Solano County's Streets Need Fixing

Presented to the Solano County Board of Supervisors
January 26, 2016

STA
Solano Transportation Authority
. . . working for you!

THE CITY OF BENICIA CALIFORNIA

DIXON CALIFORNIA

HEART OF SOLANO COUNTY FAIRFIELD CALIFORNIA

THE CITY OF RIO VISTA CALIFORNIA INCORPORATED DEC. 10, 1892

SOLANO COUNTY 1850

CITY OF SUISUN CITY CALIFORNIA

VACAVILLE

City of VALLEJO California

Identifying Solano County's Transportation Needs

- Starting in late 2014, Solano County began updating the Solano Comprehensive Transportation Plan (CTP) 2040.
  - Sets priorities for transportation funding in Solano County through the year 2040.
  - Public Input is a key component to the success of CTP.

Your Roads. Our Mission.

2040 Solano TRANSPORTATION PLAN

Your ride, your voice, your plan

So tell us...

Where do you want to go?

How do you want to to get there?

What is your **biggest** concern?

What is your **best** idea?

Public Opinion Polling for Transportation Priorities

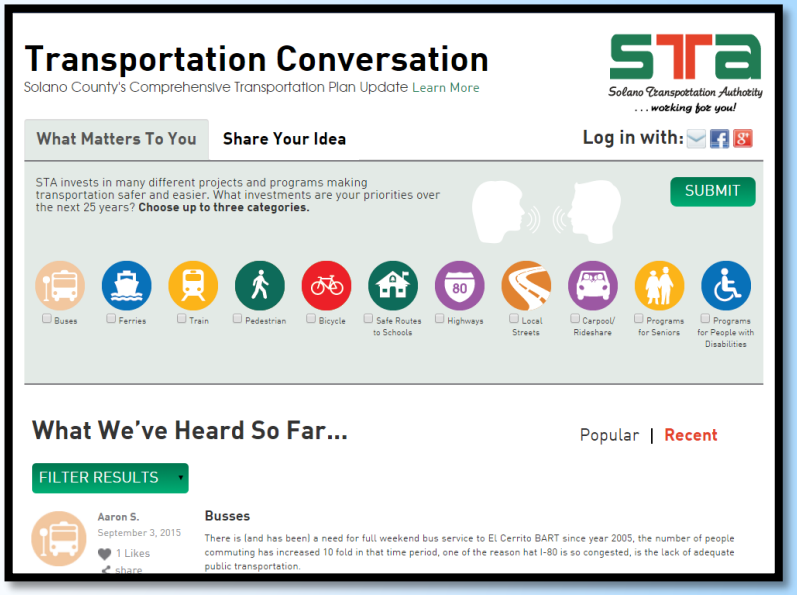
- To gauge public opinions about transportation issues, a public opinion poll was conducted on Jan 24-26, 2015
  - Road Safety and Filling Potholes was listed as one of 3 top priorities (Other two were Public Safety and Education)

Highlights & Take-Aways

- 72% of respondents found Filling Potholes and road safety was a high priority
- 57% of respondents found that Senior & Disabled Person Transport was a high priority
- Affordability
  - ½ Cent Sales Tax: 60% yes
- Strong concern regarding confidence in government spending (Lack of Trust)
- Willingness to consider limited-term sales tax measure.
  - 4 Year: 52% Yes
  - 8 Year: 44% Yes

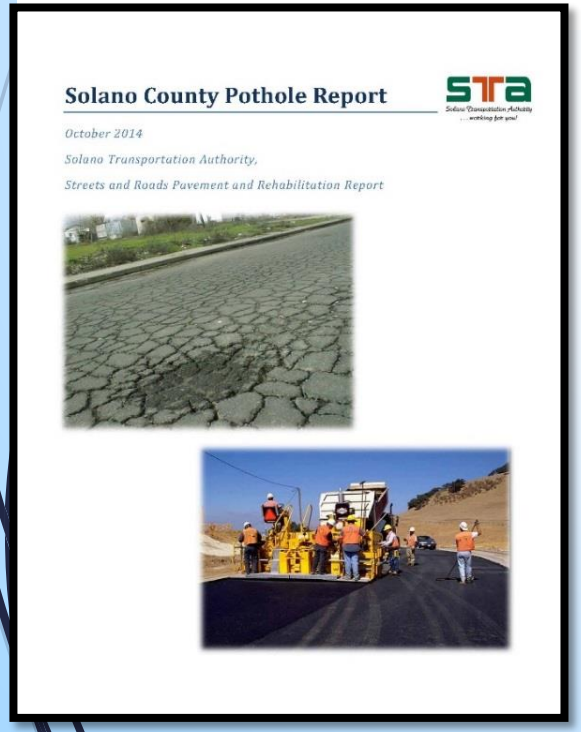
Searching for Public Input

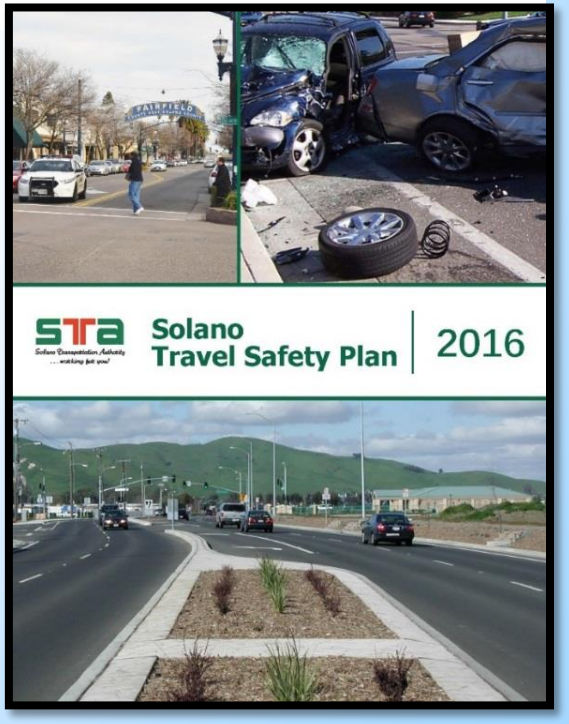
- Public outreach for CTP began in earnest in March 2015
  - 23 public presentations with various community groups
  - Website created where the public could provide their opinions.
- Comments received from the public revealed 3 common issues:
  - **Road Safety**
  - **Road Quality/Potholes**
  - **Senior & Disabled Mobility**



Updating Plans as Part of CTP

- As part of the CTP update, STA, working with the 7 Cities and the County, updated plans to better inform the public.
  - Local Streets & Roads Condition: 2014 Solano Pothole Report
  - Road Safety: 2016 Road Safety Plan
  - Both Plans heavily reliant on information and data provided by city public works staff



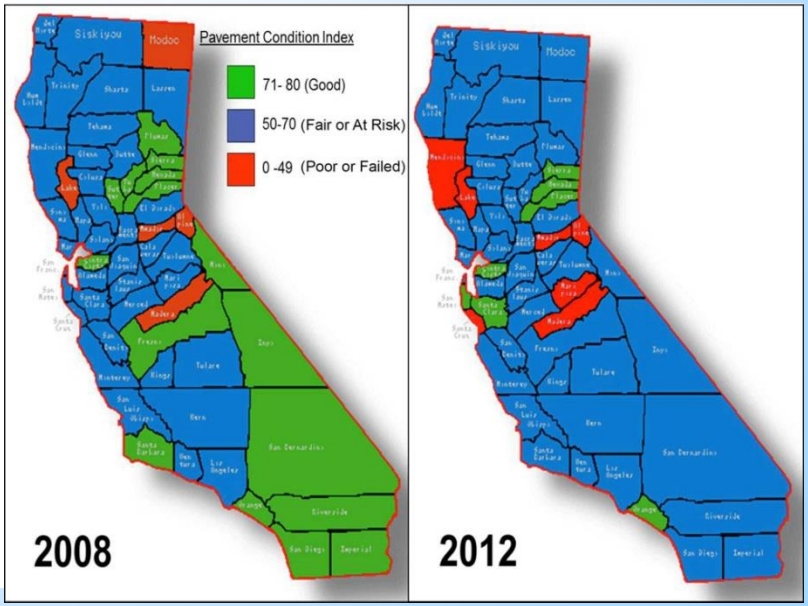


Current and Projected Status of Local Streets and Roads (LS&R) in Solano County

Based on 2014 Solano Pothole Report

What is a Pothole Report?

- Looks at past, current, and future pavement conditions.
- Analyzes the cost to improve and/or maintain roadway conditions.
- Informs the public and decision makers about upcoming roadway maintenance needs.



Why Does Solano County Produce its Own Pothole Report?

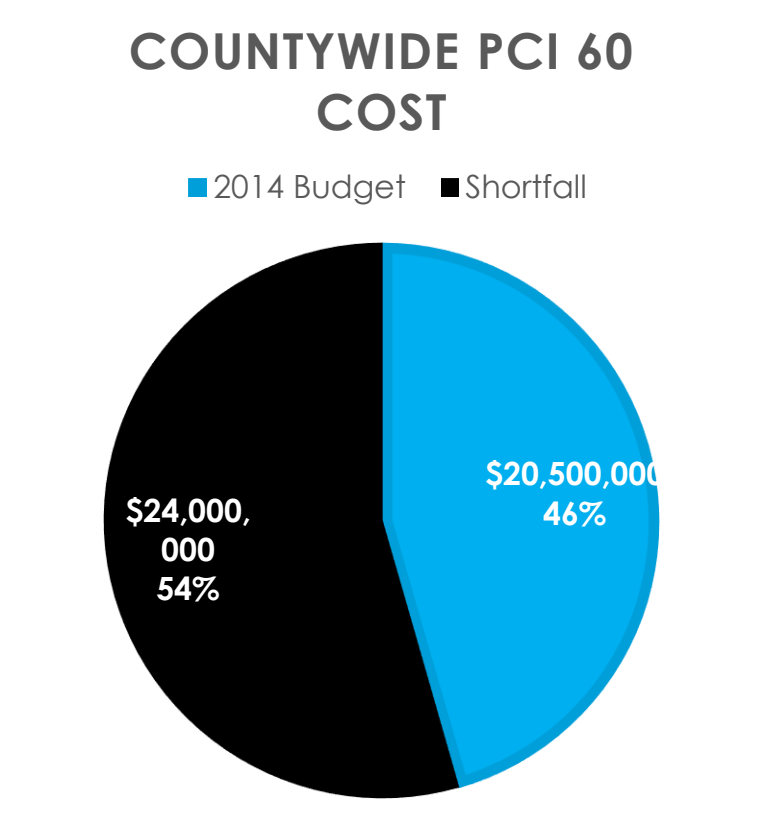
- Provides more detailed information on roadway maintenance and roadway condition forecasts in Solano County.

- Provides city specific data and funding needs.

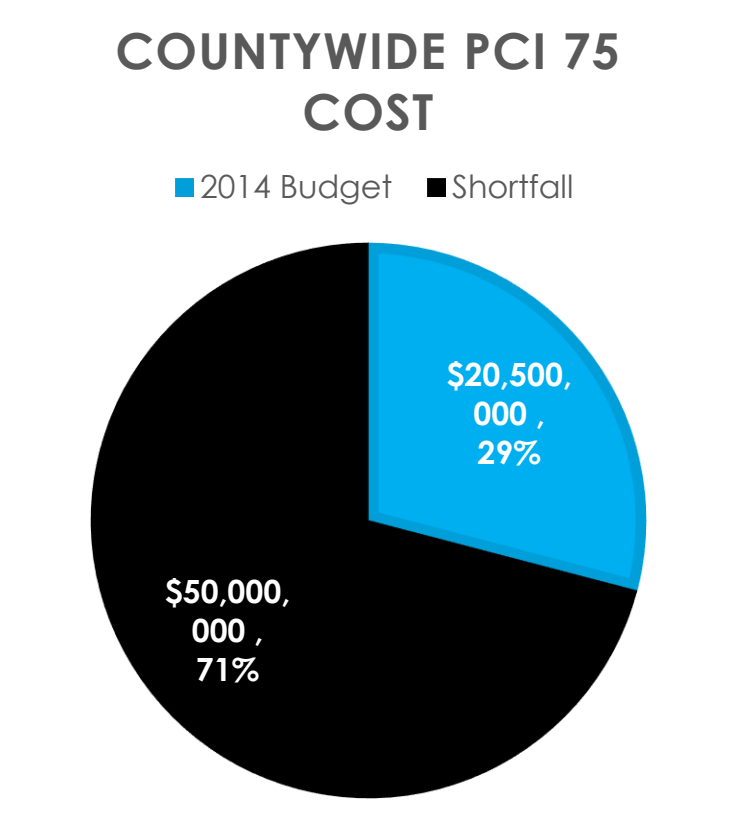
- Inform the public and key decision makers on what Solano County and its cities need to invest to maintain roadways in either a "fair" or "good" state of repair.
  - Based on Pavement Condition Index (PCI) of between 0 to 100.

Findings of the 2014 Solano Pothole Report

Solano Countywide averages (2014) spending $20.5M (46%), but needs to spend $44.5M annually to maintain PCI 60 (Barely Fair)



Solano Countywide averages (2014) spending $20.5M (29%), but needs to spend $70M annually to maintain achieve PCI 75 (Good)



Pavement Condition Index (PCI) Chart

Excellent/Good (PCI 70-100)

Solano Countywide Average PCI is 65.

Fair (PCI 60-69)

At-Risk (PCI 50-59)

Poor/Failed (PCI 49-0)

Treatments for PCI 70+ "Good" Category: Surface Sealed-Crack Sealing (up to $1.90 LF)

Treatments for PCI 60-70 "Fair" Category: Surface Sealed-Slurry Seal (up to $16,500 per mile)

Treatments for PCI 50-60 "At-Risk" Category: Pavement Overlay (up to $334,000 per mile)

Treatments for PCI >50"Poor" Category: Thick Overlay/Pavement Reconstruction (up to $302k - $1M per mile)

Additional Cost of Poor Roads

- A July 2015 study published by TRIP, a national transportation research group, stated that poor roads cost the average driver in the SF Bay Area an additional **$1,044 annually** in repairs, increased gas use, and tire wear.
- Poor roads decrease stopping distance and ride quality, increasing the likelihood of accidents.
- Poor roads can have a negative impact on the perception of a community and make it less likely for businesses to relocate there.

Source: http://www.tripnet.org/docs/Urban_Roads_TRIP_Report_July_2015.pdf

UC Davis/Arizona State Pavement Condition vs Property Value Study

A Solano specific study by UC Davis/Arizona State found that for every Pavement Condition Index (PCI) point increase, the property value of each residence in the project area increases approximately $73.

Local Project Example

- Vacaville 2014 Slurry Seal Project
  - Project Cost: $1.5M
  - Increased avg. PCI In project area from 70 to 85; 15 point PCI increase
  - Totaled 62 miles
  - Observed estimated 82 homes per mile; totals 5084 homes.
- Estimated Economic Impact: (Based on $73 per 1 PCI Increase)
  - $5.5M est. property value increase as a result of a $1.5M slurry seal project.

Solano Member Agency 2014 Pothole Report Budgets and PCI Scores

- According to the 2014 Pothole Report, Solano Countywide spent approx. $20.5 M for Local Streets and Roads.
- State Gas Tax funding (79% of revenue) decreased approx. 25% for Fiscal Year 2015/16.

Member Agency	2014 Pothole Report Budget	2014 Network PCI	Projected 2021 Network PCI
County of Solano	$ 7,285,000	79	75
Fairfield	$ 1,750,000	74	66
Dixon	$ 271,000	71	67
Vacaville	$ 5,000,000	69	60
Benicia	$ 690,000	58	52
Rio Vista	$ 138,000	55	54
Suisun City	$ 1,200,000	55	42
Vallejo	$ 4,250,000	45	43
COUNTYWIDE	$20,584,000	**64**	57

Good
Fair
At-Risk
Poor

2016 Solano Travel Safety Plan

Crashes

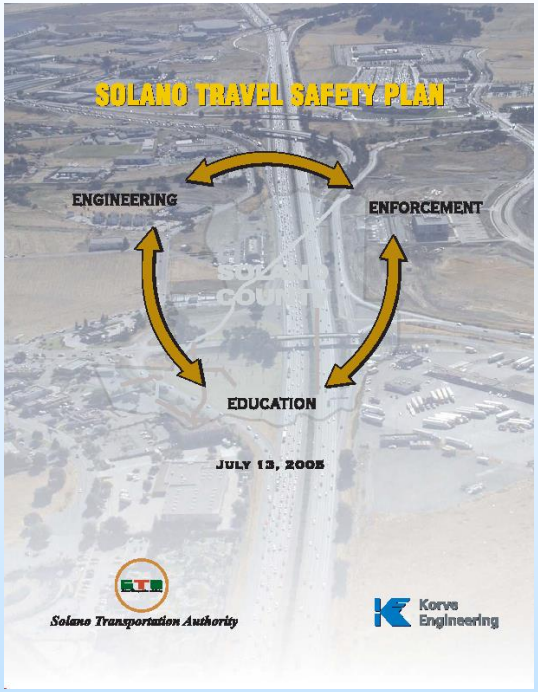
Public Priorities

Economic Costs

Congestion

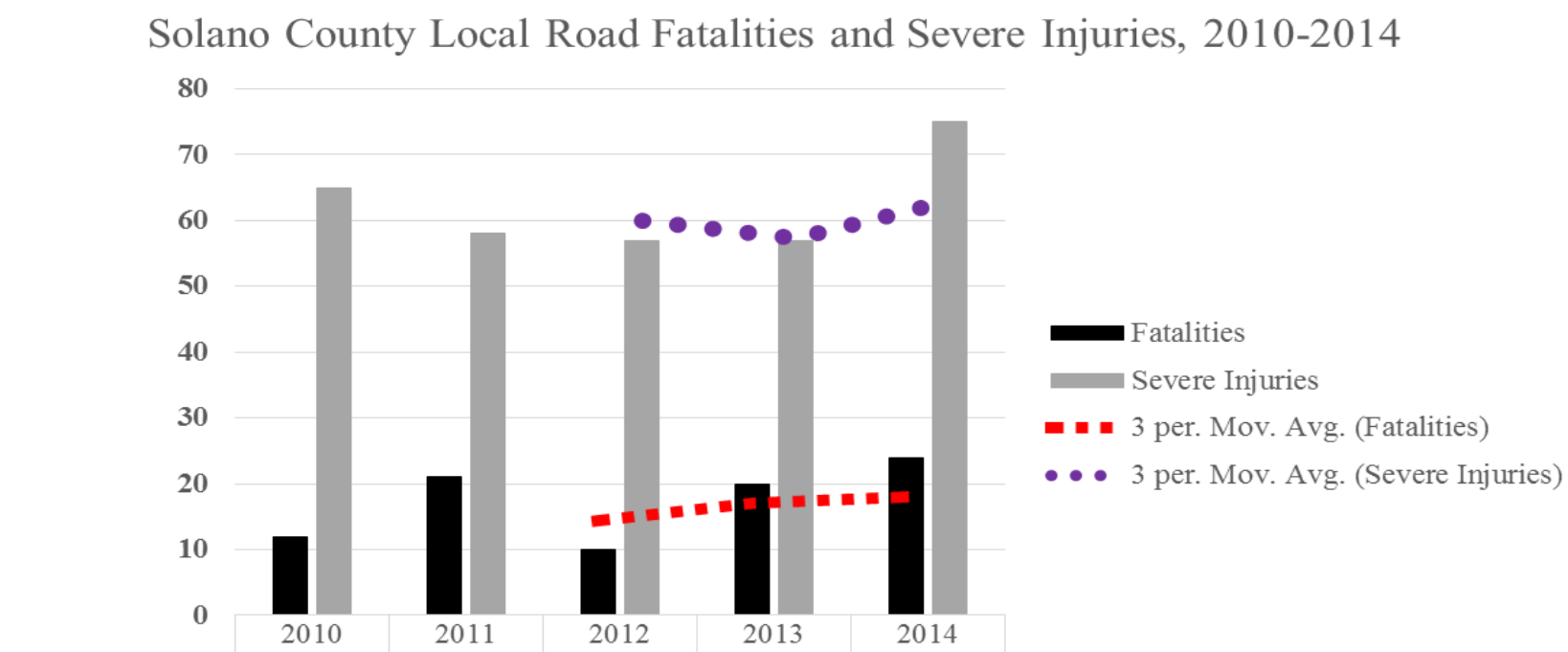
Why Update the 2005 Solano County Safety Plan

- Identified as a priority issue from outreach effort from the CTP
- Recent accident data
- Economic impacts



Collision Data on Local Roads in Solano County

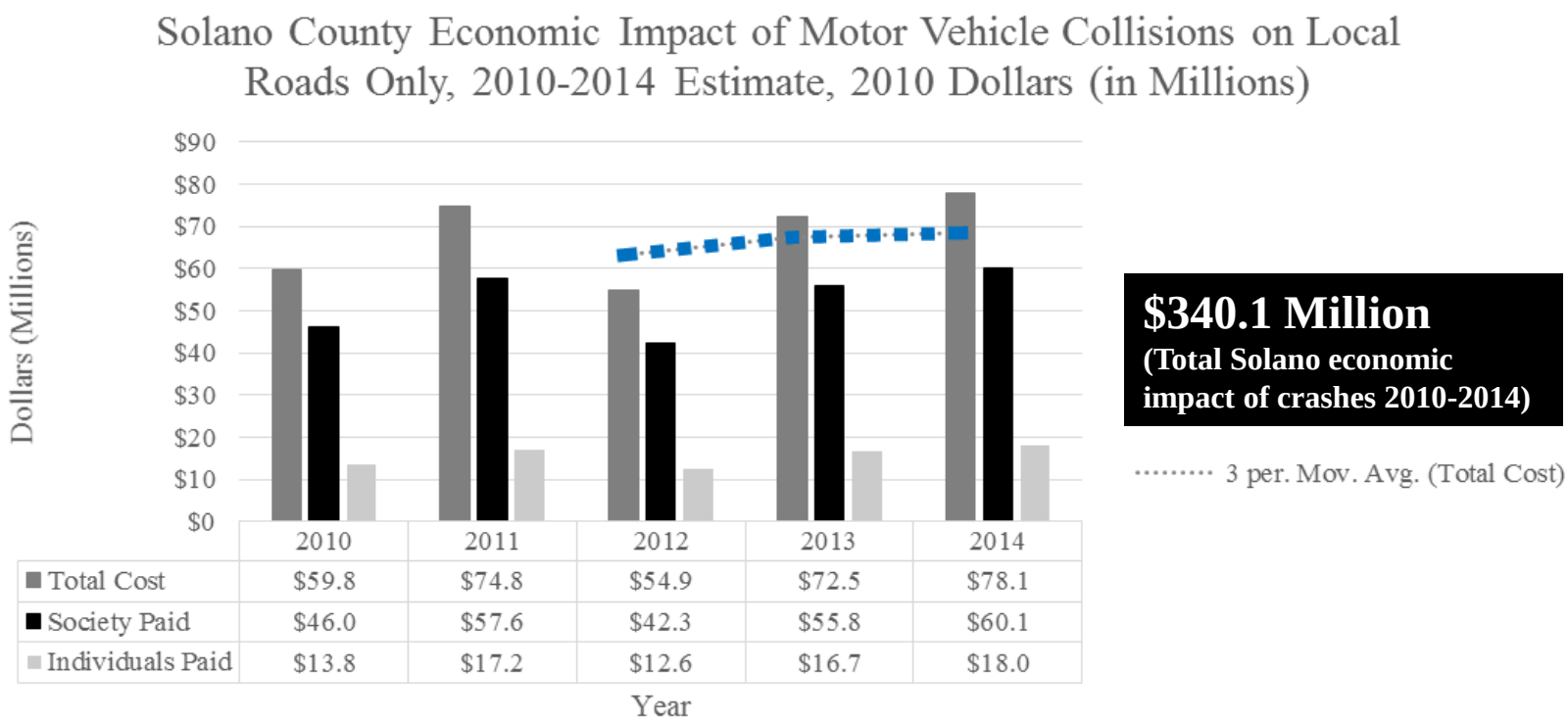
- **2010 – 2014 (last 5 years)**
  - 10,500+ collisions
  - **87** people killed
  - **6,751** people injured



	2010	2011	2012	2013	2014
Fatalities	12	21	10	20	24
Severe Injuries	65	58	57	57	75

Economic Impact of Collisions

- Economic Costs 2010-2014 (last 5 years)
  - Cost average about $70M a year
  - Annual costs have risen from $59M in 2010 to $78M in 2014

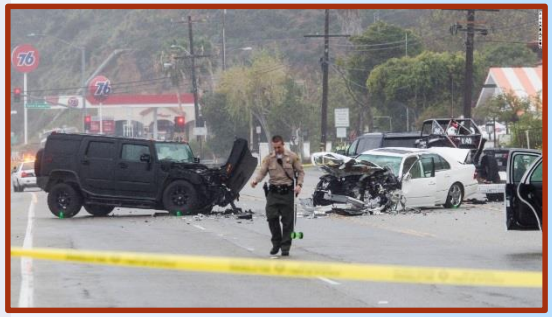


	2010	2011	2012	2013	2014
Total Cost	$59.8	$74.8	$54.9	$72.5	$78.1
Society Paid	$46.0	$57.6	$42.3	$55.8	$60.1
Individuals Paid	$13.8	$17.2	$12.6	$16.7	$18.0

Other Impacts

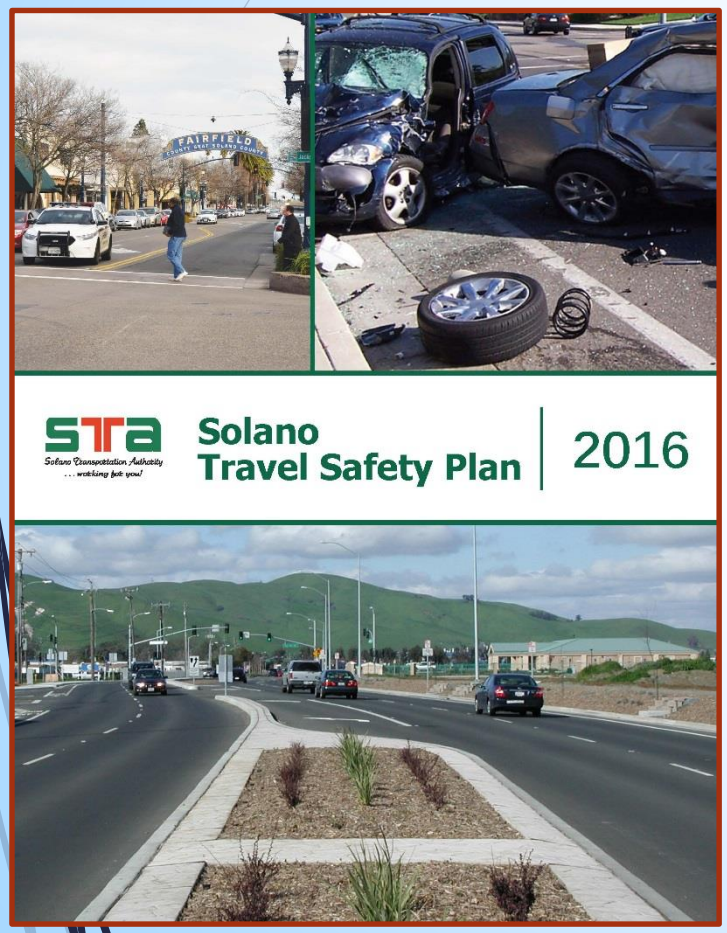
- Congestion
  - Car crashes often slow down other traffic and contribute to congestion

- Economic Costs
  - Each individual crash may be a traumatic event that also includes car repairs (or a new car), dealing with insurance companies, and time loss



- Environmental Impacts
  - Air pollution from congestion
  - Fuel and cargo spills

2016 Solano Travel Safety Plan



- Updates the 2005 Plan
  - 45 Projects completed to date
- 2016 Plan = 76 locations
  - Developed by Public Works Departments of the seven cities and the County
- Approved by STA Board January 12, 2016

List of Potential Safety Projects

- Draft Countywide Safety Plan
  - Projects provided by City Staff

Member Agency	Number of Safety Locations Submitted	Sample Locations
Benicia	10	Military West at West 7th Street
Dixon	7	1st St/CA-113, from A Street to Parkway Blvd
Fairfield	10	East Tabor Avenue railroad track crossing, west of Railroad Avenue
Rio Vista	4	CA-12 at Church Road
Suisun City	12	Marina Boulevard, from CA-12 to Railroad Boulevard
Vacaville	9	Alamo Drive, from Merchant Street to Monte Vista Avenue
Vallejo	18	Broadway St; Sacramento St; Tennessee St.
Solano County	6	Pleasants Valley Road (entire length)

Solano Mobility

providing transportation options

For Seniors and Persons with Disabilities

Preparing for Solano County Growth in Numbers for Seniors

Solano County Older Adult Population Growth by Age

	2010	2040	% Change
Solano	**46,847**	**105,912**	**126.1%**

Source: 2010 Census SF1 Table P12; ABAG Forecasts

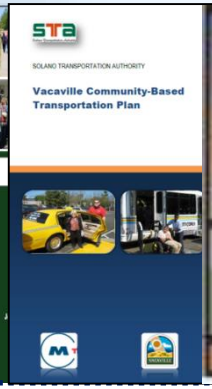
- 2010 - 7.3% of Solano County population are people who live with a disability
- 2010 – 11% of Solano County population are seniors 65 years or older
- 2040 – 21% of Solano County residence will be seniors 65 years or older

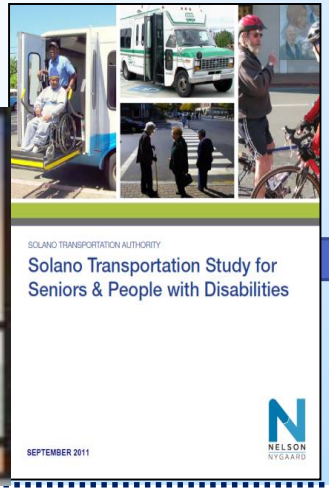
Our dilemma is that we hate change and love it at the same time; what we really want is for things to remain the same but get better. *~Sydney J. Harris*

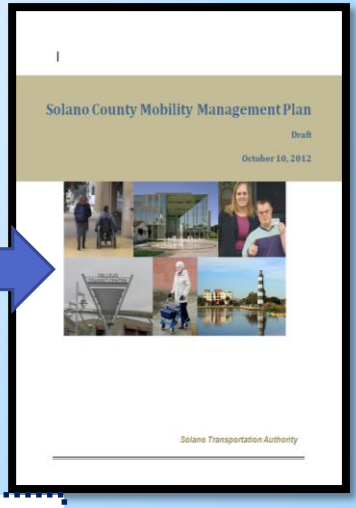
How Issues Were Identified

The development of mobility management programs for Solano County emerged as a countywide priority based on:

- Five (5) Community-Based Transportation Plans
- Two (2) Solano County Senior and Disabled Transportation Summits
- Solano Transportation Study for Seniors and People with Disabilities (2011)
- Four (4) Advisory Committees:
  - Solano Seniors and People with Disabilities Transportation Advisory Committee
  - Paratransit Coordinating Council (PCC)
  - Intercity Transit Consortium
  - Lifeline Committee

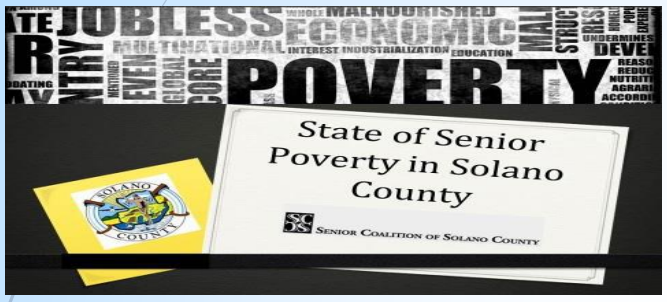


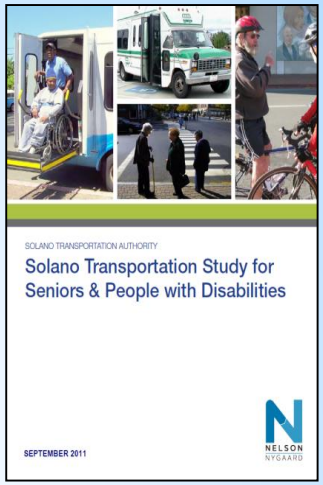




"None of us is as smart as all of us. " ~ Ken Blanchard

Providing Mobility is Cited as Significant Issue

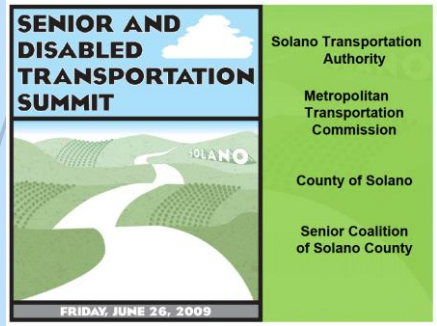




- Can't afford maintaining a vehicle
- Limited income restricts ability to buy bus passes
- Seniors are not aware of existing resources

- Trips to obtain health care are the biggest challenge for the county's senior and disabled residents.
- Transportation for urgent same-day medical trips is a high priority.

Providing Mobility is Cited as Significant Issue



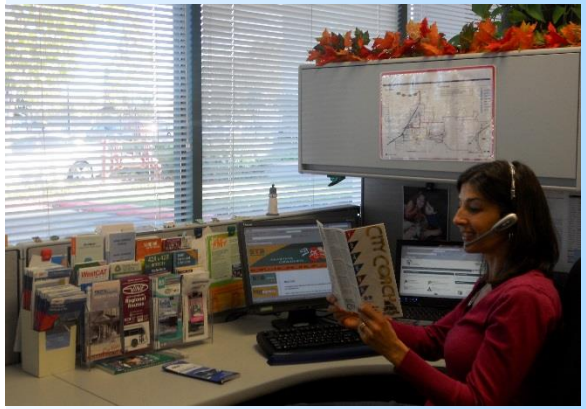
Solano Mobility
providing transportation options

Change is the law of life. And those who look only to the past or present are certain to miss the future. *-John F. Kennedy*

Solano Transportation Authority (STA) Has Listened to our Residents

Solano Mobility Management Programs

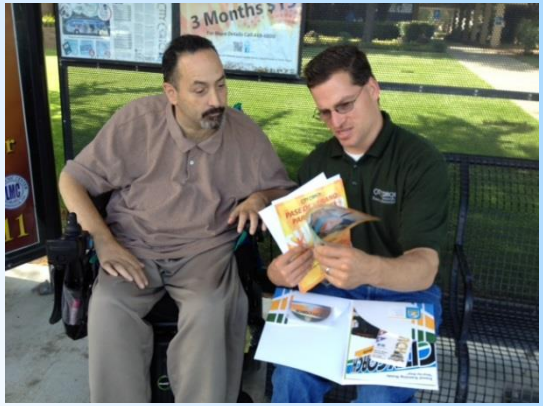
1. Information clearinghouse (Call center/website)
   - Mobility Website: 14,264 hits since September 2014
   - Mobility Call Center: 1,070 calls since September 2014
   - Transportation Info Depot: 5,594 questions answered since November 2014
2. Older Driver Safety Program (Information)
   - In coordination with CHP, 10 presentations conducted by STA staff



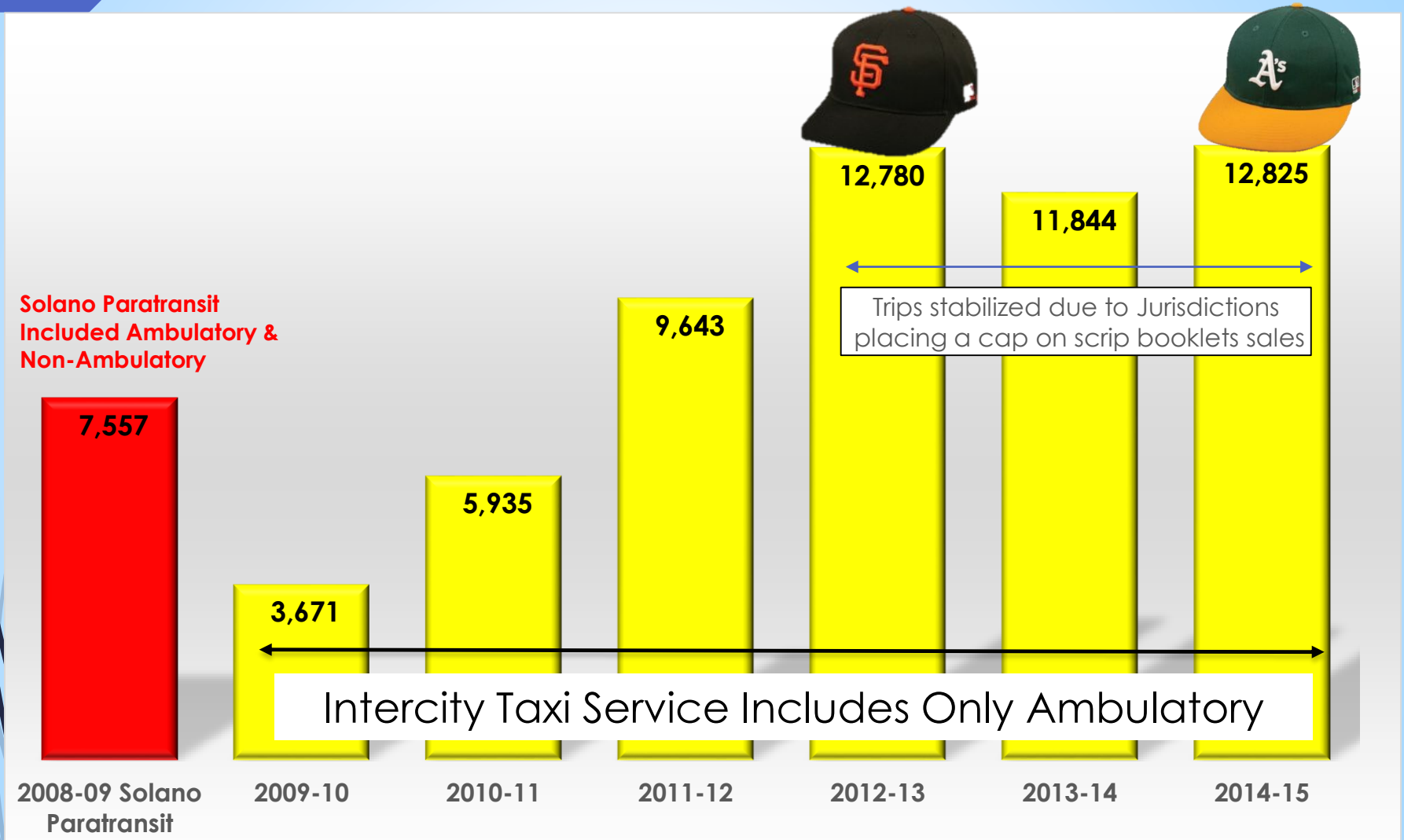
When you're finished changing, you're finished. *~Benjamin Franklin*

Listening to Our Residents

1. Travel Training/Transit Ambassador
   - 1,088 people have completed travel training since January 2015
2. Standardized ADA Paratransit Eligibility process (Countywide)
   - 3,128 people assessed for ADA eligibility since June 2013
3. Solano Intercity Taxi Scrip
   - Roughly 12,800 scrip booklets sold every year (demand outstripping supply)



INTERCITY TAXI SCRIP PASSENGER TRIPS BY YEAR



What are the Current and Future priorities for Senior and Disabled?

1. Sustain Existing Programs
   - Solano Mobility Call Center
   - Travel Training
   - Countywide In-Person ADA Assessment
   - Senior Driver Safety Information
   - Faith in Action Ride with Pride
   - Intercity Taxi Scrip – Phase 1

2. Implement Priority New Programs
   - Implement Phase 2 of the Intercity Taxi Scrip/ Paratransit Service for Non-Ambulatory
   - Expand Golden Pass Program for Seniors
   - Shuttle Program for Seniors
   - Shared Vehicles for Non-Profits
   - Other

Definition of Non-Ambulatory- Not able to walk

A Few Facts About Older Drivers

- Older drivers, 75 and older, are more likely to be killed in a car accident (when controlled for miles driven) even thought hey account for only 3% of the crashed.*
- Older adults accounted for 15% of all traffic fatalities in 2005 and 20% of pedestrian fatalities nationally.*
- Over 20-% of American age 65 and over do not drive.**
- More than 50% of non-drivers, age 65 and over, stay home on any given day due, partially, to a lack of transportation options.**
- Older non-Drivers make 15% fewer visits to the doctor's office, 59% fewer shopping trips and 65% fewer trips for social, family and religious activities.**
- Older adults are more likely to receive traffic citations and get into accidents than younger drivers.
- Eighty-six percent of non-drivers state that they do not use public transportation.***

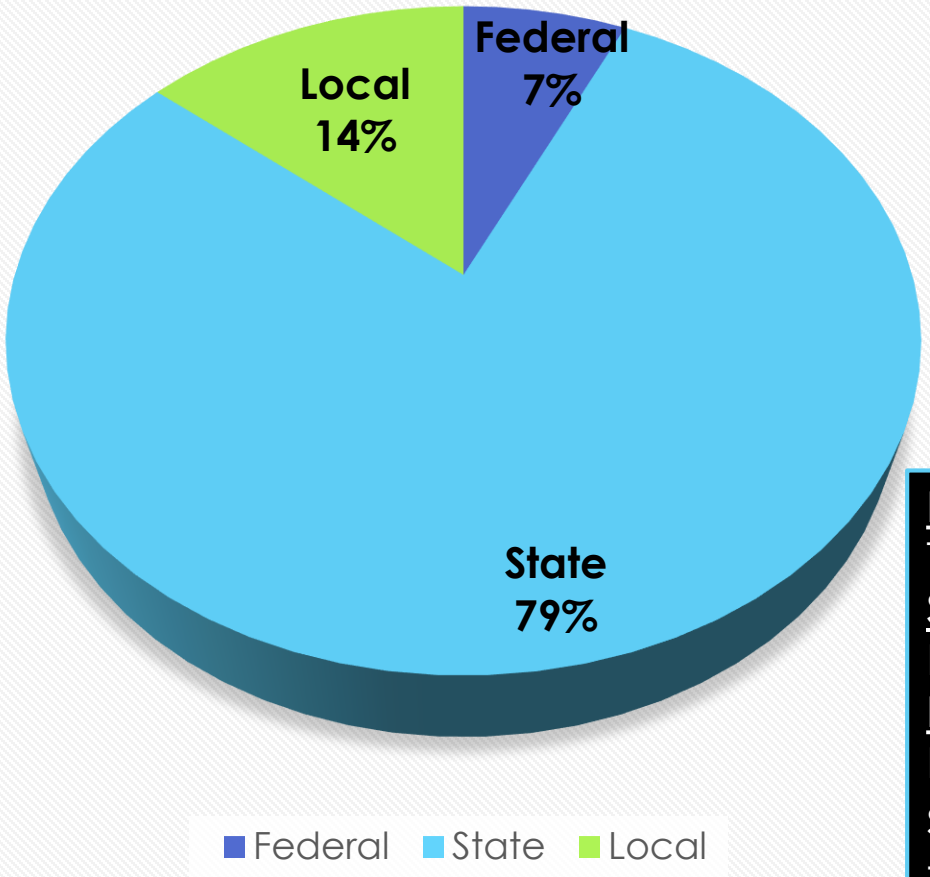
Source: Solano County Status Report of Seniors 2008
*Traffic Safety Facts, Older Population, National Center for Statistics and Analysis
** Aging Americans Stranded Without Options, Surface Transportation Policy Project, 2004
*** Straight A. (1997). Community Transportation Survey, Public Policy Institute, American Association of Retired Person, 1997

How are Solano County Local Streets & Roads, Safety Projects, and Mobility Programs Funded?

Sources of Local Streets & Roads Revenue

- Federal Gas Tax
  - Surface Transportation Program (STP)
- State Gas Tax
  - State Base Gas Tax
  - State Price Based Gas Tax
- Local Sources
  - General Fund
  - Local Sales Tax
  - Regional Transportation Impact Fee

Funding Sources for FY 14/15 Local Streets and Roads Maintenance

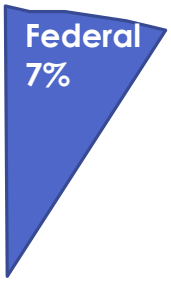


Approx. $20.5M LS&R Budget

Federal: Surface Transportation Funds
State: Gas Tax Revenue
Local: Sales Tax Revenue (Only some cities supply funding)

Federal Gas Tax

- 18.4 cents per gallon (has not increased since 1994)
  - Purchasing power is nearly 30% less than in 1994.
- Distributed through Surface Transportation Program (STP), administered through MPO's (MTC) and CMA's (STA) through One Bay Area Grant (OBAG) Program
  - $5.1M went to local streets and roads as part of OBAG 4 Year cycle; recently extended to 5 years (Approx. $1M a year)
- Federal Bill (FAST bill) reauthorized, current funding amount may rise slightly.



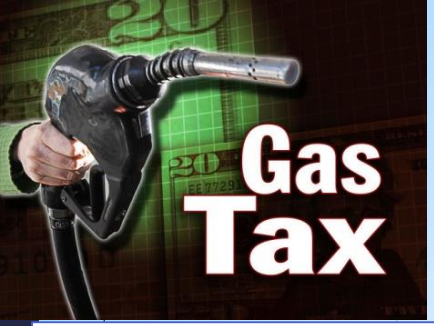
Local Transportation Funding

Local Sales Tax Measures

- Fairfield, Rio Vista, Vallejo, and Vacaville have temporary sales tax measures
- Benicia has permanent 1% sales tax

Local Sales Tax Revenue Effect on LS&R

- Collectively cities and the County make up only 14% of LS&R funding available



State Gas Tax
(Excise Tax vs. Price-Based Tax)

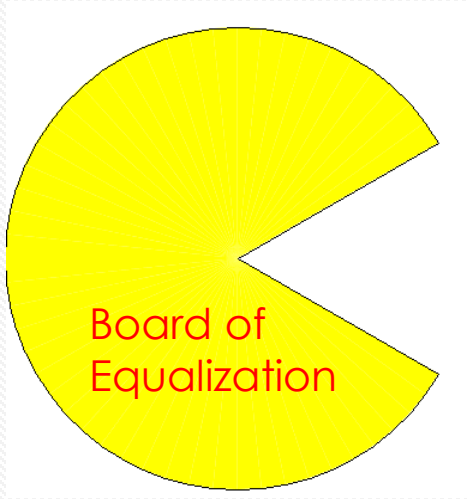
State Base Excise Gas Tax

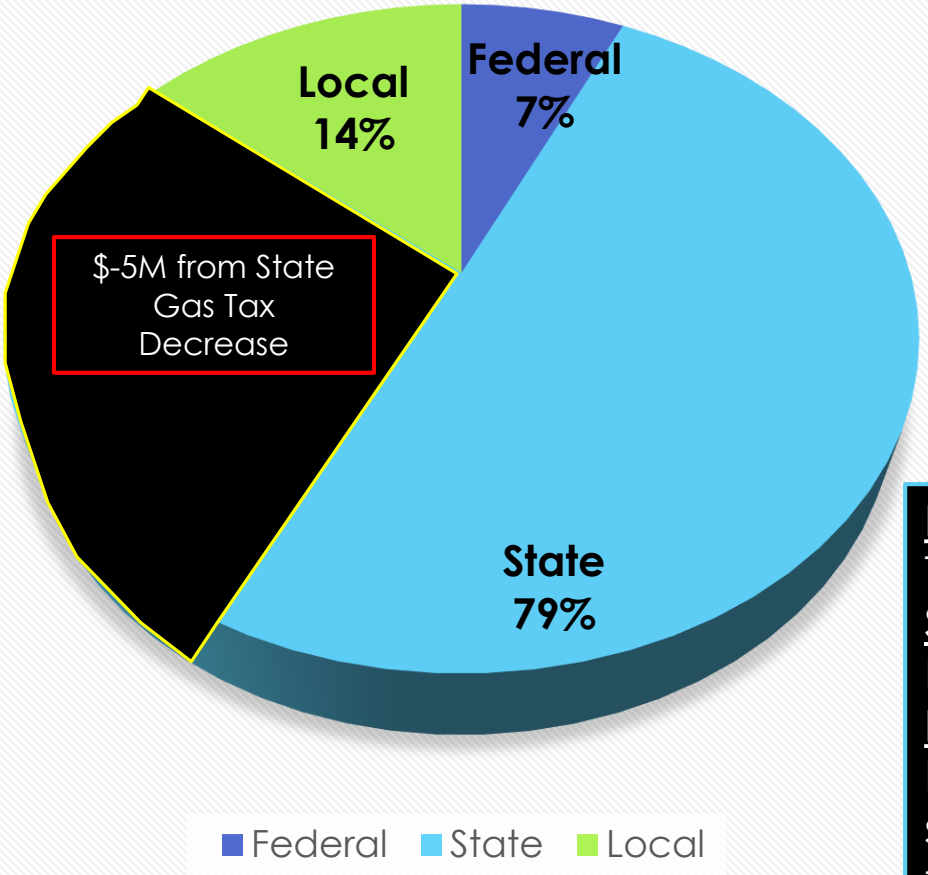
- Based on a fixed amount per gallon
- 18 cents per gallon (Same since 1994)
- Distribution:
  - State Highway Account– 64%
  - Cities and Counties - 36%
    - Limited Discretionary authority:
      - **Approx. $2M** dedicated to storm water drainage, bridges, and street lights.

State Price-Base Gas Tax

- Adjusted annually based on price of a gallon of gasoline.
- 18 cents per gallon in FY 2014-15 (~$4/gallon)
  - **Reduced to 12 cents per gallon in FY 2015-16 (~2.50/gallon)**
- Distribution:
  - State transportation debt service (Approximately $1B annually)
  - Remainder to:
    - Local Streets & Roads – 44%
      - Half to Cities/Half to Counties
    - Surface Transportation Improvement Program (STIP) – 44%
    - State Highway Operation and Protection Program (SHOPP) – 12%

Funding Sources for FY 15/16 Local Streets and Roads Maintenance





Approx. $15.5M LS&R Budget

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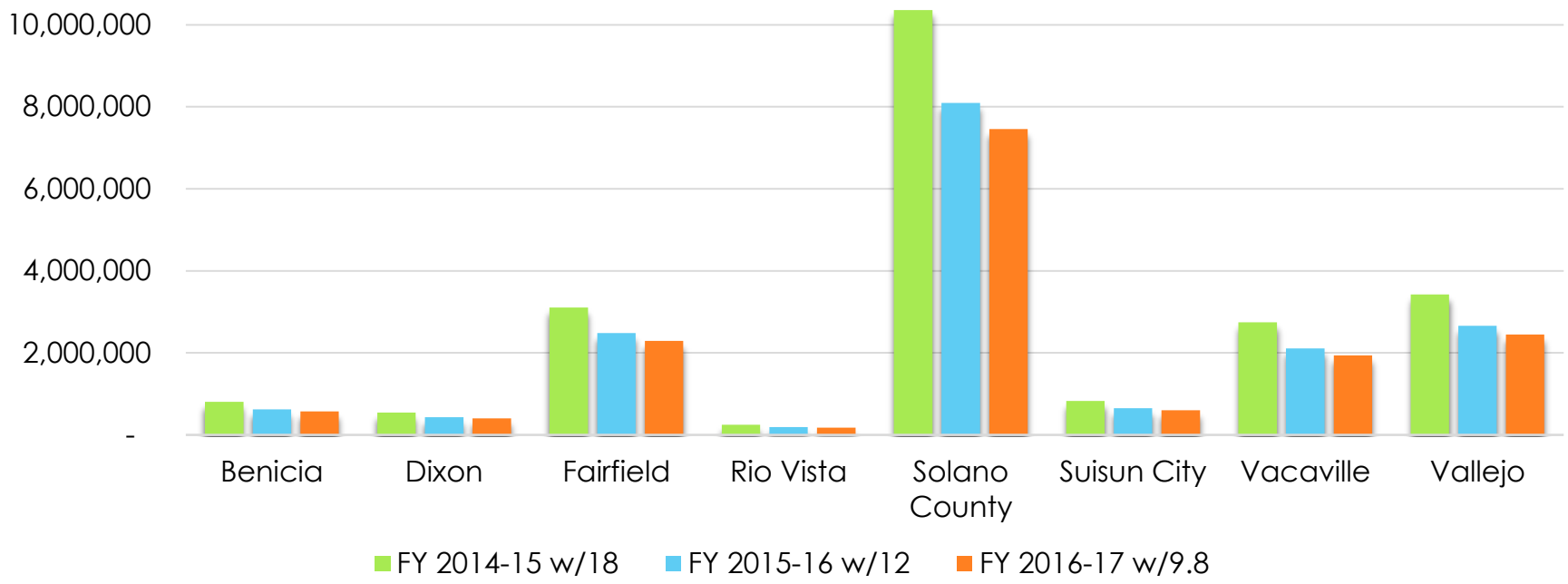
State Gas Tax Revenue Decreasing



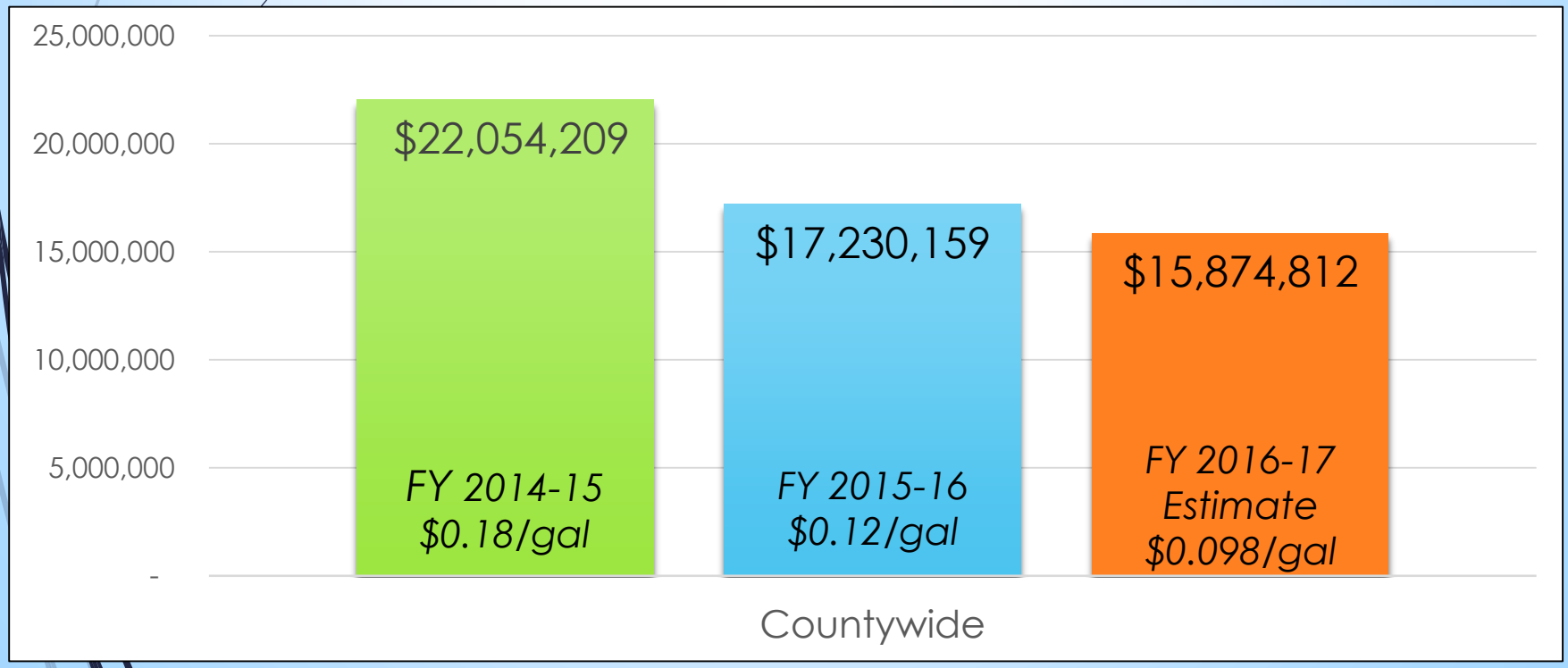
Gas Tax	Benicia	Dixon	Fairfield	Rio Vista	Solano County	Suisun City	Vacaville	Vallejo
FY 2014-15	$803,256	$544,979	$3,105,530	$241,889	$10,360,982	$827,795	$2,744,540	$3,425,229
FY 15-16	$622,112	$431,766	$2,485,106	$187,683	$8,154,096	$648,853	$2,103,111	$2,657,136
FY 16-17*	$573,605	$398,205	$2,289,091	$173,331	$7,530,557	$597,976	$1,937,208	$2,447,471
Total State Gas Tax Decrease 2015-2017	**$229,651**	**$146,774**	**$816,439**	**$68,558**	**$2,830,425**	**$229,819**	**$807,332**	**$977,758**

*FY 2016-17 Estimate by California City Finance

Solano Countywide Gas Tax Total

- In FY 2014-15: $22M* ($20M spent on roads)
- In FY 2015-16: $17.2M* ($15M spent on roads)
- FY 2016-17 Est: $15.8M* ($13M spent on roads)
- **28% Decrease State Gas Tax Revenue Totaling <u>$6.2M</u> in 2 years!**

***~$2M per year required to be spent on other transportation needs**



Solano Member Agency 2014 Pothole Report Budgets and PCI Scores

- According to the 2014 Pothole Report, Solano Countywide spent approx. $20.5 M for Local Streets and Roads.
- State Gas Tax funding (79% of revenue) decreased approx. 25% for Fiscal Year 2015/16.

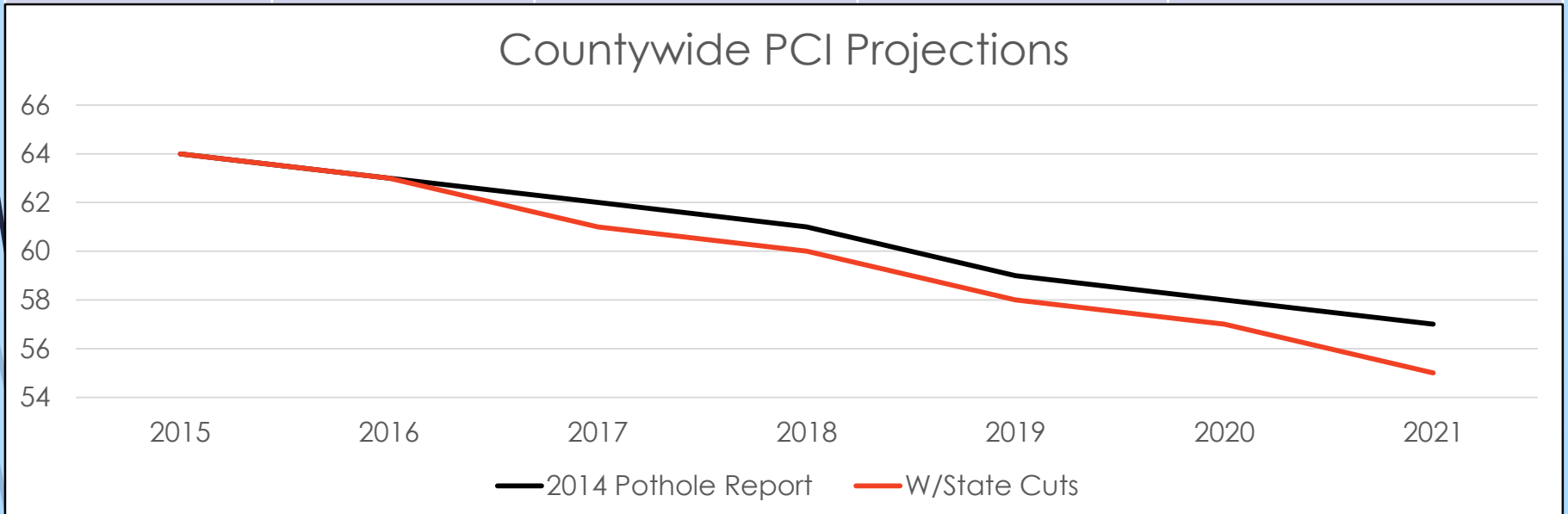
Member Agency	2014 Pothole Report Budget	2014 Network PCI	Projected 2021 Network PCI
County of Solano	$ 7,285,000	79	75
Fairfield	$ 1,750,000	74	66
Dixon	$ 271,000	71	67
Vacaville	$ 5,000,000	69	60
Benicia	$ 690,000	58	52
Rio Vista	$ 138,000	55	54
Suisun City	$ 1,200,000	55	42
Vallejo	$ 4,250,000	45	43
COUNTYWIDE	$20,584,000	**64**	57

Good
Fair
At-Risk
Poor

Solano Countywide

*Annual

Member Agency	2014 Pothole Report Budget	Annual Shortfall for PCI 60	Annual Shortfall for PCI 75	Est. Proceeds from ½% Countywide Measure
Solano Countywide	$20,584,000	$24,000,000	$50,000,000	$30,000,000



Countywide Tax Measure PCI Scenario							
	2015	2016	2017	2018	2019	2020	**2021**
Pothole Report	64	63	62	61	59	58	57
Pothole Report w/State Cuts	64	63	61	60	58	57	55

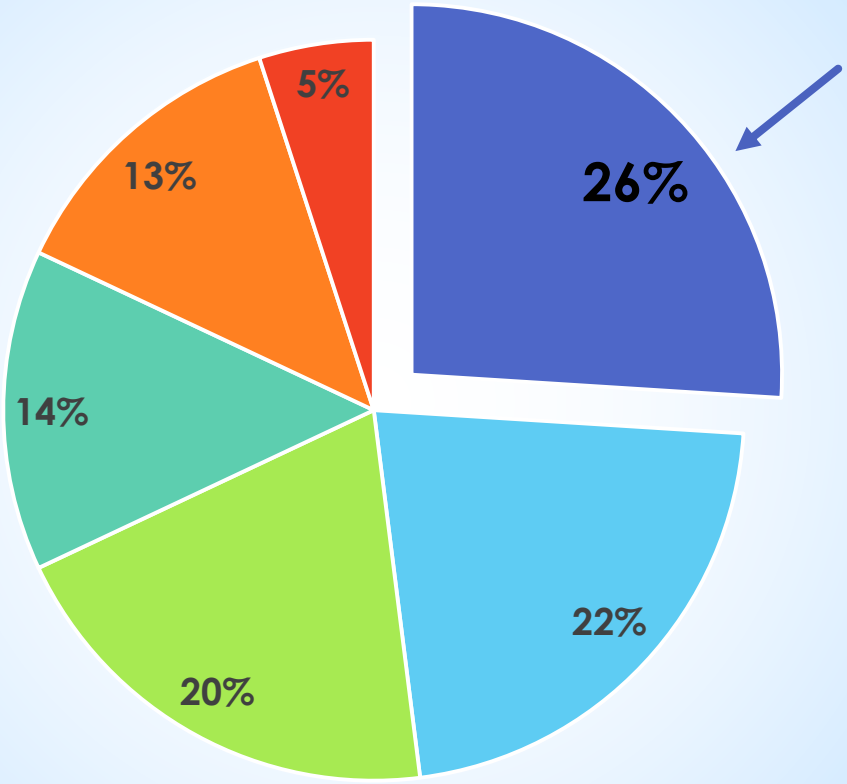
Safety Project Funding

- The only source of safety project funding is the Highway Safety Improvement Program (HSIP).
- Only projects on National Highway System are eligible (Major Arterials)
- Solano averages $1.5M in safety grants every 2 year cycle.

Local HSIP Project Example

- Solano Guardrail Project
  - $180,000 project
  - Federal and state environmental clearance was extremely difficult.
  - Project took an **estimated 2 years** longer to complete than if it was a locally funded project.

Mobility Management Programs Revenues of $1.8 Million (FY 2015-16)



26% is dependent on one-time competitive grants

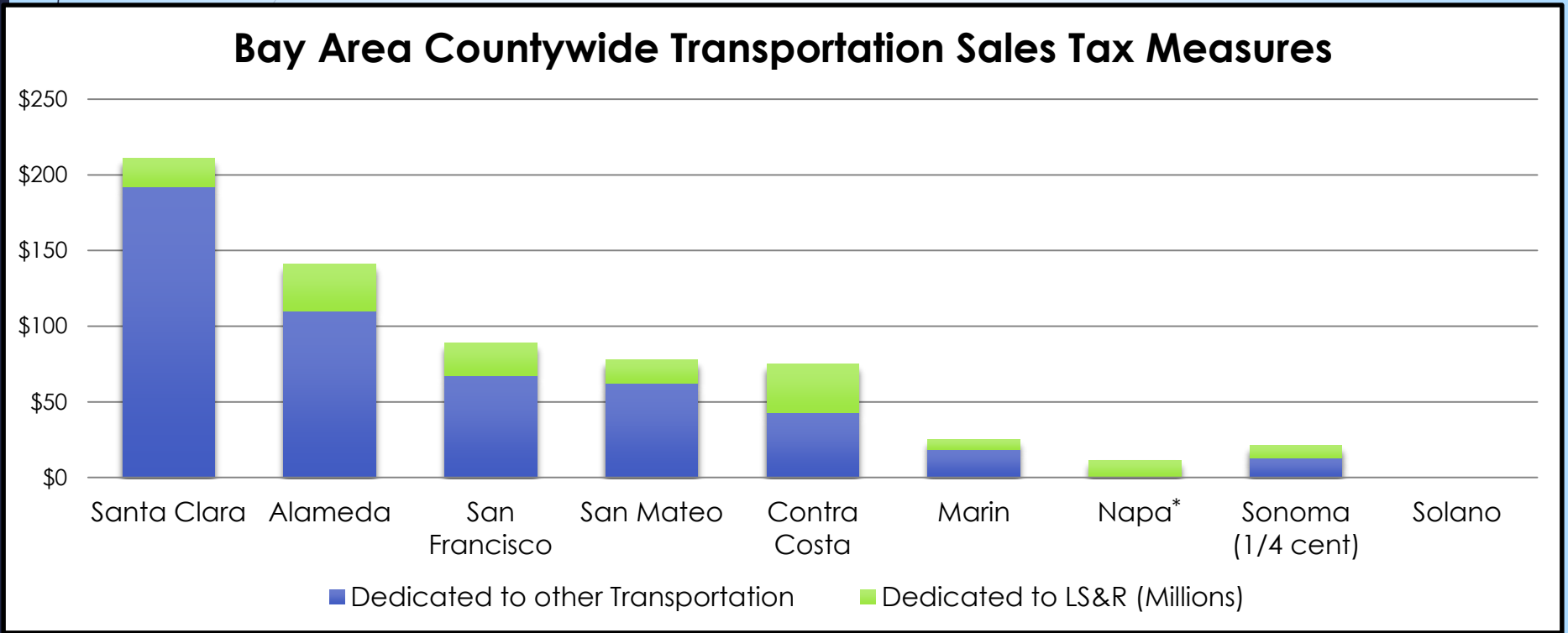
- GRANTS - 26%
- STAF Paratransit - 22%
- Solano County TDA - 20%
- STAF - 14%
- Transit Operators TDA - 13%
- Fare Revenue - 5%

How are Other Bay Area Counties Addressing Transportation Needs

- All 8 other bay area counties have passed local sales tax measures to address local streets and roads funding shortfalls.

- 6 of the 8 counties with local sales tax measures also provided funding for senior and disabled mobility.

How are other Bay Area Counties Addressing Local Transportation Funding Issues?



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

Source: California DOT Economic Analysis Branch

* Napa's Measure T does not go into effect until 2018.

Returning Revenues to the Source

- STA Board asked City Managers & Public Works Directors to develop a proposal for allocating a local county sales tax with revenues returning to local communities to address maintenance of roads and road safety.
- After 3 months of deliberation, 3 criteria were developed to provide an equitable return to source for each jurisdiction in the county.

Countywide Funding Source Distribution Factors

- Population (2014 Census Estimates)
- Total Lane Miles (StreetSaver Calculation)
- Total Taxable Sales (2013 Board of Equalization)

	Total Lane Miles		2014 Population Estimate		Taxable Sales by City	
	#	Pct of Total	#	Pct of Total	Total All Outlets (in $1,000s)	Pct of Total
Benicia	195.8	5%	27,930	6%	$541,741	8%
Dixon	130.3	3%	19,164	4%	$432,332	7%
Fairfield	737.3	20%	111,125	26%	$1,666,580	26%
Rio Vista	45.9	1%	8,070	2%	$81,951	1%
Suisun City	152.2	4%	29,256	7%	$95,342	1%
Vacaville	596.3	16%	95,856	22%	$1,512,401	24%
Vallejo	714.6	19%	120,228	28%	$1,119,542	18%
County of Solano	1151.8	31%	19,502	5%	$927,513	15%
TOTAL	3724.1	100%	431,131	100%	$6,377,402	100%

How Much Would a ½ Cent Local Sales Tax Raise?

- ½ Cent Sales Tax would produce approx. $150M to $180M over 5 years
- Distribution based on 3 factors
  - Population (40%)
  - Total Lane Miles (40%)
  - Taxable Sales (20%)

Jurisdiction	Distribution Percentage	Proceeds of ½ Cent Sales Tax	
		Annually	5 Years
Benicia	6%	$1,839,000	$9,196,000
Dixon	4%	$1,276,000	$6,379,000
Fairfield	23%	$6,936,000	$34,681,000
Rio Vista	2%	$458,000	$2,288,000
Suisun City	5%	$1,513,000	$7,564,000
Vacaville	20%	$5,874,000	$29,372,000
Vallejo	23%	$6,882,000	$34,409,000
County of Solano	17%	$5,222,000	$26,110,000
TOTAL	100%	$30,000,000	$150,000,000

STA Board Recommendation

On October 14, 2015 the STA Board unanimously recommended to forward a letter to the Solano County Board of Supervisors requesting their consideration of a local funding source to address the following:

- Maintenance of Repair of Local Streets and Roads and Road Safety Projects (96%)
- Senior/Disabled Mobility (3%)
- Oversight and Accountability (1%)

Accountability Requirements

- Oversight board
  - Public review and comment period both prior to the funds allocated and after they are spent.
  - This recommendation came from comments at the STA Board and the Solano Taxpayer group.
- Maintenance of effort by each of the 7 cities
- Timely delivery of projects

Why Does Solano Need A Local Fund Source?

- Solano roads countywide face a $24M annual shortfall to maintain roads in current condition (fair)
- With FY 2013/14 funding levels, average road condition is projected to decrease from PCI 65 (fair) in 2014 to PCI 49 (poor) by 2028.
  - 26% of roads countywide are in poor condition
- Stabilize road funding and safety projects
  - State Revenue to Solano for LS&R has decreased $6.2M since 2014.

Why Does Solano Need A Local Fund Source?

- Local funding is less cumbersome than federal and state funding, which would allow for faster and less expensive projects
- Ability to leverage federal, state, and regional funding and grants
- Allows jurisdictions to address their highest priority safety projects.
  - Reversing the recent trend of increasing Accidents/injuries since 2012
- Provides stable funding source for the increasing needs of seniors and disabled in Solano County, replacing one-time only competitive grants.

Questions?

Solano Transportation Authority

Daryl K. Halls, Executive Director

One Harbor Center, Suite 130

Suisun City CA 94585

707-424-6075

dkhalls@sta.ca.gov

www.sta.ca.gov

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