period Notice as defined in 7(a)(ii) below accepting all conditions of the Property and waiving all contingencies.
- (b) Balance of Purchase Price: At least three (3) business days prior to Close of Escrow, Buyer shall deposit with Escrow Holder the balance of the Purchase Price, in immediately available funds, which shall be paid to Seller at Close of Escrow.

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

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

7. Conditions to Close of Escrow.

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

(i) Title. Pursuant to the terms and conditions of this subsection, Buyer shall have the right to approve any and all matters of and exceptions to title of the Property, as disclosed by the following documents and instruments (collectively, "Title Documents"): (A) a Preliminary Report issued by Escrow Holder with respect to the Property; and (B) legible copies of all documents referred to in such Preliminary Report. Seller shall use its best efforts to deliver the Title Documents to Buyer within five (5) business days following the Effective Date. Buyer shall have fifteen (15) calendar days following receipt of the Title Documents to give Seller and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

11. Prorrations.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TO SELLER:

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

TO BUYER:

Pacific Coast Supply, LLC
4290 Roseville Rd.
North Highlands, CA 95660
Attn.: Curt J. Gomes
(916) 971-2359
Curt.Gomes@paccoast.com

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

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

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

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

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

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

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

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

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

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

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

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

SELLER:

SOLANO TRANSPORTATION AUTHORITY

By: _____
Name: _____
Title: _____

Date: _____, 2014

BUYER

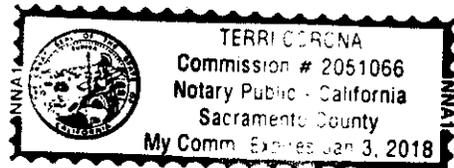
PACIFIC COAST SUPPLY, LLC, a Nevada Limited Liability Company

By: _____
Name: *Alan Coepner*
Title: *Chief Financial Officer*

Date: *12-3-2014*, 2014

APPROVED AS TO FORM:

By: _____
STA Legal Counsel



see attached

EXHIBIT A

Legal Description

[To be inserted]

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California

County of Sacramento }

On 12/3/14 before me, Teri Corona
Date Here Insert Name and Title of the Officer

personally appeared Lisa J. Hoepfner
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature: Teri Corona
Signature of Notary Public

Place Notary Seal and/or Stamp Above

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of Attached Document

Title or Type of Document: Agreement of Purchase & Sale

Document Date: 12/3/14 Number of Pages: 12

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

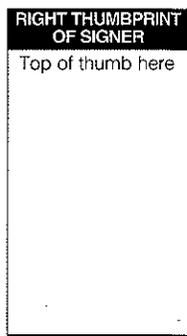
Signer's Name: Lisa Hoepfner Signer's Name: _____

Corporate Officer — Title(s): CFO Corporate Officer — Title(s): _____

- Individual
- Partner — Limited General
- Attorney in Fact
- Trustee
- Guardian or Conservator
- Other: _____



- Individual
- Partner — Limited General
- Attorney in Fact
- Trustee
- Guardian or Conservator
- Other: _____



Signer Is Representing: Pacific Coast Supply

Signer Is Representing: _____

Recorded at the request of:
Pacific Coast Supply, LLC

Return to:
Pacific Coast Supply, LLC
4290 Roseville Road
North Highlands, CA 95660
Attention: Curt J. Gomes

Portion of APN: 0044-080-070
Title Co. Order No. 54606-1315327-14

GRANT DEED

For Value Received, receipt of which is hereby acknowledged, **SOLANO TRANSPORTATION AUTHORITY**, a joint powers authority, hereinafter called Grantor

GRANT(S) to **PACIFIC COAST SUPPLY, LLC**, hereinafter called Grantee

the following described real property situated in the City of Fairfield, County of Solano, State of California, and are described as follows:

FOR DESCRIPTION SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF.

Reserving unto Grantor, the right at any time, and from time to time, to excavate for, install, replace, maintain and use such pipe lines (of the initial or any other size) as Grantor shall from time to time elect for conveying gas, with necessary and proper valves and other appliances and fittings, and devices for controlling electrolysis for use in connection with said pipe lines, and such underground wires, cables, conduits, appliances, fixtures and appurtenances, as Grantor shall from time to time elect for communication purposes, together with adequate protection therefor, and also a right of way, within the reservation area described in Exhibit "A".

Grantor further reserves:

(a) the right of ingress to and egress from said reservation area over and across said lands by means of roads and lanes thereon, if such there be, otherwise by such route or routes as shall occasion the least practicable damage and inconvenience to Grantee, provided, that such right of ingress and egress shall not extend to any portion of said lands which is isolated from said reservation area by any public road or highway, now crossing or hereafter crossing said lands;

(b) the right, from time to time, to trim or to cut down any and all trees and brush now or hereafter within said reservation area, and shall have the further right, from time to time, to trim and cut down trees and brush along each side of said reservation area which now or hereafter in the opinion of Grantor may interfere with or be a hazard to the facilities installed hereunder, or as Grantor deems necessary to comply with applicable state or federal regulations;

(c) the right to install, maintain and use gates in all fences which now cross or shall hereafter cross said reservation area; and

(d) the right to mark the location of said reservation area by suitable markers set in the ground; provided that said markers shall be placed in fences or other locations which will not interfere with any reasonable use Grantee shall make of said reservation area.

Grantor hereby covenants and agrees:

(a) not to fence said reservation area;

(b) to promptly backfill any excavations made by it on said reservation area and repair any damage it shall do to Grantee's private roads or lanes on said lands; and

(c) to indemnify Grantee against any loss and damage which shall be caused by any wrongful or negligent act or omission of Grantor or of its agents or employees in the course of their employment, provided, however, that this indemnity shall not extend to that portion of such loss or damage that shall have been caused by Grantee's comparative negligence or willful misconduct.

Grantee reserves the right to use said reservation area for purposes which will not interfere with Grantor's full enjoyment of the rights hereby granted; provided that Grantee shall not erect or construct any building or other structure, or drill or operate any well, or construct any reservoir or other obstruction within said reservation area, or plant any trees or vines, or construct associated supporting structures, within ten feet of the centerline(s) of the pipeline(s), or diminish or substantially add to the ground cover over said facilities, or construct any fences that will interfere with the maintenance and operation of said facilities.

The provisions hereof shall inure to the benefit of and bind the successors and assigns of the respective parties hereto, and all covenants shall apply to and run with the land.

GRANTOR – SOLANO TRANSPORTATION AUTHORITY

Date _____

Darryl K. Halls

Title: Executive Director

ATTACH APPROPRIATE ACKNOWLEDGMENT

G:\realprop\STA 180 - I680 Corridor\Surplus property\DE.01 to PCSLLC.doc



DATE: November 18, 2014
TO: STA Board
FROM: Jim McElroy, McElroy Transit – Project Manager
RE: Intercity Transit Corridor Study – Public Input Process, Selection of Preferred Service Alternative, and Authorization of Initiation of Phase 2 of Study

Background:

During the past 18 months, the STA has undergone an extensive process to evaluate and revise Solano County’s regional transit network. This is the first comprehensive analysis and proposed modification to the current intercity transit service, collectively marketed as Solano Express, since 2004. The current seven routes comprising SolanoExpress Intercity Service were implemented and funded based on this 2004 Study completed by STA. The intermediate result is a draft document I-80/I-680/I-780/State Route 12 Transit Corridor, Final Study. 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. SolTrans staff conveyed support for the study going forward and FAST staff raised some concerns and requested some modifications to the three options being evaluated. 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.

Subsequently, 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 begin implementation and public outreach regarding the recommended alternative (option B). Transit staff from City of Fairfield continued to express a variety of concerns; and, the Consortium split its vote on whether to act on the recommendation to proceed forward with Service Option B. (4 Ayes and 4 Abstentions)

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. Based on this meeting, 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 the importance of a public review process. The STA Executive Director responded to the City Manager’s letter (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 a much more 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 overall 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 discussed 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. Concurrently, 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.

The spreadsheet of responses to the Fairfield concerns (included in Attachment D) has since been updated (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 directed the consultant team to 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 STA Board meeting in 2013, Board members raised the option 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 Board discussion (Attachment G). If established by the STA Board, the committee could 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. At the November Consortium meeting, SolTrans staff asked about the purpose of the Advisory Committee, the amount of staff work required, and that the topic be brought back to the Consortium for future discussion.

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 and the consultant team 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 and more specific analysis of the recommended service alternative, including proposed service schedules and routes. Service

Option B has been assessed by the Study's consultant to most closely align with the Study's performance criteria. An extensive public input process 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.

At their November 18th meeting, the Consortium discussed and approved each recommendation as follows:

1. Select Alternative B – BART-like Trunk System as the preferred service alternative for the Solano intercity transit system;
(5 Ayes, 2 Abstention (FAST and Solano County), 1 Absent (Vacaville City Coach))
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;
(5 Ayes, 2 Abstention (FAST and Solano County), 1 Absent (Vacaville City Coach))
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;
(5 Ayes, 2 Abstention (FAST and Solano County), 1 Absent (Vacaville City Coach))
4. Approve the public review and input process for Phase 2 as described in Attachment F; and
(7 Ayes, 1 Absent (Vacaville City Coach))
5. Establish a SolanoExpress Intercity Transit Advisory Committee as described in Attachment G.
(At the request of SolTrans, this item was tabled to allow more time for staff to review and discuss at their next Consortium meeting in December).

At the STA TAC of November 19th, STA staff and consultant briefed the TAC members regarding the service proposal and the Consortium discussion the day before. Steve Hartwig (Vacaville) suggested to modify the recommendations as shown below in ~~strike through~~ **bold and italics**.

1. ~~Select Alternative B – BART-like Trunk System as the preferred service alternative for the Solano intercity transit system~~ ***Approve the public review and input process for Phase 2 as specified:***
 - a. ***Forward the Phase 1 results to each of the affected Cities and the County including the three service options assessed and Option B as the service option recommended for Phase 2;***
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.~~

The STA TAC approved the amendments with 6 voting ayes (Benicia, Dixon, Solano County, Suisun City, Vacaville, and Vallejo) and 2 absent (Fairfield and Rio Vista).

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:

Approve the following:

1. Approve the public review and input process for Phase 2 as specified:
 - a. Forward the Phase 1 results to each of the affected Cities and the County including the three service options assessed and Option B as the service option recommended for Phase 2;
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; and
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.

Attachments:

- A. Copy of 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. Draft I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Final Study
(This attachment has been provided under separate cover.)



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.

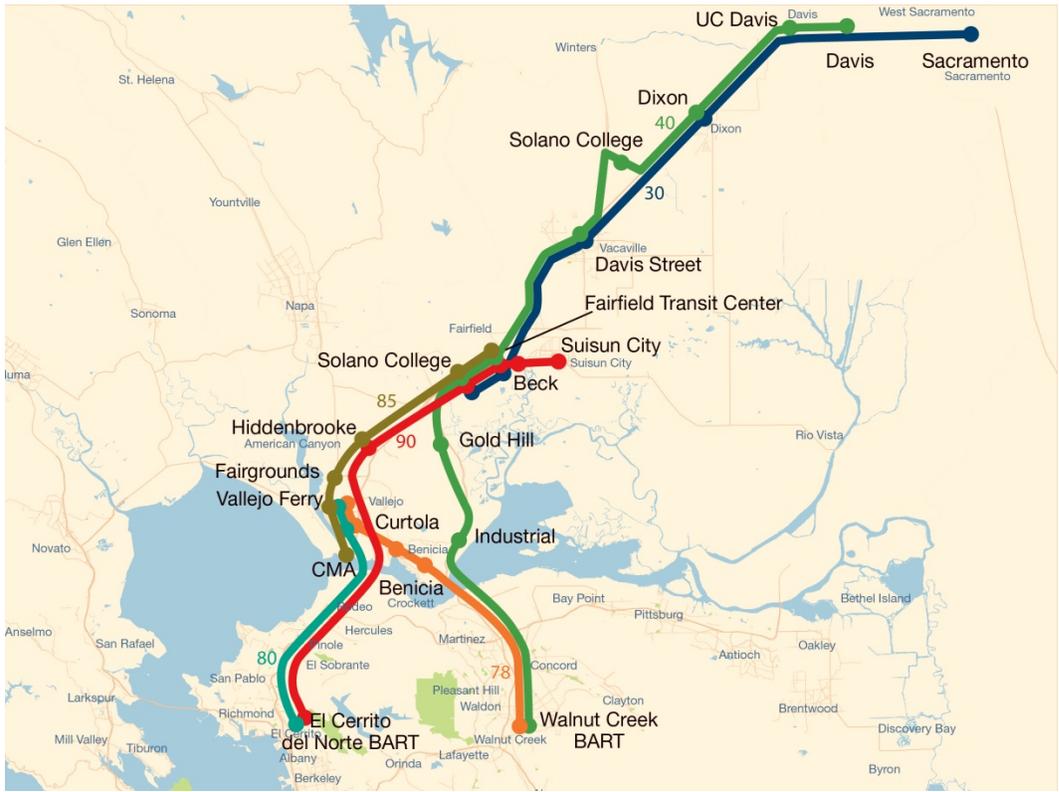


Figure 1: Alternative A – Modest Change

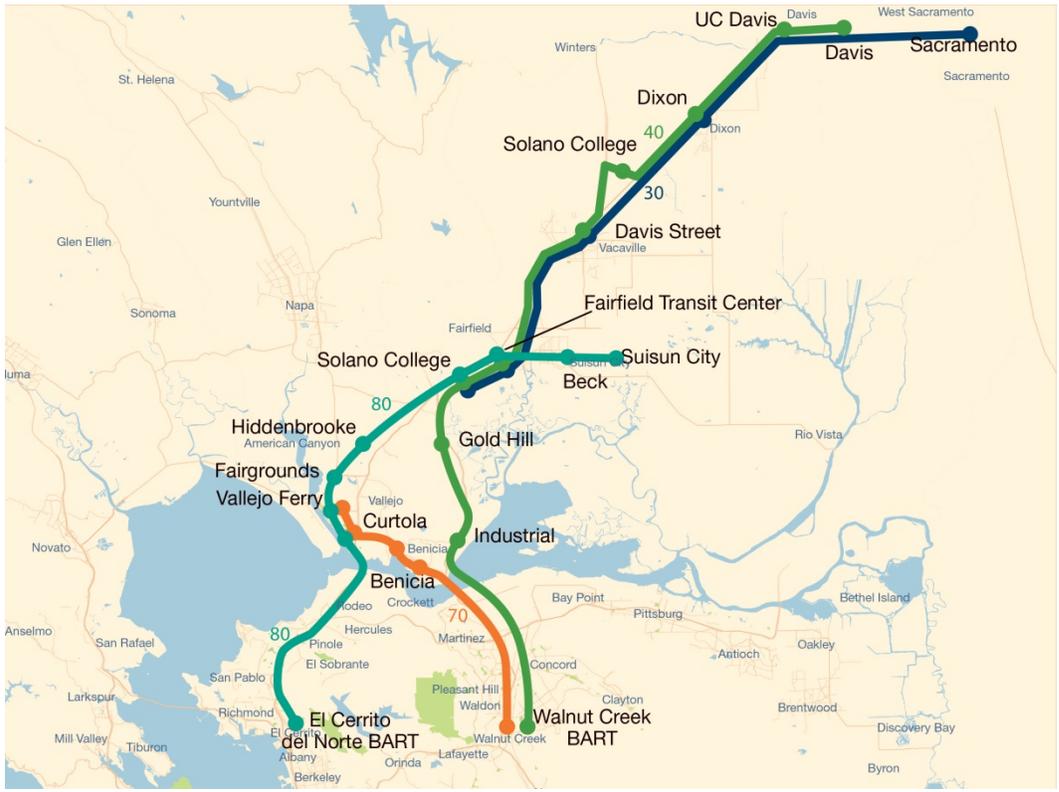


Figure 2: Alternative B – BART-Like Trunk System

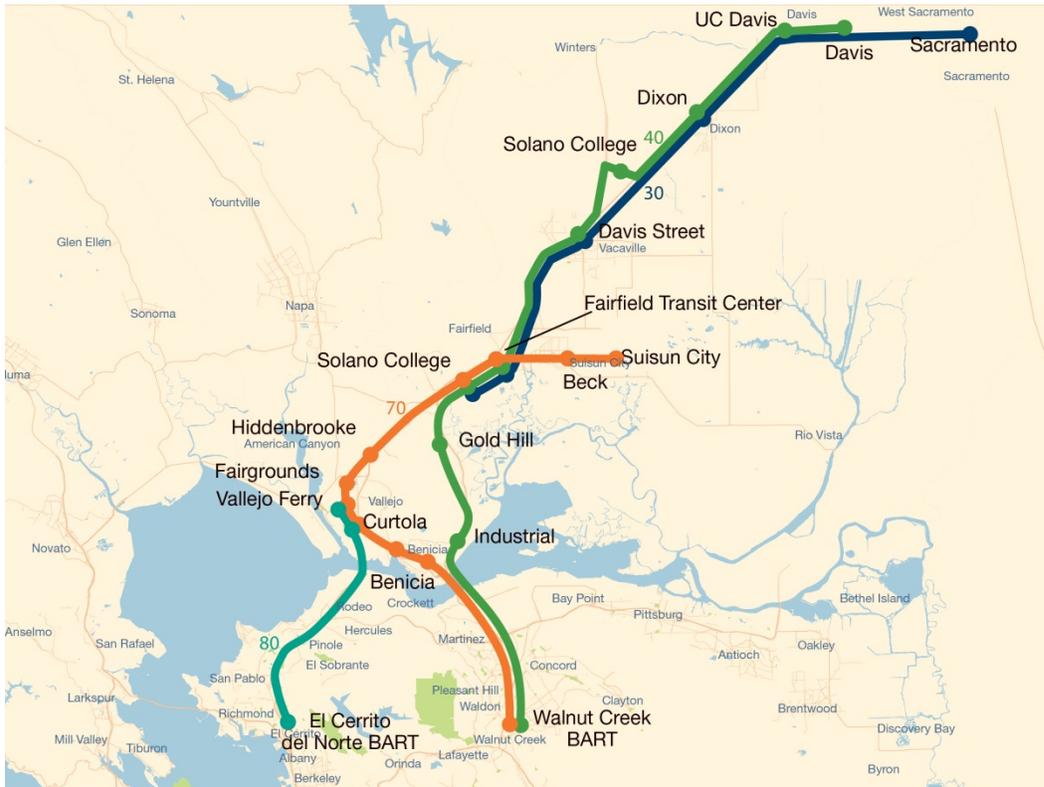


Figure 3: Alternative C - Alternative Trunk System

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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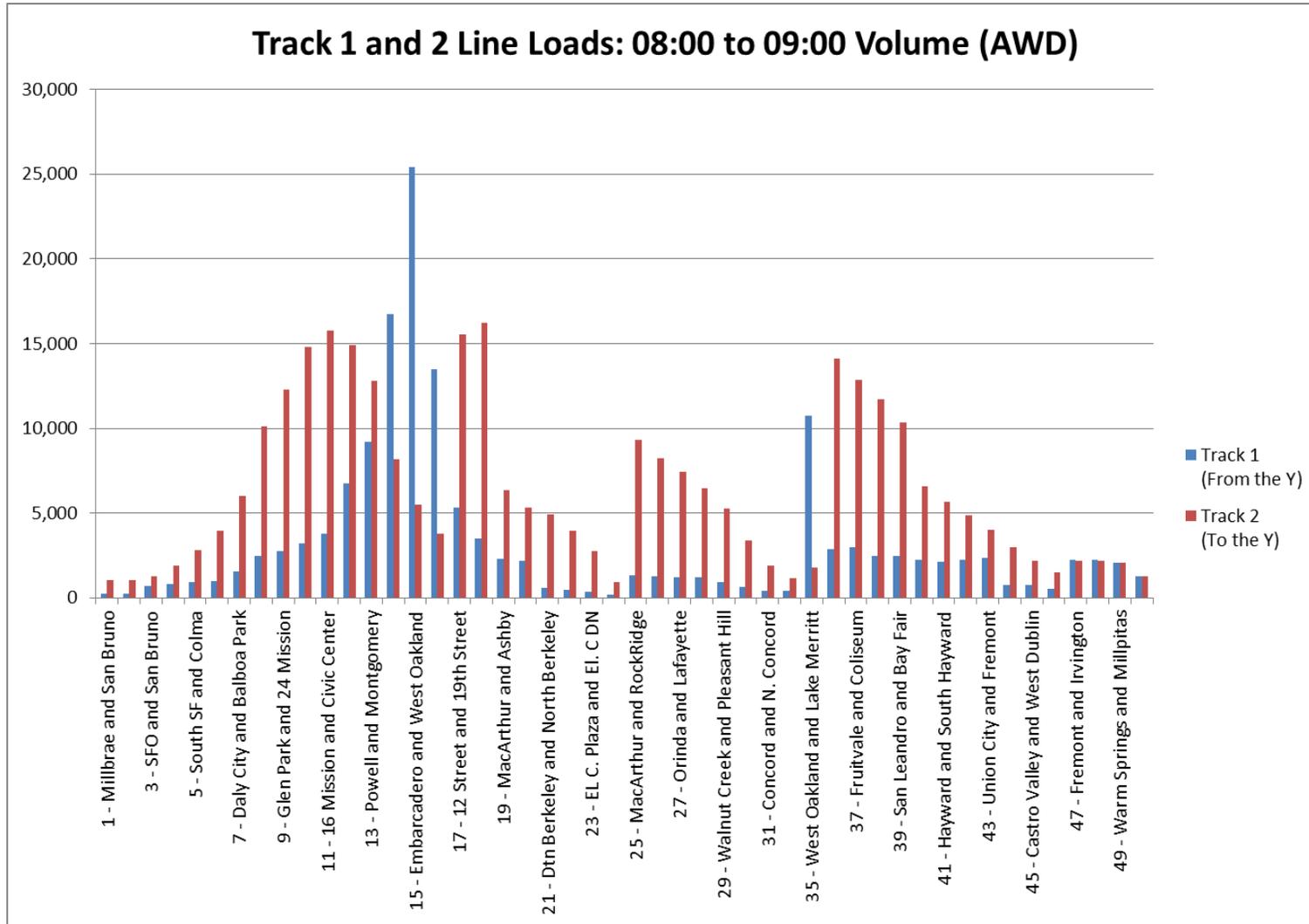


Figure 1: BART Line Loads 2012

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



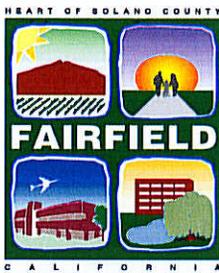
Daryl K. Halls
Executive Director

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



Mr. Daryl Halls
Executive Director
Solano Transportation Authority
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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.

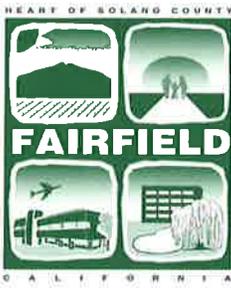
Sincerely



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

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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

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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	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. 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.
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, 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.
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 (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.
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.
16	Wants the public to help guide the vision for the service	Agreed. Public input expected to begin in January 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	Agreed. Public input expected to begin in January 2015.

Listing of Fairfield PW Comments

	<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

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DATE: November 21, 2014
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA's 2015 Legislative Priorities and Platform

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation 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. At the October Board meeting, the STA Board approved the distribution of the draft document for review and comment, with a few additions which were incorporated into this Final Draft. No comments were received from the public. The STA Technical Advisory Committee (TAC) and Transit Consortium reviewed the Final Draft 2015 Legislative Platform and Priorities (Attachment C) at the TAC and Consortium meetings in November. Both committees approved a recommendation to forward the platform to the STA Board for approval.

The TAC requested the inclusion of a platform addressing ADA (Americans with Disabilities Act) requirements as they relate to street maintenance. Staff and our legislative lobbyists are researching the subject and will bring this proposal as an amendment at a future meeting.

STA staff hosted STA's state legislative advocates (Matt Robinson and Josh Shaw of Shaw/Yoder/Antwih, Inc.) for a project briefing and tour on November 20th. Matt and Josh are 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:

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

December 10, 2014

TO: Board of Directors, Solano Transportation Authority

FM: Joshua W. Shaw, Partner
 Matt Robinson, Legislative Advocate
 Shaw / Yoder / Antwih, Inc.

RE: STATE LEGISLATIVE UPDATE – December 2014

The November 4th statewide election is expected to result in Democrats holding all statewide offices and a loss of the Democratic supermajorities in the State Legislature.

These election results can be attributed to the reforms to the state's electoral process with the change to the "top two" primary and low voter turnout. These changes are particularly noticeable in the state legislative races.

According to the Secretary of State's office, there remain over 150,000 ballots left to sort and count throughout California. State law required county elections officials to report their final results to the Secretary of State by December 5th. The Secretary of State then has until December 12th to certify the results of the election.

CONSTITUTIONAL OFFICERS

There were no major surprises nor changes in these races as Democrats continue to hold all statewide constitutional offices.

Governor: Jerry Brown (D) vs. Neal Kashkari (R)

Jerry Brown was re-elected to his final term allowable under Term Limits.

Lt. Governor: Gavin Newsom (D) vs. Ron Nehring (R)

Gavin Newsom was re-elected to his second term as Lieutenant Governor.

Secretary of State: Alex Padilla (D) vs. Pete Peterson (R)

State Senator Alex Padilla elected defeated Republican Pete Peterson to become the state's first Latino Secretary of State.

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

Controller: Betty Yee (D) vs. Ashley Swarengin (R)

Current state Board of Equalization Member Betty Yee was elected controller defeating Ashley Swarengin, Mayor of the City of Fresno.

Treasurer: John Chiang (D) vs. Greg Conlon (R)

Current state Controller John Chiang was elected state Treasurer

Attorney General: Kamala Harris (D) vs. Ronald Gold (R)

Incumbent Kamala Harris wins re-election.

Insurance Commissioner: Dave Jones (D) vs. Ted Gaines (R)

Incumbent Dave Jones wins re-election.

Superintendent of Public Instruction: Tom Torlakson (D) vs. Marshall Tuck (D)

In the most contested and closely watched statewide race, incumbent Tom Torlakson edged out a victory over school reform candidate Marshall Tuck.

STATEWIDE BALLOT MEASURES

With the current drought and recent state budget cuts in mind, California’s voters passed two measures championed by Governor Brown: Prop 1, a \$7.1 billion water bond for water quality, supply, treatment and storage projects; and Prop 2, which establishes a budget stabilization account measure or “rainy day fund” to require the state to save money and pay down its debts faster.

Proposition 1: Water Bond: PASS: 67.1% Yes to 32.9% No

Proposition 2: Budget Stabilization Account: PASS: 69.2% Yes to 30.8% No

Proposition 45: Healthcare Insurance Rate Changes: FAIL: 40.7% Yes to 59.3% No

Proposition 46: Doctor Drug Testing, Lifting of cap on medical malpractice damages: FAIL 32.8% Yes to 67.2% No

Proposition 47: Criminal Sentence Reductions: PASS 59.0% Yes to 41.0% No

Proposition 48: Referendum to repeal Indian Gaming Compacts: FAIL 39.0% Yes to 61.0% No

STATE LEGISLATURE

Democrats continue to hold dominant majorities in each house of the Legislature, although this election stymied each house's effort to secure a supermajority (2/3), which is required to enact taxes and certain fees. We expect both houses of the Legislature to start appointing committee chairs later this month in to early January.

State Assembly:

In the 2013-2014, legislative session the Assembly Democratic Caucus had enjoyed a supermajority. The Assembly was composed of 55 Democrats, 24 Republicans and there was one vacancy due to the election of Assembly Member Mike Morrell to the State Senate. Going into the election this Fall, all 80 Assembly seats were up for re-election, with a handful that were vulnerable. Assembly Democrats picked up one open seat in the 44th Assembly District (won by Democrat Jacqui Irwin, this seat was most recently held by outgoing Republican Assembly Member Jeff Gorrell), but they lost another open seat in the San Francisco Bay Area, the 16th Assembly District (formerly held by Democratic Assembly Member Joan Buchanan, this seat was picked up by Republican Catherine Baker).

Unfortunately for the Democratic leadership, 3 Democratic incumbents lost their seats to Republican challengers:

- AD 36 (Northern Los Angeles County): Incumbent Steve Fox lost to Republican challenger Tom Lackey
- AD 65 (Orange County): Incumbent Sharon Quirk-Silva lost to Republican Challenger Young Kim
- AD 66 (South Bay region of Los Angeles): Incumbent Al Muratsuchi lost to Republican challenger David Hadley

The incumbents who lost these seats were all elected in the presidential election of 2012, when there was a higher turnout amongst Democratic voters. Low turnout in this election seems to have been detrimental to the re-election of these incumbents.

When the Assembly convenes for the 2014-2015 legislative session in December, 52 Democratic members and 28 Republican members will be sworn in. Democrats will retain control of the house, but not with the supermajority they enjoyed in the last session.

State Senate:

The 2013-2014 was not an easy one for the Democratic caucus of the State Senate. Three of its members were suspended. Two senators, Ron Calderon and Leland Yee saw Federal indictments on a number of charges including public corruption and, Rod Wright, was convicted on felony counts of perjury and voting fraud. Wright eventually resigned once he was found guilty and sentenced. These suspensions reduced the initial supermajority of 27 Democratic active and voting Senators down to 24 for most of the legislative session, hindering the passage of several bills that required a 2/3 vote.

The election saw the twenty even-numbered Senate Districts up for election. The Senate Democrats saw the loss of one seat, the 34th Senate District in Orange County. That seat had been held by outgoing Democratic Senator Lou Correa. Former democratic Assembly Member Jose Solorio ran against Republican challenger Orange County Supervisor Janet Nguyen. Nguyen picked up that seat handily, besting Solorio by 17% percentage points.

When the State Senate convenes in December for the 2014-2015 legislative session, there will be 25 Democratic Senators (including 8 who are newly elected to the Senate), 14 Republican Senators (including 2 newly elected) and 1 vacancy. The vacancy is due to the resignation of Senator Rod Wright. Governor Brown has called a special election to fill that vacancy for December 9th of this year and the leading candidate (and likely winner) is outgoing Assembly Member Isadore Hall. That election should bring the Democrats up to 26 members when the legislature begins its real work in 2015.

Results from Bay Area Races:

State Senate District 10: Bob Wieckowski (D) defeated Peter Kuo (R) 68% to 32% to replace outgoing senator Ellen Corbett

Assembly District 4: Bill Dodd (D) defeated Charlie Schaupp (R) 61.6% to 38.4%

Assembly District 10: Incumbent Marc Levine (D) defeated Gregory Allen (R) 73.5% to 26.5%

Assembly District 11: Incumbent Jim Frazier (D) defeated Alex Henthorn (R) 59.5% to 40.5%

Assembly District 15: Tony Thurmond (D) defeated Elizabeth Echols (D) 53.9% to 46.1% to replace outgoing Assembly Member Nancy Skinner

Assembly District 16: Catharine Baker (R) defeated Tim Sbranti (D) 51.5% to 48.5% in this seat to replace outgoing Assembly Member Joan Buchanan

Assembly District 17: David Chiu (D) defeated David Campos (D) 51.1% to 48.9% to replace outgoing Assembly Member Tom Ammiano

Assembly District 18: Incumbent Rob Bonta (D) defeated David Erlich (R) 86.7% to 13.3%

Assembly District 19: Incumbent Phil Ting (D) defeated Rene Pineda (R) 77.1% to 22.9%

Assembly District 20: Incumbent Bill Quirk (D) defeated Jaime Patino (R) 71.8% to 28.2%

Assembly District 22: Incumbent Kevin Mullin (D) defeated Mark Gilham (R) 70.3% to 29.7%

Assembly District 24: Incumbent Rich Gordon (D) defeated Diane Gabl (R) 69.9% to 30.1%

Assembly District 25: Kansen Chu (D) defeated Bob Burnton (R) 69.4% to 30.6% to replace outgoing Assembly Member Bob Wieckowski

Assembly District 27: Incumbent Nora Campos (D) defeated G. Burt Lancaster (R) 69.4% to 30.6%

Assembly District 28: Evan Low (D) defeated Chuck Page (R) to replace outgoing Assembly Member Paul Fong

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M E M O R A N D U M

November 25, 2014

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

During the month of November we provided input into STA's legislative priorities for 2015. We also monitored congressional action in the post-election "lame duck" session.

Midterm Congressional Election Results

The Republicans won a majority of seats in the U.S. Senate and increased their majority in the House. Republicans will hold at least 53 seats in the 114th Congress. There will be a run-off election on December 6 in Louisiana to decide the winner of the Louisiana Senate seat. Polls indicate that Bill Cassidy, the Republican, will win against Mary Landrieu, the Democrat and incumbent. Assuming a Cassidy win, the Republicans will have a 54 to 44 seat majority with 2 Independents who caucus with the Democrats. Republicans increased their majority in the House by 12 seats. The current ratio of Republicans versus Democrats in the House is 244 to 186 with 5 races still not determined.

Members of Congress returned to Washington on November 12 for a short "lame duck" session. Members elected their party leadership and the House elected its committee chairs. The Senate will determine the leadership of its committees after the run-off elections in Louisiana.

Senate Committees of Interest to STA

Environment and Public Works

Sen. James Inhofe (R-OK) likely will chair the Senate Environment and Public Works Committee. Although Senator Inhofe is a conservative, he is a strong supporter of spending on transportation programs. Sen. Barbara Boxer (D-CA) is expected to become the Ranking Minority Member. Senators Inhofe and Boxer have a long history of working well together on transportation issues.

Banking, Housing and Urban Development

Sen. Richard Shelby (R-AL) is expected to lead the Committee for the Republicans. The Committee has jurisdiction over transit issues. Due to the retirement of current Chairman Tim Johnson (D-SD), it appears that Sen. Sherrod Brown (D-OH) will become the Ranking Minority Member. He is not the most senior Democrat, but more senior Committee Democrats may elect to move into leadership positions on other Committees, including Sen. Bob Menendez (D-NJ),

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the current Chairman of the Housing, Transportation and Community Development Subcommittee.

Budget

Sen. Jeff Sessions (R-AL) is expected to assume the chairmanship. Sen. Patty Murray (D-WA) may become the Ranking Minority Member, but also has the option of becoming Ranking Member on the Health Education, Labor and Pensions (HELP) Committee. If she exercised that option, Sen. Bill Nelson has seniority on the Budget Committee, but probably will become Ranking Member on the Commerce, Science and Transportation Committee. Sen. Bernard Sanders (I-VT) may ultimately become the ranking member of the Budget Committee.

Appropriations

Sen. Thad Cochran (R-MS) may give up the chairmanship of the Agriculture Committee to serve as chairman of the Appropriations Committee. Sen. Cochran served as Appropriations committee chair from 2005-2007 and could serve for 4 years under the Senate Republican Leadership Rules. Sen. Barbara Mikulski (D-MD) is expected to become the Ranking Minority Member.

Finance

Current Chairman Ron Wyden (D-OR) and Ranking Minority Member Orin Hatch (R-UT) are expected to reverse leadership roles on the Senate Finance Committee, which has jurisdiction over the Highway Trust Fund.

House Committees

Transportation and Infrastructure

House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) will continue to serve as Committee chair. With the defeat of Rep. Nick Rahall (D-WV), Rep. Peter DeFazio (D-WV) will become Ranking Minority Member, after overcoming a challenge from Rep. John Garamendi (D-CA). There has been significant turnover on the committee, which will open up committee and subcommittee slots.

Budget

Rep. Tom Price (R-GA) likely will succeed Chairman Paul Ryan (R-WI), who is considering the chairmanship of the House Ways and Means Committee. Rep. Chris Van Hollen (D-MD) will continue to serve as Ranking Minority Member.

Appropriations

Rep. Hal Rodgers (R-KY) will serve as chairman and Rep. Nita Lowey (D-NY) will remain as Ranking Minority Member. Rep. Mario Diaz-Balart (R-FL) will replace Tom Latham (IA), who is retiring, as chairman of the Transportation-Housing and Urban Development Subcommittee.

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Ways and Means

Rep. Paul Ryan (R-WI) will serve as chairman of the Ways and Means Committee. As Chairman of the House Budget Committee, Rep. Ryan proposed limiting transportation spending to the revenue from the Highway Trust Fund. Rep. Sander Levin (D-MI) is expected to continue to serve as Ranking Minority Member of the Ways and Means Committee. The Ways and Means Committee has jurisdiction over the Highway Trust Fund and revenues for transportation spending.

Lame Duck Session

With only a few weeks before Congress is scheduled to adjourn the current Congress before leaving for the Christmas holiday, it likely will be able to accomplish very little legislative business. The one action it must take, however, is passing a law to either fund the federal government for the remainder of fiscal year 2015 or at least until early in the next Congress.

Fiscal Year 2015 Appropriations

The House Republican Leadership is under pressure to decide whether to back an omnibus spending package or adopt a continuing resolution which would fund the government into the next Congress when the Republicans would control both the House and Senate. The current continuing resolution funds the federal government through December 11.

The House and Senate Appropriations Committees have been preparing an omnibus spending bill that provides relatively level funding compared with fiscal year 2014. Some conservatives have threatened to shut down the federal government over President Obama's executive order to shield illegal immigrants from deportation, however, the Republican Leadership likely will reject those arguments to avoid a backlash from the public and demonstrate its ability to govern. The Republican Leadership is expected to propose a "CROmnibus," which is part continuing resolution and part omnibus. Specifically, the bill would fund agencies whose budgets contain appropriations for immigration enforcement through the first quarter of 2015 and would fund other departments and agencies for the remainder of fiscal year 2015. Alternately, Congress could choose to enact an omnibus spending bill in December and retroactively rescind funding for federal programs being used to implement the executive order in January. Congress also may adjust spending in response to some of the Administration's requests for supplemental appropriations - \$5.6 billion to combat ISIS, \$6.2 billion to fight Ebola and \$3.7 billion southwest border enforcement and detention.

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Tax Extenders

Negotiations are underway between House and Senate negotiators concerning a number of expired tax credits, including a provision that would provide parity between employee benefits for transit and parking and reauthorize the Alternative Fuels Tax Credit. These provisions are in the Senate bill, which the Senate Finance Committee is supporting in negotiations with the House Ways and Means Committee.

The House has passed bills that would make some pro-business provisions permanent, such as tax credits for research and development and accelerated depreciation, and is seeking to include a permanent extension in the final bill. The Senate has proposed allowing a retroactive credit for 2014 and a one-year extension through 2015 for most of the extenders. The Administration has indicated that the President will veto any extenders tax bill that does not include middle class tax relief. Although the child tax credit and earned income tax credits do not expire until 2017, some Democrats support making these tax breaks permanent in exchange for adopting the pro-business initiatives. The package of extenders could cost up to \$400 billion over a decade, which may make the bill unacceptable to the House Republican Caucus.

Right-of-Way Acquisition

On November 24, the Federal Highway Administration (FHWA) proposed rules to implement Section 1302 of *The Moving Ahead for Progress in the 21st Century Act* (MAP-21) to allow state departments of transportation to make real property acquisitions for highway projects and seek early reimbursement prior to completion of National Environmental Policy Act (NEPA) review. Comments are due by January 23, 2015.

The rule would establish conditions for the acquisition, and require the states to certify that the right-of-way acquisition will not limit the consideration of alternatives in the NEPA process. To be eligible for reimbursement, states must obtain concurrence from U.S. DOT that the early acquisition did not affect the NEPA process. The NEPA review would apply only to the early acquisition itself and not the project for which the real estate will be used.

Eligible acquisitions must have “independent utility” for purposes of NEPA review as part of an applicable transportation improvement program, not involve land protected for historic preservation or as part of parkland, not limit the choice of reasonable alternatives for a proposed transportation project or otherwise influence the decision of FHWA on any approval required for a proposed transportation project, and be consistent with the state transportation planning process, among other considerations.



Solano Transportation Authority

FINAL DRAFT 2015 Legislative Priorities and Platform

For STA Board Approval
12/1/2014 4:22 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 volatile and 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 21, 2014
TO: STA Board
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.

The status of the AHSC program was shared with the STA TAC and the countywide Planning Directors meetings in late November, 2014.

Fiscal Impact:

No impact to the STA Budget at this time.

Recommendation:

Informational.

Attachments:

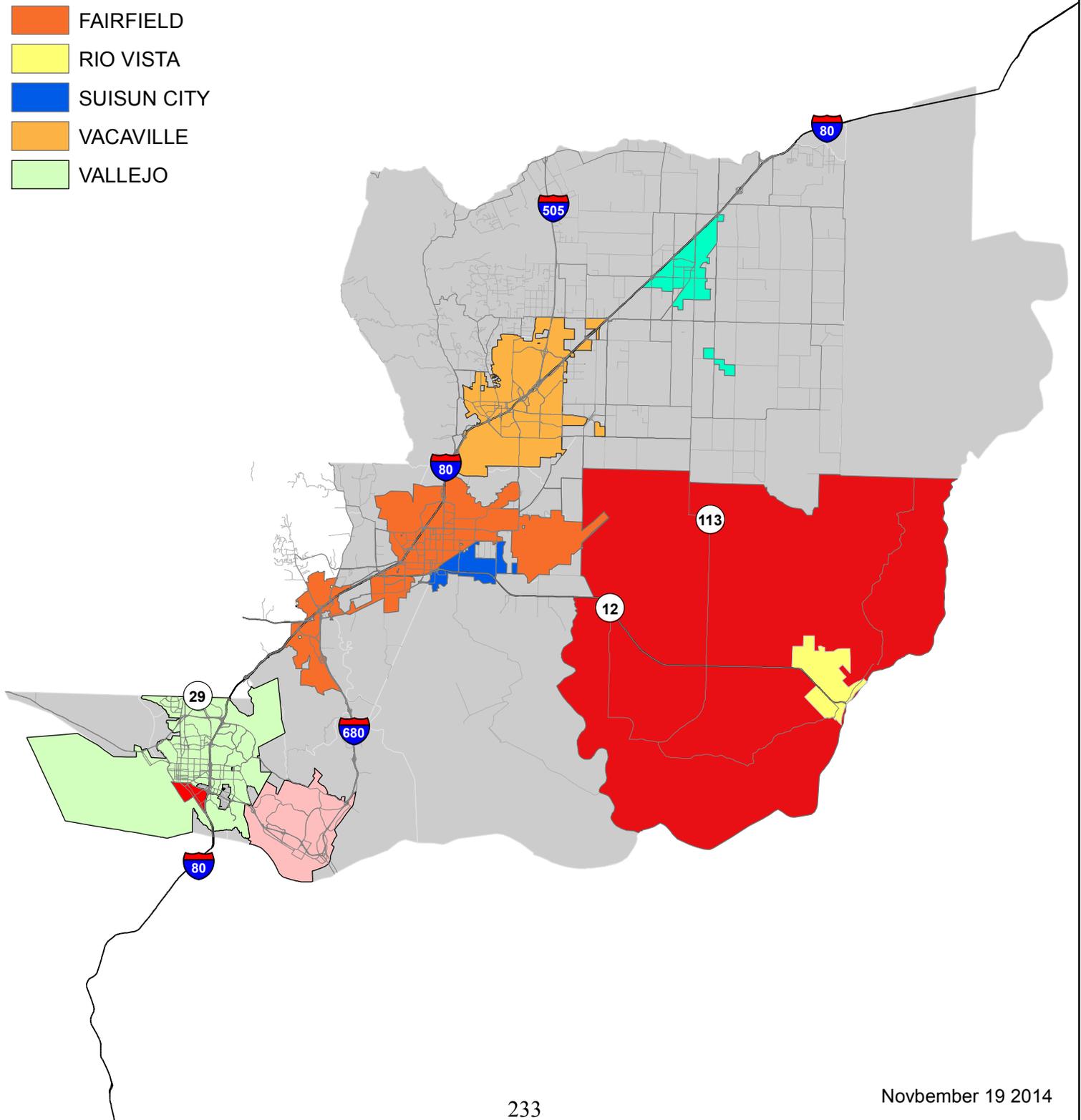
- A. [SGC Draft Guidelines](#) (Posted on STA's Website)
- B. SGC Disadvantaged Communities for Solano County Map
- C. STA Letter of October 31 to SGC

Solano Communities of Concern Cal EnviroScreen Rating

 Cal EnviroScreen Top 25 %

Cities

-  BENICIA
-  DIXON
-  FAIRFIELD
-  RIO VISTA
-  SUISUN CITY
-  VACAVILLE
-  VALLEJO



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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 Board
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 improvements 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
Ulati 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 Board
FROM: Anthony Adams, Projects Assistant
RE: Status of Solano's Title VI Program

Background:

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

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

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

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

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

Discussion:

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 6, 2014
TO: STA Board
FROM: Tiffany Gephart, Transit Mobility Coordinator
RE: Mobility Management Program Update

Background:

The Solano County Mobility Management Program is a culmination of public input provided at two mobility summits held in 2009 and the 2011 Solano Transportation Study for Seniors and People with Disabilities. STA has been working with consultants, the Solano Transit Operators, the Paratransit Coordinating Council (PCC), and the Senior and People with Disabilities Transportation Advisory Committee since July 2012 to develop a Mobility Management Plan for Solano County. Mobility Management was identified as a priority strategy to address the transportation needs of seniors, people with disabilities, low income and transit dependent individuals in the 2011 Solano Transportation Study for Seniors and People with Disabilities. On April 9, 2014, the Solano Transportation Authority (STA) Board unanimously adopted the Solano County Mobility Management Plan.

The Solano Mobility Management Plan focuses on four key elements that were also identified as strategies in the Solano Transportation Study for Seniors and People with Disabilities:

1. Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program
2. Travel Training
3. Senior Driver Safety Information
4. One Stop Transportation Call Center

This report summarizes the activities of the Mobility Management programs.

Discussion:

Countywide In-Person ADA Eligibility Program Update

This update summarizes the Countywide In-Person ADA Eligibility activities of CARE Evaluators in the first quarter of FY 2014-15, the second year of the program.

Evaluations: Between July 2014 and September 2014, there were 364 completed evaluations, 106 cancellations and 22 no-shows countywide.

Scheduling Assessments: On average, the time between an applicant call to schedule an in-person assessment and the date of their assessment was approximately five (5) business days. The program target is to schedule assessments within ten (10) business days of an applicant's call.

Eligibility Letters: The average duration between an applicant's assessment and receipt of the eligibility determination letter was eight (8) days. In the first quarter, there were no violations of the 21-day assessment letter policy.

Paratransit Usage: On average, 55% of all applicant's utilized complementary paratransit service to and from their assessments.

Comment Cards: There were a total of 19 ADA Comment Cards received in the first quarter. Of those who completed comment cards, the majority of clients 74% were "highly satisfied", 16% were "satisfied", with one respondent each reporting "neutral" and "dissatisfied" in their rating of the assessment process and service. STA staff has also produced a more in-depth FY 2013-14 progress report (Attachment A).

Travel Training

Transit Ambassador Program

The first Transit Ambassador volunteer training was held on August 11, 2014. Five volunteers representing FAST and SolTrans riders were present. The next phase of outreach will include an emphasis on recruiting those interested in receiving training. The Transit Ambassador Trainee brochure will be a marketing tool as part of this effort. The Trainee Brochure is expected to be completed in November for circulation to the public.

Travel Training Outreach

STA staff recently collaborated with a Born to Age and Primetime Living senior publications to advertise the Travel Training program and both ads are currently being circulated. Staff have also presented mobility options and programs at the California Highway Patrol "Age Well Drive Smart" events in Vacaville and Vallejo, the Suisun Senior Health Fair and the Dixon Senior Resource Fair between August and October. Staff expects to present at upcoming CHP events in November and January and will be identifying other public outreach opportunities.

Completed Transit Ambassador outreach materials include the Transit Ambassador recruitment brochure and application, flier, and the take-one bus card. Over 2,000 take-one's were provided in the SolTrans area. Fliers were also distributed to SolTrans, FAST and neighboring agencies, including senior and community centers, libraries, the Paratransit Coordinating Council (PCC) and the Senior Coalition.

Fixed-Route Transit Training Videos

Draft Transit Training Videos for Dixon Read-Ride, FAST, Rio Vista Delta Breeze, and SolTrans are being reviewed by STA staff and transit agencies. All videos will be posted on the Solano Mobility website scheduled to be launched in December to inform the public on the ease and opportunities of riding fixed-route transit.

Rider's Guides

Full-color drafts Rider's Guides for Dixon Read-Ride, FAST, Rio Vista Delta Breeze, and SolTrans are being reviewed by STA and transit agencies and are expected to be released to the public by the end of the year.

One-on-One Travel Training

Scopes of work and draft contracts have been developed for both Connections 4 Life and Independent Living Resource Center. Each non-profit agency will expand their one-on-one travel training in Solano County serving members of the community who are physically disabled, cognitively disabled, or any individuals who want intercity, regional or more personalized training.

Senior Driver Safety Information

Solano Mobility Call Center Staff will provide tools and resources to seniors and their family members about established Senior Driver Safety Programs and transportation alternatives for when driving is no longer safe. Links to articles, training courses and instructional videos will also be provided on the Solano Mobility Website launching soon.

Solano Mobility Call Center/Solano Mobility Website

Solano Mobility Call Center

On November 3, 2014, the Solano Mobility Call Center Launched the Transportation Info Depot at the historic Suisun City Train Depot. The Solano Mobility Call Center is a one-stop shop for transportation information, resources and tools to help residents get around Solano County and beyond. Staff will be available to accept calls and walk-in customers at either the STA office at One Harbor Center, Suite 140 in Suisun or the Train Depot at 177 Main Street in Suisun. A detailed brochure of services and contact information is also available (Attachment ~~B9~~6

The Solano Mobility Call Center is also the primary contact for the Transit Ambassador program and transit training. Interested persons may contact the call center to learn about the Ambassador program, fill out an interest application and be added to a list for transit training. The call center has also expanded services to include processing Regional Transit Card (RTC) applications, Senior Clipper Card Applications, FasTrak, Clipper and Bikelink Card sales.

Solano Mobility Website

The Solano Mobility website is in the final stages of production. The website will provide a variety of resources to the community including, but not limited to local, private and non-profit transportation options, transit training information, a video library, non-profit services information and senior safety driver information.

CTSA

Over the past several years the Solano Transportation Authority has been actively planning and implementing a number of successful coordination activities that involve multiple stakeholders aimed at improving mobility and transportation outcomes for Solano's transportation-disadvantaged populations.

In June 2014, STA submitted a request to Metropolitan Transportation Commission (MTC) for a countywide CTSA designation (Attachment C), in accordance with the recommendations identified in the Solano Mobility Management Plan. Consistent with the Coordinated Plan, MTC notified the Solano County Board of Supervisors, Solano County Paratransit Coordinating Council, Fairfield – Suisun Transit, Vacaville City Coach, Dixon Redit-Ride, Rio Vista Delta Breeze, and Solano Transit of Solano Transportation Authority's request. The Paratransit Coordinating Council submitted a letter of support for this designation; no other responses were received.

On September 24th, the Metropolitan Transportation Commission (MTC) approved STA as the CTSA for Solano County until September 30, 2017, with the condition that STA will be precluded from receiving either Transportation Development Act or State Transit Assistance funding except as awarded through MTC's Lifeline Transportation Program or as previously eligible per California Public Utilities Code 99233.12 for countywide transit planning and coordination purposes.

Recommendation:

Informational.

Attachments:

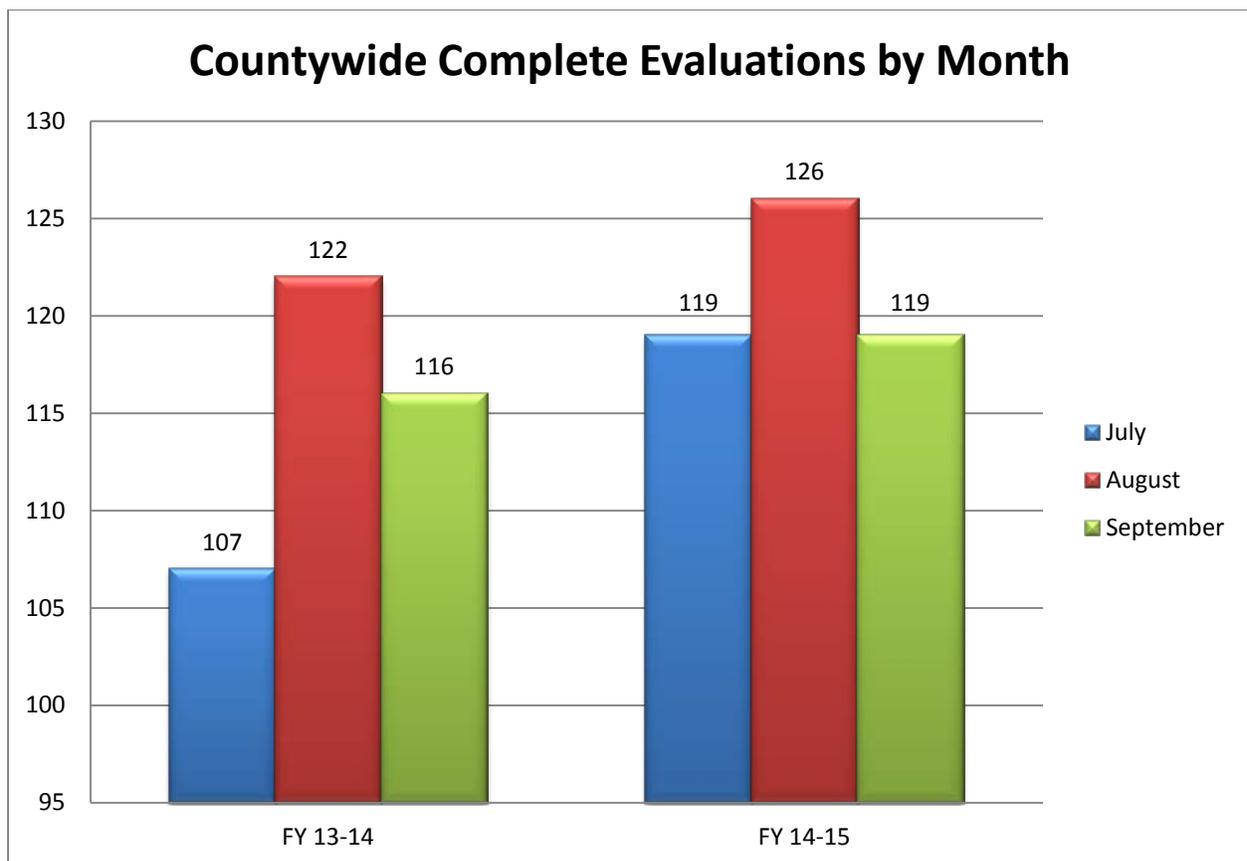
- A. Countywide In-Person ADA Eligibility Program FY 2013-2014 Progress Report
- B. Solano Mobility Call Center - Transportation Info Depot Brochure
- C. MTC Resolution No. 4097, Revised and CTSA Designation Request

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Countywide In-Person ADA Eligibility Program FY2014-2015 1st Quarter Progress Report

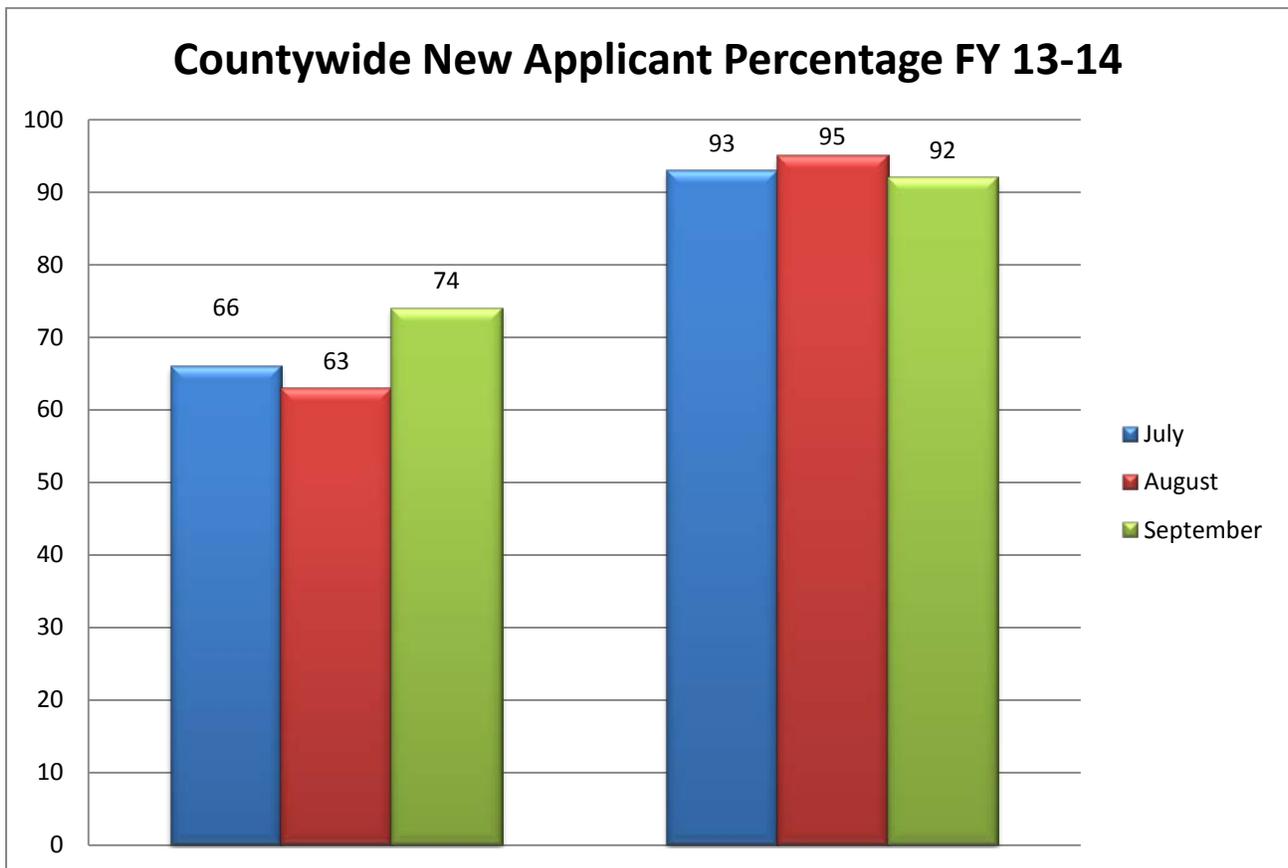
Applicant Volume by Month: CARE Evaluators completed 364 evaluations in Solano County in the first quarter of FY 14-15 (July 1, 2014 - September 30, 2014). The total number of evaluations peaked in August, similar to the previous year and increased by 5% overall in comparison to the previous year. On average, 121 evaluations were completed per month.

Applicant Volume and Productivity by Location 1st Quarter FY 14-15						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Completed	364	7	109	3	150	95
Cancellations	106	4	34	1	44	23
No-Shows	22	1	5	0	11	5
Incompletion Rate	26%	42%	26%	25%	27%	23%



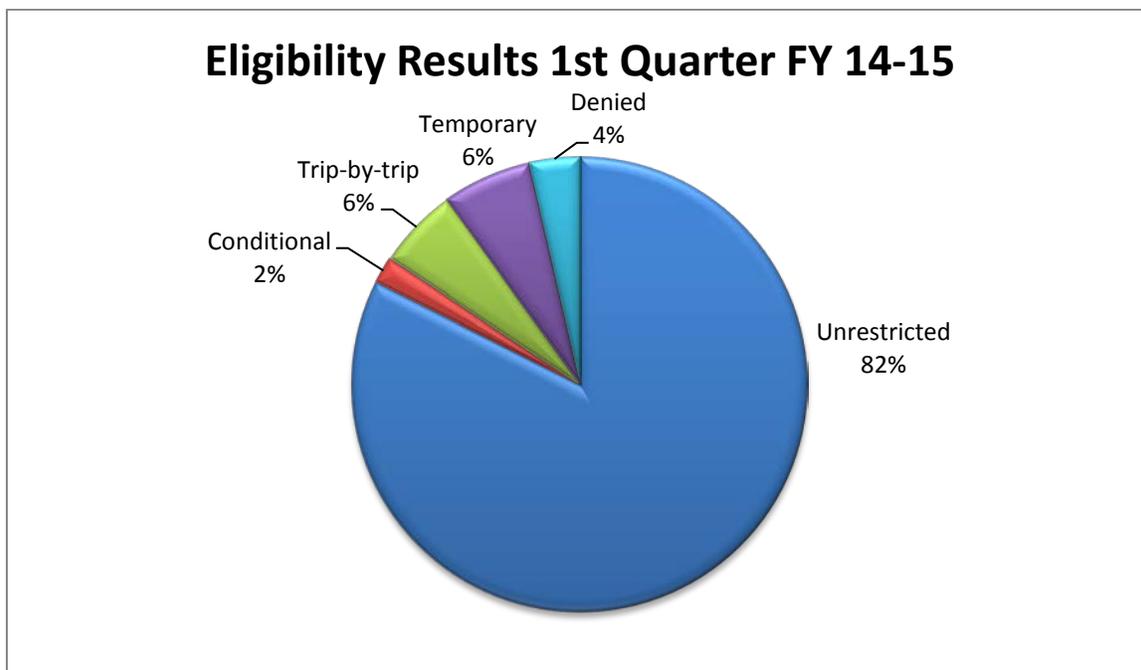
New versus re-certification: In the first quarter of FY 14-15, on average 93% of all applicants were new. This is a 25% increase from first quarter FY 13-14 (68%).

Countywide Eligibility Results by Application Type 1st Quarter FY 14-15					
NEW		Percentage	RECERTIFICATION		Percentage
Unrestricted	278	82%	Unrestricted	22	92%
Conditional	7	2%	Conditional	0	0%
Trip-by-trip	20	6%	Trip-by-trip	1	4%
Temporary	22	6%	Temporary	1	4%
Denied	13	4%	Denied	0	0%
TOTAL	340	93%	TOTAL	24	7%



Eligibility determinations: Of the 364 completed assessments, 300 (82%) were given unrestricted eligibility, 7 (2%) were given conditional eligibility, 21 (6%) were given trip-by-trip eligibility, 23 (6%) were given temporary eligibility and 13 (4%) were denied. Similar to the first year of the program, the denial rate remains low, suggesting that applicants are self-selecting out of the evaluation process early and are educated about the basic conditions of eligibility.

Eligibility Results By Service Area 1st Quarter FY 14-15						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Unrestricted	300	5	86	3	91	115
Conditional	7	0	3	0	0	3
Trip-by-trip	21	0	6	0	6	9
Temporary	23	1	8	0	6	7
Denied	13	1	4	0	6	2
Totals	364	7	107	3	109	136

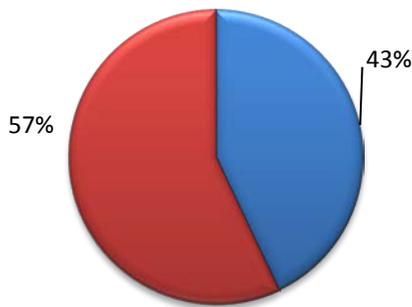


Impact on Paratransit: Applicants are provided a complimentary trip on paratransit for themselves and their Personal Care Attendant (PCA) upon request. On average, in the first quarter of FY 14-15, 60% of all scheduled applicants requested a paratransit trip to the assessment site. Complementary paratransit usage has increased slightly from the previous year.

Complementary Paratransit Usage 1st Quarter FY 14-15						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Own Transportation	145	1	44	2	50	48
Complementary Paratransit	219	6	65	1	100	47
Paratransit %	60%	86%	60%	33%	67%	49%

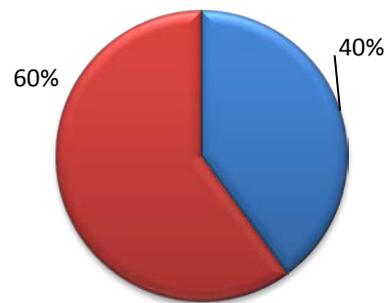
FY 13-14 1st Quarter

■ Own Transportation ■ Paratransit



FY 14-15 1st Quarter

■ Own Transportation ■ Paratransit



Type of Disability: Many of the applicants who completed the in-person assessment presented more than one type of disability. Nonetheless, the most common type of disability reported was a physical disability 348 (49%) followed by cognitive disability 135 (19%) and visual disability 114 (16%). An auditory disability was the least commonly reported disability, with 19 (3%) of the total.

Disability Type Countywide and by Service Area 1st Quarter FY 14-15						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Physical	348	6	102	0	144	93
Cognitive	135	2	53	2	49	29
Visual	114	1	30	0	49	34
Audio	19	0	2	0	12	5

Time to scheduled assessment: On average, the time between an applicant’s request to schedule an in-person assessment and the date of their assessment was approximately five (5) days. The longest amount of time a client had to wait for an appointment was 16 days. This wait is often attributed to clients rescheduling appointments resulting in a longer wait time between their initial call and their actual appointment. The goal is for clients to receive an appointment within 10 business days or two weeks of their phone call. In FY 13-14 the longest waiting period was 24 days. Through more efficient coordination, lengthy wait times are decreasing overall.

Time (Days) from Scheduling to Appointment 1st Quarter FY 14-15						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Average for Period	5	1	6	9	7	3
Longest	16	1	14	9	16	11

Time to receipt of eligibility determination letter: On average, the time between the applicant’s assessment and the receipt of the eligibility determination letter was 8 days. The longest an applicant had to wait for their determination letter was 17 days. There is a requirement that all ADA determination letters are mailed to clients within 21 days of their evaluation. There were no violations of the 21-day ADA policy this quarter. STA staff continues to work with CARE to monitor performance in order to ensure compliance with terms of the contract.

Time (Days) from Evaluation to Letter 1st Quarter FY 14-15						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Average for Period	8	6	11	7	7	7
Longest	17	7	17	9	17	14
# of Clients Past 21 Days	0	0	0	0	0	0

Comment Card Summary: There were a total of 19 ADA Comment Cards received by the STA in the first quarter of FY 14-15. Below is a summary of the scores provided by clients and the number each transit operator received. By far, applicants were “highly satisfied” with the service they received during their assessments.

Comment Card Summary 1st Quarter FY 14-15							
	Countywide	Dixon Readi- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach	Not Specified
Very Satisfied	14		4		7	3	
Satisfied	3		2		1		
Neutral	1				1		
Dissatisfied	1				1		
Very Dissatisfied							
Total Received	19		6		10	3	



DATE: November 25, 2014
TO: STA Board
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 all Monthly Commute Logs were submitted by November 15th. Thirty (30) major Solano County employers totaling 660 employees registered for the Challenge, a slight decrease from record high of 2013. Staff calculated the number of Commute Champions based on "Trip Diary" data. 419 employee participants earned 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.

Genentech, in Vacaville, earned the Most Outstanding Workplace title with 106 Commute Champions. Employers who became 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. SCC Final Results Table
- B. Summary of Challenge Results 2007-2014

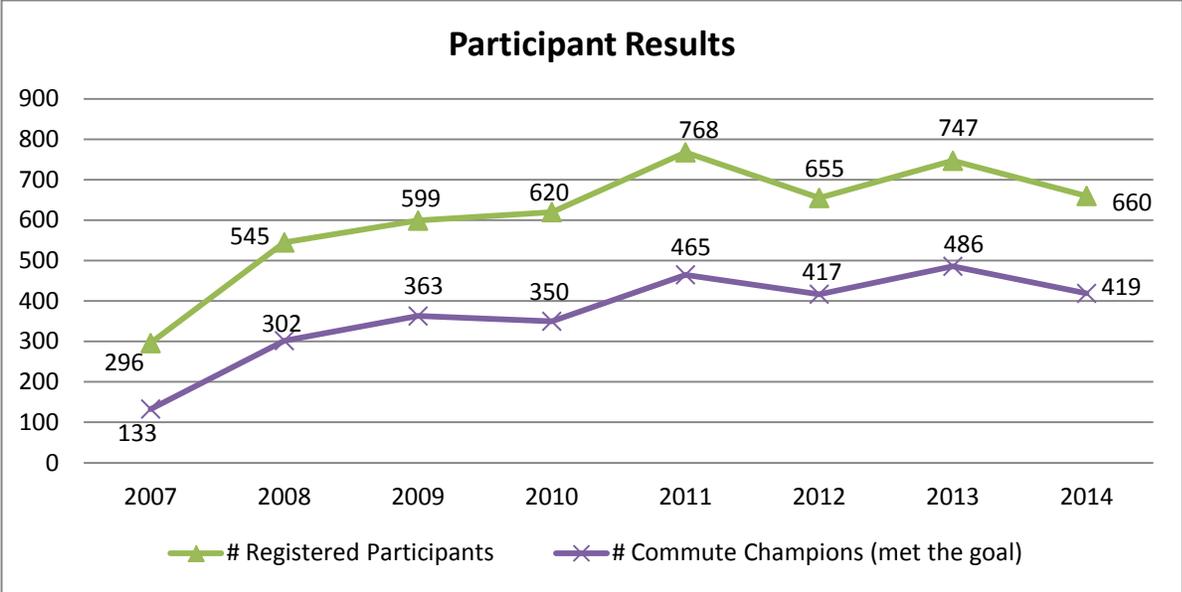
11/17/14 - Final

2014 Solano Commute Challenge

30 Employers

Employer Name	City	Employees Registered	Champs	Contenders
Genentech	Vacaville	184	106	25
State Fund	Vacaville	109	89	9
Solano County	Countywide	105	67	14
California Endive Farms	Rio Vista	40	31	6
Travis AFB (Air Force Base)	Travis AFB	59	29	11
Valero	Benicia	27	16	0
Fairfield Suisun Unified School District	Fairfield	20	13	0
Kaiser Permanente Medical Center - Vallejo	Vallejo	19	9	3
Vacaville Unified School District	Vacaville	17	8	4
Bio Rad Laboratories	Benicia	8	7	0
CSAA Insurance Exchange	Fairfield	9	7	1
UTC Aerospace Systems	Fairfield	7	6	1
Vallejo Sanitation	Vallejo	7	6	0
City of Benicia	Benicia	6	3	1
City of Vacaville	Vacaville	5	3	2
Kaiser Permanente Medical Center - Vacaville	Vacaville	3	3	0
NorthBay Medical Center	Fairfield	4	3	1
Anheuser-Busch, Inc.	Fairfield	5	2	1
Ball Metal Beverage Container	Fairfield	4	2	0
City of Dixon	Dixon	3	2	0
NorthBay Healthcare	Fairfield	5	2	1
NorthBay Healthcare Vaca Valley Hospital	Vacaville	4	2	1
California Maritime Academy	Vallejo	4	1	0
Partnership HealthPlan	Fairfield	1	1	0
Sutter Medical Foundation - Vacaville	Vacaville	1	1	0
Auto Chlor Systems	Benicia	0	0	0
Kaiser Permanente Medical Offices - Fairfield	Fairfield	2	0	1
Solano Community College	Fairfield	2	0	1
SolTrans	Vallejo	0	0	0
Sutter Medical Foundation - Fairfield	Fairfield	0	0	0
Totals		660	419	83

Solano Commute Challenge Results 2007-2014





DATE: November 11, 2014
 TO: STA Board
 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						
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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