



MEETING AGENDA

**6:00 p.m., STA Board Regular
 Wednesday, October 9, 2019
 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 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) 399-3203 during regular business hours at least 24 hours prior to the time of the meeting.

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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.ca.gov **Supplemental Reports:** Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

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

ITEM

BOARD/STAFF PERSON

- 1. **CALL TO ORDER/ PLEDGE OF ALLEGIANCE** Chair Price
 (6:00 p.m.)

- 2. **CONFIRM QUORUM/ STATEMENT OF CONFLICT** Chair Price
 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.

<u>STA BOARD MEMBERS</u>							
Jim Spering	Lori Wilson	Elizabeth Patterson	Thom Bogue (Vice Chair)	Harry Price (Chair)	Ronald Kott	Ron Rowlett	Bob Sampayan
County of Solano	City of Suisun City	City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Vacaville	City of Vallejo
<u>STA BOARD ALTERNATES</u>							
Erin Hannigan	Mike Segala	Lionel Largaespada	Steve Bird	Chuck Timm	Donald Roos	Dilenna Harris	Robert McConnell

3. APPROVAL OF AGENDA

4. OPPORTUNITY FOR PUBLIC COMMENT

(6:05 – 6:10 p.m.)

5. EXECUTIVE DIRECTOR’S REPORT – Pg. 7

(6:10 – 6:15 p.m.)

Daryl Halls

6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

(6:15 – 6:20 p.m.)

Jim Spring,
MTC Commissioner

7. REPORT FROM CALTRANS

(6:20 – 6:25 p.m.)

8. STA PRESENTATIONS

(6:25 – 6:35 p.m.)

A. STA’s 22nd Annual Awards Nominations

Vincent Ma

B. Directors Reports:

1. Planning

Robert Guerrero

2. Projects

Janet Adams

3. Programs

Ron Grassi/Lloyd Nadal

9. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

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

(6:35 – 6:40 p.m.)

A. Meeting Minutes of the STA Board Meeting of September 11, 2019

Johanna Masiplat

Recommendation:

Approve the Minutes of the STA Board Meeting of September 11, 2019.

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B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of September 25, 2019

Johanna Masiplat

Recommendation:

Receive and file.

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C. Local Taxi Card Solano County Transit (SolTrans) Program

Debbie McQuilkin

Recommendation:

Approve the following:

1. STA to manage the SolTrans’ Local Taxi Scrip program contingent on the resolution of the issues raised by STA staff as identified; and
2. Authorize the Executive Director to enter into an agreement with SolTrans to manage the Local Taxi Card Program and participation agreements with the local taxi providers.

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- D. Federal Transit Administration (FTA) Section 5310 Funding for Solano Mobility Management Programs, City of Rio Vista and Faith In Action** Debbie McQuilkin
Recommendation:
 Support STA’s 5310 Grant Application for Older Adults and Individuals with Disabilities mobility programs which includes the Solano Mobility Call Center and Travel Training Program.
Pg. 31
- E. Medical Trip Concierge Pilot Program with GoGo Grandparent** Ron Grassi
Recommendation:
 Approve the modifications to the Medical Trip Concierge Program with GoGo Grandparent as shown in Attachment C.
Pg. 35
- F. Fiscal Year (FY) 2019-20 Transportation Development Act (TDA) Matrix – October 2019 – City of Dixon (Readi-Ride), City of Rio Vista (Delta Breeze), and the City of Fairfield (FAST)** Ron Grassi
Recommendation:
 Approve the October 2019 TDA Matrix for FY 2019-20 which includes the following:
 1. TDA Claim for the City of Dixon (Dixon Read-Ride) (Attachment B);
 2. TDA Claim for the City of Rio Vista (Delta Breeze) (Attachment B); and
 3. TDA Claim for the City of Fairfield (FAST) (Attachment B).
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- G. Suisun City Train Depot Maintenance/Custodial Services Agreement** Ron Grassi
Recommendation:
 Authorize the Executive Director to enter into a two-year agreement for \$80,000 with options to extend between STA and the City of Suisun City for a Facility Maintenance/Custodial Services for the Suisun City Train Depot.
Pg. 47
- H. Regional Housing Needs Assessment (RHNA) Contract Amendment** Robert Guerrero
Recommendation:
 Approve the following:
 1. \$5,500 financial contribution towards the new recommended scope as referenced in Attachment A;
 2. Authorize the STA Executive Director to amend the contract with Placeworks to include the recommended scope of work for RHNA consultant services and budget of \$49,950; and
 3. Authorize the STA Executive Director to enter into funding agreements with each city and County of Solano to fund the scope of work for the amended Placeworks contract.
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- I. **Safe Routes to School – Contract with Bike City Theatre Company for SR2S Presentations for 2019-2020 School Year** Lloyd Nadal
Recommendation:
 Authorize the Executive Director to enter into an agreement with Bike City Theatre Company for an amount not-to-exceed \$13,500 for up to 15 “Light the Way: A Bike Safety Musical” educational theatre shows across Solano County through June 30, 2020.
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- J. **Resolution Authorizing the Executive Director to Sign Right-of-Way Contracts and Related Documents** Janet Adams
Recommendation:
 Approve STA Resolution No. 2019-11 authorizing the Executive Director sign all right-of-way related documents on behalf of the Solano Transportation Authority.
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- K. **Resolution Agreeing that STA Board will Hear Resolutions of Necessity for the I-80/I-680/SR 12 Interchange Project –Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A)** Janet Adams
Recommendation: Approve Resolution No. 2019-18 agreeing that STA Board will hear Resolutions of Necessity for the I-80/I-680/SR 12 Interchange Project –Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A) in Solano County.
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10. ACTION FINANCIAL ITEMS

- A. **Conduct Public Hearing and Adopt Resolutions of Necessity to Acquire Property by Eminent Domain, for the I-80/I-680/SR 12 Interchange Project –Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A)** Janet Adams
Recommendation:
 Conduct a separate public hearing and adopt a separate Resolution of Necessity to acquire by eminent domain, if necessary, for each of the following properties needed for the I-80/I-680/SR 12 Interchange Project – Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A) as specified in Attachment B.
 (6:40 – 6:50 p.m.)
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B. 2020 Surface Transportation Improvement Program (STIP) Fund Programming for Projects Janet Adams

Recommendation:

Approve the programming of the 2020 STIP for Solano County as follows:

1. \$5 million for Construction Phase of the SR 37/Fairgrounds Dr. Interchange Project for FY 2021-22;
2. \$3 million for Construction Phase of Segment 2C of the Jepson Pkwy Project for FY 2024-25 (City of Fairfield);
3. \$1 million for Construction Phase of the SR 12 Project Downtown Rio Vista Complete Streets Project for FY 2023-24; and
4. \$152,000 for Planning, Programming, and Monitoring (PPM) activities for FYs 2023-24 through 2024-25.

(6:50 – 6:55 p.m.)

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C. Jepson Parkway Project Phase 2C – City of Fairfield Funding Agreement Approval Janet Adams

Recommendation:

Authorize the Executive Director to enter into a funding agreement with City of Fairfield for Phase 2C Jepson Parkway Funding Agreement as outlined in Attachment B.

(6:55 – 7:00 p.m.)

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D. State Route (SR) 12 Rio Vista Highway Enhancements Funding Agreement Janet Adams

Recommendation:

Authorize the Executive Director to enter into an agreement with Caltrans and City of Rio Vista for the contribution of \$2.939 million of STIP funding for the SR 12 Project, contingent on the City of Rio Vista committing \$400,000 of local funding and entering into a maintenance agreement with Caltrans for the enhancements.

(7:00– 7:05 p.m.)

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11. ACTION NON-FINANCIAL ITEMS

A. Comprehensive Transportation Plan (CTP) Equity Chapter – Final Transportation Equity Guiding Principles Mayor Lori Wilson/
Triana Crighton

Recommendation:

Approve the final Transportation Equity Guiding Principles as shown in Attachment A.

(7:05 – 7:10 p.m.)

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B. Legislative Update and Draft Legislative Platform for 2020 Vincent Ma
Recommendation:
Release the STA’s Draft 2020 Legislative Platform for 30-day review and comment.
(7:10 – 7:15 p.m.)
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C. 2019 Solano Congestion Management Program (CMP) Update Robert Guerrero
Recommendation:
Approve the following:
1. Release of the Draft Solano County Congestion Management Plan (CMP) for public review with a deadline for comment by November 13, 2019; and
2. Authorize transmittal of the Draft Solano County CMP to MTC.
(7:15 – 7:20 p.m.)
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12. INFORMATIONAL – NO DISCUSSION

A. Highway Projects Update Janet Adams
Pg. 179

B. Abandoned Vehicle Abatement (AVA) Program 4th Quarter Susan Furtado
Pg. 183

C. Summary of Funding Opportunities Triana Crighton
Pg. 185

D. 2019 STA Board and Advisory Committee Meeting Schedule Johanna Masiplat
Pg. 189

13. BOARD MEMBERS COMMENTS

14. ADJOURNMENT

Due to the STA’s 22nd Annual Awards Ceremony in November, the STA Board’s next regularly scheduled meeting is at **6:00 p.m., Wednesday, December 11, 2019**, at the Suisun Council Chambers.

STA Board Meeting Schedule for Calendar Year 2019

5:00 p.m., Wednesday, November 13, 2019 (STA’s 22nd Annual Awards – City of Fairfield)
6:00 p.m., Wednesday, December 11, 2019



DATE: October 1, 2019
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report –October 2019

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.

2020 State Transportation Improvement Program (STIP) Priorities*

Due to a delay in Board of Equalization adjustments to the gas tax, the 2018 STIP was over projected resulting in the need to correct (meaning lower) the 2020 STIP. STA staff has developed recommendations for projects with available 2020 STIP funds that includes funding for the remaining unfunded segment of the Jepson Parkway (\$3 million), match funding for the State Route (SR) 12 Complete Highway Project adjacent to Rio Vista (\$1 million), and match funding for the SR 37/Fairgrounds Interchange projects adjacent to Six Flags in Vallejo (\$5 million). The \$9 million in 2020 Regional Transportation Improvement Program (RTIP) recommended to be programmed will leverage \$4.5 million in local transportation impact fees (TIF) and regional transportation impact fees (RTIP), \$75 million in State Highway Operations and Protection Program (SHOPP) funds, and \$15 million in regional bridge toll funds. In future STIP/RTIP cycles beginning with the 2022 STIP cycle, STA staff is recommending the STA Board prioritize leveraging STA's RTIP funds with state and regional funding to fund improvements to the I-80 Corridor (i.e., Solano I-80 Express/HOV Lanes). Funding agreements between STA and the City of Fairfield for the Jepson Parkway and STA and the City of Rio Vista for SR 12 are also included with this agenda.

I-80/I-680/SR 12 Interchange Project – Package 2A – Acquiring Property – Round 2*

This month, the STA Board is recommended to conduct a public hearing and adopt Resolutions of Necessity (RON) for several properties necessary to initiate Construction Package 2A of the I-80/I-680/SR 12 Interchange. As noted last month, STA is partnering with Caltrans District 4 to complete the project development activities for the project with Caltrans serving as lead agency for the design phase utilizing a General Contractor/Construction Manager approach and Caltrans requested STA serve as the lead for the right of way phase to ensure the project stays on schedule per the requirements of state Senate Bill 1 (SB 1) funding which is funding the construction scheduled for 2020.

Equity Principles and Equity Chapter *

As part of STA's update of the Solano County Transportation Plan, STA is developing for the first time, both an Equity Chapter and a Land Use Chapter. Earlier this year, the STA Board formed an Equity Task Force to work with staff and a consultant team to develop both Equity guiding principles and an Equity Chapter. The Task Force has met several times and developed draft Equity Guiding Principles which were presented to and then released for public review and comment by the STA Board. After receiving public review and input, the Task Force will be presenting the Guiding Principles for adoption by the STA Board. This will be followed up by the draft Equity Chapter that will be presented to the STA Board at their December 11th meeting.

Draft STA Legislative Platform for 2020 *

STA's Vince Ma has updated the STA's Legislative Platform following the completion of the 2019 State Legislative session and in preparation for the 2020 legislative year in both Sacramento and Washington, DC. Staff is recommending the platform be released for 30 days review and be brought for final adoption in December. Presentations by both our state and federal legislative advocates will be scheduled for either December 2019 or January 2020.

Revised Congestion Management Plan for Solano County *

STA serves as the Congestion Management Agency for Solano County, in addition to its role for providing countywide transportation planning, project delivery and programs. Every two years, STA updates the CMP for Solano County consistent with regional guidelines developed by the Metropolitan Transportation Commission (MTC). STA staff and consultants have updated the CMP which is due to be submitted as a draft to MTC by October 31st. The draft CMP is currently being reviewed by members of the STA TAC and scheduled for review by the STA Board at the meeting. Currently, the CMP focused on level of service (LOS) assessments, but in the next CMP cycle, this will shift to Vehicle Miles Traveled (VMT) as required by the State of California.

22nd Annual STA Awards Program *

STA Board Chair Harry Price and the City of Fairfield will be the host city for the STA's 22nd Annual Awards Program on Wednesday, November 13, 2019 at the Clubhouse at Rancho Solano. The STA Awards recognize individuals and agencies in up to eleven categories. The nominees for this year's awards will be announced at the STA Board meeting. The category winners will be announced at the Awards Program.

Cities Submit Priority Development Areas (PDAs) and Priority Production Areas (PPAs) *

All seven cities interested in making changes to existing or proposing new PCAs, PDAs or PPAs had until September 16th to submit a letter of interest to Association of Bay Area Governments/Metropolitan Transportation Commission (ABAG/MTC). STA staff will provide an updated list of PDA and PPA submittals requested by the cities and their status based on updated criteria developed by MTC/ABAG.

County Submits Priority Conservation Areas (PCAs) *

Concurrently, the County of Solano reviewed and updated their PCAs. An update will be provided at the meeting.

Modification to Medical Trip Concierge Pilot Program with GoGo Grandparents *

STA staff, with the concurrence of the SolanoExpress Intercity Transit Consortium and Consolidated Transit Services Agency (CTSA), is recommending modifications to the Medical Trip Concierge Pilot Program with GoGo Grandparents to focus the program on medical trips in order to sustain the program within the limits of the funding available to fund the program. The program modifications are scheduled to take place November 1, 2019, following adoption by the STA Board.

SolTrans Request for STA to Administer Local Taxi Card Program *

Solano County Transit (SolTrans), which provides local transit services for the cities of Benicia and Vallejo has requested that STA administer the local taxi scrip program for those two cities. SolTrans is interesting in having their local taxi program be combined with the Intercity Taxi Card program that STA currently administers. In order to successfully add SolTrans' local taxi scrip program to the Intercity Taxi Card program, STA has requested and SolTrans has agreed their local program be modified to mirror the Intercity Taxi Card Program which last year was implemented countywide in all seven cities.

TDA Claims for FY 2019-20 from Dixon, FAST and Rio Vista*

With this agenda, the City of Dixon (Readi-Ride), City of Fairfield (Fairfield and Suisun Transit (FAST), and City of Rio Vista (Delta Breeze) have submitted their Transit Development Act (TDA) claims for FY 2019-20. These are the final three transit operators to submit their initial TDA claims for FY 2019-20. As requested by STA staff and subsequently recommended by the STA TAC, the City of Fairfield will claim \$500,000 in State Transportation Act Funds (STAF) programmed by STA for the Blue Line and Green Express Line service once the SolanoExpress Operating Agreement for FY 2019-20 is signed by both FAST and STA.

STA Staff Update

STA recently hired Mey Saecho on September 16th to fill the new Accountant/Grants Coordinator position. Mey is a resident of Elk Grove and she is looking for bus or rail options to commute to work. Most recently she did work for the County of Sacramento and she is supervised by Susan Furtado, STA's Accounting/Administrative Services Manager. On October 1st, Brent Rosenwald, Planning Assistant, began his tenure with STA filling the vacant planning position. Brent is returning from Southern California to North California where he attended UC Davis. He will be supervised by Robert Guerrero, STA's Director of Planning.

Provided under separate cover is a summary of countywide and regional meetings that I attended on behalf of STA during the month of September 2019.

Attachments:

- A. Summary of Countywide and Regional Meetings
- B. STA Acronyms List of Transportation Terms

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**SUMMARY OF COUNTYWIDE AND REGIONAL MEETINGS
IN THE MONTH OF SEPTEMBER 2019**

- September 3 - Presented at Benicia City Council workshop on PDAs and PPAs.
- September 4 - Attended meeting with Solano Transit Operators to discuss modifying Go Go Grandparents Pilot Program.
- Attended meeting with Fairfield City Manager and Public Works Director to discuss I-80/I-680/SR12 Interchange right of way.
- Attended meeting with MTC staff in San Francisco to discuss Sub HIP program criteria and candidate projects.
- September 8-11 - Attended National Rail Volution Conference in Vancouver regarding linking land use and transportation.
- September 11 - Staffed STA Board meeting in Suisun City.
- September 12 - Attended Solano EDC Board meeting in Fairfield.
- Attended meeting with Suisun City Manager to discuss maintenance contract for Suisun Amtrak Station.
- September 13 - Meeting with Vallejo Council Member Pippin Dew to discuss status of SR 37/
Fairgrounds projects and SR 37 presentation to North Bay LOCC Division.
- September 16 - Coordination meeting with SolTrans to discuss SolanoExpress coordination, new Benicia mobility programs, and purchase of additional buses to expand service.
- Attended meeting in San Francisco with MTC and other CTAs to discuss development of regional SB 1 priorities.
- September 17 - Meeting with Suisun City Mayor Lori Wilson to discuss Equity Chapter and Principles.
- Meeting with Fairfield Public Works Director and FAST Transit Manager to discuss FAST's TDA claim and draft SolanoExpress Operating Agreement for Blue and Green Lines.
- September 18 - Meeting with County CAO to discuss RHNA, 4 CCCCs, and coordination issues.
- September 19 - Conference call with MTC staff to discuss regional SB 1 priorities and Solano I-80 Express/HOV Lanes project.
- Attended Solano CTSA meeting in Suisun City.
- Attended SR2S Pedestrian Safety Event in Suisun City.
- Attended Solano Planning Directors meeting to discuss RHNA process.
- September 20 - Attended Steering Committee meeting for City County Coordinating Council.

- September 23 - Provided SR 37 presentation to North Bay LOCC Division meeting in Sonoma County.
- September 24 - Meeting with SolTrans GM to discuss coordination issues.
- Attended SolanoExpress Coordination meeting at STA.
- September 25 - Attended Solano City Managers meeting in Fairfield.
- Chaired STA TAC meeting.
- Attended RTIF Working Groups #1, #2, #3, #4 and #5 meetings at STA.
- September 26 - Staffed STA Board Executive Committee meeting.
- Attended meeting with City of Vallejo Mayor Bob Sampayan, Vallejo City Staff, and WETA Board member Anthony Intintoli and MTC Representative Jim Spering, to discuss Vallejo Station Phase B project funding plan.
- September 27 - Attended Tom Hannigan Train Station Dedication Event in Fairfield.
- Attended BACTA event in Marin County.
- September 30 - Attended MTC Partnership Board planning meeting in San Francisco.

A					
AADT	Average Annual Daily Traffic		FEIR	Final Environmental Impact Report	
ABAG	Association of Bay Area Governments		FHWA	Federal Highway Administration	
ACTC	Alameda County Transportation Commission		FPI	Freeway Performance Initiative	
ADA	American Disabilities Act		FTA	Federal Transit Administration	
ADT	Average Daily Traffic		G		
APDE	Advanced Project Development Element (STIP)		GARVEE	Grant Anticipating Revenue Vehicle	
AQMD	Air Quality Management District		GHG	Greenhouse Gas	
ARRA	American Recovery and Reinvestment Act		GIS	Geographic Information System	
ATP	Active Transportation Program		H		
ATWG	Active Transportation Working Group		HIP	Housing Incentive Program	
AVA	Abandoned Vehicle Abatement		HOT	High Occupancy Toll	
B			HOV	High Occupancy Vehicle	
BAAQMD	Bay Area Air Quality Management District		HPMS	Highway Performance Monitoring System	
BAC	Bicycle Advisory Committee		HSIP	Highway Safety Improvement Plan	
BACTA	Bay Area Counties Transportation Agencies		I		
BAIFA	Bay Area Infrastructure Financing Authority		INFRA	Infrastructure for Rebuilding America	
BART	Bay Area Rapid Transit		ISTEA	Intermodal Surface Transportation Efficiency Act	
BATA	Bay Area Toll Authority		ITIP	Interregional Transportation Improvement Program	
BCDC	Bay Conservation & Development Commission		ITS	Intelligent Transportation System	
BUILD	Better Utilizing Investments to Leverage Development		J		
C			JARC	Jobs Access Reverse Commute Program	
CAF	Clean Air Funds		JPA	Joint Powers Agreement	
CalSTA	California State Transportation Agency		L		
CALTRANS	California Department of Transportation		LATIP	Local Area Transportation Improvement Program	
CARB	California Air Resources Board		LCTOP	Low Carbon Transit Operations Program (LCTOP)	
CCAG	City-County Association of Governments (San Mateo)		LEV	Low Emission Vehicle	
CCCC (4'Cs)	City County Coordinating Council		LIFT	Low Income Flexible Transportation Program	
CCCTA (3CTA)	Central Contra Costa Transit Authority		LOS	Level of Service	
CCJPA	Capitol Corridor Joint Powers Authority		LS&R	Local Streets & Roads	
CCTA	Contra Costa Transportation Authority		LTR	Local Transportation Funds	
CEC	California Energy Commission		M		
CEQA	California Environmental Quality Act		MAP-21	Moving Ahead for Progress in the 21 st Century	
CHP	California Highway Patrol		MAZ	Micro Analysis Zone	
CIP	Capital Improvement Program		MIS	Major Investment Study	
CMA	Congestion Management Agency		MLIP	Managed Lanes Implementation Plan	
CMIA	Corridor Mobility Improvement Account		MOU	Memorandum of Understanding	
CMAQ	Congestion Mitigation & Air Quality Program		MPO	Metropolitan Planning Organization	
CMGC	Construction Manager/General Contractor		MTAC	Model Technical Advisory Committee	
CMP	Congestion Management Plan		MTC	Metropolitan Transportation Commission	
CNG	Compressed Natural Gas		MTS	Metropolitan Transportation System	
CPI	Consumer Price Index		N		
CTA	California Transit Agency		NCTPA	Napa County Transportation & Planning Agency	
CTC	California Transportation Commission		NEPA	National Environmental Policy Act	
CTP	Comprehensive Transportation Plan		NHS	National Highway System	
CTSA	Consolidated Transportation Services Agency		NOP	Notice of Preparation	
D			NVTA	Napa Valley Transportation Authority	
DBE	Disadvantaged Business Enterprise		O		
DOT	Department of Transportation		OBAG	One Bay Area Grant	
E			OPR	Office of Planning and Research	
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program		OTS	Office of Traffic Safety	
EIR	Environmental Impact Report		P		
EIS	Environmental Impact Statement		PAC	Pedestrian Advisory Committee	
EPA	Environmental Protection Agency		PCA	Priority Conservation Area	
EV	Electric Vehicle		PCC	Paratransit Coordinating Council	
F			PCI	Pavement Condition Index	
FAST	Fairfield and Suisun Transit		PCRP	Planning & Congestion Relief Program	
FAST Act	Fixing America's Surface Transportation Act		PDS	Project Development Support	
FASTER	Freedom. Affordability. Speed. Transparency. Equity. Reliability.		PDA	Priority Development Area	
FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies		PDT	Project Delivery Team	
			PDWG	Project Delivery Working Group	
			PMP	Pavement Management Program	

PMS	Pavement Management System	STIA	Solano Transportation Improvement Authority
PNR	Park & Ride	STIP	State Transportation Improvement Program
POP	Program of Projects	STP	Federal Surface Transportation Program
PPA	Priority Production Area	T	
PPM	Planning, Programming & Monitoring	TAC	Technical Advisory Committee
PPP (P3)	Public Private Partnership	TAM	Transportation Authority of Marin
PS&E	Plans, Specifications & Estimate	TANF	Temporary Assistance for Needy Families
PSR	Project Study Report	TAZ	Transportation Analysis Zone
PTA	Public Transportation Account	TCI	Transportation Capital Improvement
PTAC	Partnership Technical Advisory Committee (MTC)	TCIF	Trade Corridor Improvement Fund
R		TCM	Transportation Control Measure
RABA	Revenue Alignment Budget Authority	TCRP	Transportation Congestion Relief Program
REPEG	Regional Environmental Public Education Group	TDA	Transportation Development Act
RFP	Request for Proposal	TDM	Transportation Demand Management
RFQ	Request for Qualification	TE	Transportation Enhancement
RM 1/2/3	Regional Measure 1/2/3 (Bridge Toll)	TEA	Transportation Enhancement Activity
RMRP	Road Maintenance and Rehabilitation Program	TEA-21	Transportation Efficiency Act for the 21 st Century
RORS	Routes of Regional Significance	TFCA	Transportation Funds for Clean Air
RPC	Regional Pedestrian Committee	TIF	Transportation Investment Fund
RRP	Regional Rideshare Program	TIGER	Transportation Investment Generating Economic Recovery
RTEP	Regional Transit Expansion Policy	TIP	Transportation Improvement Program
RTIF	Regional Transportation Impact Fee	TIRCP	Transit and Intercity Rail Capital Program
RTP	Regional Transportation Plan	TLC	Transportation for Livable Communities
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategies	TMA	Transportation Management Association
RTIP	Regional Transportation Improvement Program	TMP	Transportation Management Plan
RTMC	Regional Transit Marketing Committee	TMS	Transportation Management System
RTPA	Regional Transportation Planning Agency	TMTAC	Transportation Management Technical Advisory Committee
S		TNC	Transportation Network Company
SACOG	Sacramento Area Council of Governments	TOD	Transportation Operations Systems
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users	TOD	Transit Oriented Development
SATP	Solano Active Transportation Plan	TOS	Traffic Operation System
SCS	Sustainable Community Strategy	T-Plus	Transportation Planning and Land Use Solutions
SCTA	Sonoma County Transportation Authority	TRAC	Trails Advisory Committee
SFCTA	San Francisco County Transportation Authority	TSMO	Transportation System Management and Operations
SGC	Strategic Growth Council	U, V, W	
SJCOG	San Joaquin Council of Governments	UZA	Urbanized Area
SHOPP	State Highway Operations & Protection Program	USDOT	United States Department of Transportation
SMAQMD	Sacramento Metropolitan Air Quality Management District	VHD	Vehicle Hours of Delay
SMART	Sonoma Marin Area Rapid Transit	VMT	Vehicle Miles Traveled
SMART	Safety, Mobility and Automated Real-time	VTA	Valley Transportation Authority (Santa Clara)
SMCCAG	San Mateo City-County Association of Governments	W2W	Welfare to Work
SNABM	Solano-Napa Activity-Based Model	WCCCTAC	West Contra Costa County Transportation Advisory Committee
SNCI	Solano Napa Commuter Information	WETA	Water Emergency Transportation Authority
SoHip	Solano Highway Partnership	Y, Z	
SolTrans	Solano County Transit	YCTD	Yolo County Transit District
SOV	Single Occupant Vehicle	YSAQMD	Yolo/Solano Air Quality Management DistrictZ
SPOT	Solano Projects Online Tracking	ZEV	Zero Emission Vehicle
SP&R	State Planning & Research		
SPUR	San Francisco Bay Area Planning and Urban Research		
SR	State Route		
SR2S	Safe Routes to School		
SR2T	Safe Routes to Transit		
S RTP	Short Range Transit Plan		
SSARP	Systemic Safety Analysis Report Program		
SSPWD TAC	Solano Seniors & People with Disabilities Transportation Advisory Committee		
STAF	State Transit Assistance Fund		
STA	Solano Transportation Authority		
STBG	Federal Surface Transportation Block Grant Program		



SOLANO TRANSPORTATION AUTHORITY
Draft Board Minutes for Meeting of
September 11, 2019

1. CALL TO ORDER

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

MEMBERS

PRESENT: Harry Price, Chair City of Fairfield
Thom Bogue, Vice Chair City of Dixon
Lionel Lagaerspada City of Benicia
(Alternate) for
Elizabeth Patterson
Ron Kott City of Rio Vista
Lori Wilson City of Suisun City
Ron Rowlett City of Vacaville
Bob Sampayan City of Vallejo
Jim Sperring County of Solano

MEMBERS

ABSENT: Elizabeth Patterson City of Benicia

STAFF

PRESENT: (In alphabetical order by last name.)
Janet Adams Deputy Executive Director/Director of Projects
Anthony Adams Project Manager
Karin Bloesch Senior Program Coordinator
Bernadette Curry Legal Counsel
Triana Crighton Assistant Planner
Susan Furtado Accounting and Administrative Services Manager
Ron Grassi Director of Programs
Robert Guerrero Director of Planning
Daryl Halls Executive Director
Vincent Ma Marketing & Legislative Program Manager
Johanna Masiclat Office Manager/Clerk of the Board
Lloyd Nadal Program Svcs. Division Manager
Neil Quintanilla Marketing Assistant

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

Jack Batchelor	District Rep. for Congressman John Garamendi
Monica Brown	District 2, Solano County Supervisor
Stuart Cohen	FASTER Bay Area Committee
Shawn Cunningham	City of Vacaville
Greg Folsom	City of Suisun City
George Gwynn	Suisun City Resident
Ted Hansen	Daily Republic
Alicia Minyen	Member of the Public
Gwen Litvak	Bay Area Council
Robert McConnell	Council Member, City of Vallejo
Matt Medill	City of Suisun City
John Sanderson	Solano County Transit (SolTrans)
William Tarbox	City of Benicia
Matt Tuggle	County of Solano

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

3. APPROVAL OF AGENDA

On a motion by Vice Chair Bogue, and a second by Board Member Kott, the STA Board approved the agenda. (7 Ayes)

4. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

5. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following items:

- Presentation on Freedom. Affordability. Speed. Transparency. Equity. Reliability. (FASTER) Bay Area Proposal
- Solano County Board of Supervisors Approve Extension of County Public Facility Fee (PFF) and Augmentation of Regional Transportation Impact Fee (RTIF)
- Regional Deadline for Priority Development Areas (PDAs), Priority Production Areas (PPAs) and Priority Conservation Areas (PCAs) is September 16th
- Funding Plan for Vallejo Station Phase B
- I-80/I-680/SR 12 Interchange Project – Package 2A – Acquiring Property
- 2020 State Transportation Improvement Program (STIP) Priorities
- SolanoExpress Coordination Continues
- STA Staff Update

Board Member Spering arrived at the meeting.

6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

None presented.

7. REPORT FROM CALTRANS

None presented.

8. STA PRESENTATIONS

A. FASTER Bay Area Presentation

Presented by Stuart Cohen, FASTER Bay Area Committee, and Gwen Litvak, Bay Area Council

Public Comments:

1. George Gwynn commented that he does not support the proposed regional measure to raise taxes for transportation investments. He stated that there is more representation in Santa Clara County than Solano County, and Solano County receives the left over funds which is not a fair share. He added that MTC leans towards the opposite direction the voters voted. Mr. Gwynn also commented that there are too many broken promises from politicians and that this proposal does not have a good chance of succeeding.
2. Alicia Munyen commented that since the proposed 45 years sales tax is going to generate \$100.6 billion dollars, she asked how the money will be monitored and allocated once it is received from the public and if Solano County will receive its fair share. She stated that if Solano County produce 15% of the sales tax, Solano County should receive 15% of the proceeds. She proposed that the Solano Transportation Authority creates their own sales tax for Solano County and don't share it with the neighboring counties. Ms. Munyen mentioned that a lot of cities are creating their own sales tax and are reaching the state max of having a 10% sales tax. She also wanted to know if there will be an oversight committee panel who will make sure the funds are spent properly, and if it fails to do so, there would be some sort of penalty.

B. Directors Reports:

1. **Planning**
2. **Projects – Napa to Vallejo Rail Connection** *presented by Anthony Adams*
3. **Programs – Pedestrian Safety Symposium and International Walk to School Day** *presented by Karin Bloesch*

9. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

On a motion by Vice Chair Bogue, and a second by Board Member Wilson, the STA Board approved Items A through J (8 Ayes)

A. Meeting Minutes of the STA Board Meeting of July 10, 2019

Recommendation:

Approve the Minutes of the STA Board Meeting of July 10, 2019.

B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of August 28, 2019

Recommendation:

Receive and file.

C. Fiscal Year (FY) 2019-20 Indirect Cost Allocation Plan (ICAP) Rate Application for Caltrans

Recommendation:

Approve the following:

1. STA's ICAP Rate Application for FY 2019-20 at 59.76%; and
2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.

D. Updated Intercity Bus Replacement Capital Plan

Recommendation:

Approval of the following:

1. Updated Intercity Bus Replacement Funding Plan (September 2019) as specified in Attachment B adding four SolanoExpress buses for expansion of the Red Line;
2. Authorize the Executive Director to allocate \$1,695,989 million in Fiscal Year (FY) 2019-20 STAF for the purchase of two SolanoExpress buses by Solano County Transit (SolTrans); and
3. Program \$847,995 in FY 2020-21 STAF for the funding of one SolanoExpress Bus by SolTrans.

E. 2019 SolanoExpress Ridership and Analysis Study

Recommendation:

Authorize the Executive Director to:

1. Issue a Request for Proposal (RFP); and
2. Enter into a contract for the SolanoExpress Ridership and Analysis Study for an amount not-to-exceed \$125,000.

F. STA Support of Full Implementation of SolTrans Automated Vehicle Location and Automated Passenger Counting (AVL/APC) System

Recommendation:

Authorize the Executive Director to:

1. Issue a Request for Proposal (RFP); and
2. Enter into a contract not to exceed \$75,000 for the support of SolTrans transition to an automated AVL/APC system.

G. Addendum to the 2019 Solano County Pothole Report

Recommendation:

Approve the Addendum to the 2019 Solano Countywide Pothole Report as shown in Attachment A.

H. Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) Appointments

Recommendation:

Approve the following:

1. Reappoint Mike Segala to the BAC for a three-year term; and
2. Appoint Steve Olry to the PAC for a three-year term.

I. Authorize to Auction Former Solano Paratransit Buses

Recommendation:

Authorize the Executive Director to auction former Solano Paratransit Bus Numbers 2014 and 2015 and allocate the proceeds to the SolanoExpress Bus Replacement Program.

J. Amendment to Executive Director's Employment Agreement

Recommendation:

Approve the Second Amendment to Executive Director Employment Agreement as shown in Attachment A.

10. ACTION FINANCIAL ITEMS

A. **Conduct Public Hearing and Adopt Resolution of Necessity to Acquire Property by Eminent Domain, if necessary, for the I-80/I-680/SR 12 Interchange Project –Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A)**

Janet Adams provided a construction update on the I-80/I-680/SR 12 Interchange Project – Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A). She noted that package 2A will include a new two-lane highway alignment and bridge structure for eastbound SR 12 to eastbound I-80 connector ramp. She cited that in order to construct Construction Package 2A, five (5) Temporary Construction Easements (TCEs), three (3) permanent easements, and 9 fee acquisitions from 8 private property owners are necessary, and that negotiations have been ongoing with the property owners. She continued by stating that STA is continuing negotiations with all of the affected property owners, but it has been determined one property owner (Harstad/Coates) is deceased, and that STA has been unable to locate any heirs. The Harstad/Coates acquisition is for a .017 acre parcel (approx. 740 sq. ft.). Staff is recommending the parcel be acquired by eminent domain. Once acquired, this parcel will be transferred to Caltrans.

Janet Adams noted that it is recommended that the STA Board hold a public hearing regarding the proposed condemnation action. Although it has not identified any living owners of the Harstad / Coates property, STA sent notice by first class mail to the name and address appearing on the last equalized tax roll pursuant to the requirements of Code of Civil Procedure section 1245.235 as a prerequisite for this Board's adoption of a resolution of necessity authorizing the acquisition of the property by condemnation.

Board/Public Comments:

Board Member Spering questioned staff's approach which appear to be insensitive to acquire property from a deceased party. Janet Adams responded that it is only necessary that it goes to condemnation, and that STA's goal is to come to agreement with the property owner. Board Member Spering added that in the future, STA needs to be more sensitive with the use of language towards the property owner who is deceased and not to sound threatening. Moving forward, STA should put money in escrow to pay for the land until someone in the future does come up to claim the property. Janet Adams responded that is correct, in order to file a condemnation complaint, STA will have to put the funds that are found valued at the appraisal value and our offer value into the condemnation fund to be compliant with the state.

At this time, Chair Price opened the public hearing regarding the proposed condemnation action:

Open: 6:50 p.m.

No member of the public came forward to address the STA Board.

Closed: 6.51 p.m.

Recommendation:

1. Conduct a public hearing; and
2. Adopt the attached Resolution of Necessity No. 2019-10 (Attachment B) to acquire by eminent domain, if necessary, the property needed for the I-80/I-680/SR 12 Interchange Project – Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A) as specified in the Resolution of Necessity (Attachment B).

On a motion by Vice Chair Bogue, and a second by Alternate Board Member Lagaerspada, the STA Board approved the recommendation. (8 Ayes)

B. Funding Proposal for Vallejo Station Phase B

Janet Adams presented the funding proposal for Vallejo Station Phase B. She noted that STA staff is further recommending that the STA be the Project Sponsor and the City of Vallejo be the Project Implementing Agency. This approach is similar to the successful process used for RM 2 funded Vallejo Station Phase A and the Curtola Park and Ride projects. As such, the funding would be allocated through the STA to insure the Project is built within 2 years of the RM 3 funding be made available and that the Project include a minimum of 850 additional parking spaces. The City will be responsible for all remaining costs above the \$20 M. To achieve this funding Plan, the STA will need to request funding from WETA for the \$10 M Ferry Enhancement Program and \$10 M from the Metropolitan Transportation Commission (MTC) for the North Bay Transit Access Improvements.

Board/Public Comments:

Board Member Sampayan thanked Vallejo Public Works and STA staff for their joint effort in developing this funding plan and implementation of this important project.

On a motion by Board Member Rowlett, and a second by Board Member Sampayan, the STA Board approved the recommendation. (8 Ayes)

11. ACTION – NON FINANCIAL ITEMS

A. Legislative Update

Vincent Ma reviewed the current status of bills in which STA is monitoring and seeking amendment, support, and opposition. He reviewed Caltrans' Federal Affairs Work Group released the Final Draft of the California Federal Surface Transportation Reauthorization Consensus Principles Document (Attachment J) and Caltrans is seeking STA's endorsement of this document. STA staff is recommending that STA endorse the document as it aligns with STA's 2019 Legislative Platform *Legislative Objective #8*

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

Board/Public Comments:

None presented.

Recommendation:

Endorse the Final Draft of Caltrans' California Federal Surface Transportation Reauthorization Consensus Principles Document as shown in Attachment H.

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

B. Status of Priority Development Areas (PDAs) and Priority Production Areas (PPAs) Designation and Implementation

Robert Guerrero provided an update and outlined the basic framework for the call for PDA, PCA, and PPA pilot designations. He explained that as part of this call, the seven cities and the County of Solano are requested to respond to ABAG/MTC by September 16, 2019 on whether the jurisdiction plans to maintain their PDA, adjust existing PDA and PCA boundaries or if desires to include new PDA, PCAs and the new PPA designation.

Board/Public Comments:

None.

Recommendation:

Authorize the Executive Director to submit a letter responding to the Metropolitan Transportation Commission's Priority Development Area Action Plan.

On a motion by Board Member Rowlett, and a second by Board Member Sampayan, the STA Board approved the recommendation. (8 Ayes)

12. INFORMATIONAL – NO DISCUSSION

A. 2020 State Transportation Improvement Program (STIP) Priorities and Schedule

Janet Adams reviewed the future STIP funding priorities and prior commitments, 2020 STP fund estimate and preliminary project considerations, MTC RTIP Policies and development schedule. She added that STA staff has developed recommendations for projects with available 2020 STIP funds that includes funding for the remaining unfunded segment of the Jepson Parkway, match funding for the SR 12 Complete Highway Project adjacent to Rio Vista, and match funding for the SR 37/Fairgrounds Interchange projects adjacent to Six Flags in Vallejo. She concluded by noting that this item will come back to the STA Board in October.

B. Regional Transportation Impact Fee (RTIF) – 4th Quarter Update Fiscal Year (FY) 2018-19

Anthony Adams reviewed the RTIF revenue, project commitments, and uncommitted funds summary provided in the packet. He commented that the last time every working group met to prioritize projects was in February 2018, prioritizing FY 2018-19 funds, and requested to reconvene their working group meetings in September and October 2019 to reaffirm their project commitments and priorities. He noted that four working groups (#2, #4, #5, and #7) in particular need to identify a new priority project for RTIF funding.

NO DISCUSSION

C. Solano Safe Routes to School Program 4th Quarter Report for FY 2018-19

D. Summary of Funding Opportunities

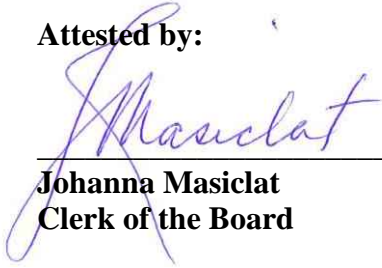
E. 2019 STA Board and Advisory Committee Meeting Schedule

13. BOARD MEMBER COMMENTS

14. ADJOURNMENT

The meeting was adjourned at 7:10 p.m. The next STA Board meeting is scheduled at **6:00 p.m., Wednesday, October 9, 2019**, Suisun Council Chambers.

Attested by:



Johanna Masiclat
Clerk of the Board



TECHNICAL ADVISORY COMMITTEE
DRAFT Minutes for the Meeting of
September 25, 2019

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:	William Tarbox	City of Benicia
	Joe Leach	City of Dixon
	Paul Kaushal	City of Fairfield
	Robin Borre	City of Rio Vista
	Matt Medill	City of Suisun City
	Shawn Cunningham	City of Vacaville
	Terrance Davis	City of Vallejo
	Matt Tuggle	County of Solano

TAC Members

Absent: None.

STA Staff and

Others Present: *(In Alphabetical Order by Last Name)*

Anthony Adams	STA
Janet Adams	STA
Ada Chan	MTC/ABAG
Triana Crighton	STA
Matt Gleason	City of Vallejo
Ron Grassi	STA
Robert Guerrero	STA
Daryl Halls	STA
Vincent Ma	STA
Johanna Masiclat	STA
John McKenzie	Caltrans
Debbie McQuilkin	STA

2. APPROVAL OF THE AGENDA

On a motion by Shawn Cunningham, and a second by Joe Leach, the STA TAC approved the agenda to include amendments as noted shown in ~~strikethrough~~ **bold italics**. (8 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

None presented.

5. CONSENT CALENDAR

On a motion Terrance Davis, and a second by Matt Tuggle, the STA TAC approved Items A through D with the exception of Item E, TDA Claim, which was pulled for discussion. (8 Ayes)

A. Minutes of the TAC Meeting of August 28, 2019

Recommendation:

Approve TAC Meeting Minutes of August 28, 2019.

B. Medical Trip Concierge Pilot Program with GoGo Grandparent

Recommendation:

Forward a recommendation to the STA Board to adopt the modification to the Medical Trip Concierge Program with GoGo Grandparent as shown in Attachment C.

C. Local Taxi Card Solano County Transit (SolTrans) Program

Recommendation:

Forward a recommendation to the STA Board to authorize the STA to manage the SolTrans' Local Taxi Scrip program contingent on the resolution of the issues raised by STA staff as identified.

D. Federal Transit Administration (FTA) Section 5310 Funding for Solano Mobility Management Programs, City of Rio Vista and Faith In Action

Recommendation:

Forward a recommendation to the STA TAC and Board to support Solano Transportation Authority's 5310 Grant Application for Older Adults and Individuals with Disabilities mobility programs which includes the Solano Mobility Call Center and Travel Training Program.

E. Fiscal Year (FY) 2019-20 Transportation Development Act (TDA) Matrix – October 2019 – City of Dixon (Readi-Ride), City of Rio Vista (Delta Breeze), and the City of Fairfield (FAST)

After discussion, Shawn Cunningham, City of Vacaville, made a motion (seconded by Paul Kashaul, City of Fairfield) for the City of Fairfield to claim \$500,000 in State Transportation Act Funds (STAF) programmed by STA for the Blue Line and Green Express Line service once the SolanoExpress Operating Agreement for FY 2019-20 is signed by both FAST and STA. The STA TAC unanimously approved the motion.

Recommendation:

Review and forward a recommendation to STA Board and MTC to approve the October 2019 TDA Matrix for FY 2019-20 which includes the following:

1. TDA Claim for the City of Dixon (Dixon Read-Ride) (Attachment B);
2. TDA Claim for the City of Rio Vista (Delta Breeze) (Attachment B);
3. TDA Claim for the City of Fairfield (FAST) (Attachment B); and

4. ~~*The City of Fairfield's TDA claim in the amount of \$500,000 of STAF Population Based funds are conditioned upon a signed Solano Express operating agreement prior to the disbursement of funds.*~~

On a motion by Paul Kaushal, and a second by Shawn Cunningham, the STA TAC unanimously approved the recommendation as amended shown above in ~~*strikethrough bold italics*~~. (8 Ayes)

6. ACTION FINANCIAL ITEMS

A. 2020 Surface Transportation Improvement Program (STIP) Fund Programming for Projects

Janet Adams reviewed the programming process and development schedule of the 2020 STIP for Solano County. She noted that this action will program funding for priority projects, and of the project recommended, the SR 37/Fairgrounds Dr. Project will be sponsored by the STA and the \$152,000 in PPM funds will be included in the STA Budget for FY's 2023-24 and 2024-25.

Recommendation:

Forward a recommendation to the STA Board to approve the programming of the 2020 STIP for Solano County as follows:

1. \$5 million for Construction Phase of the SR 37/Fairgrounds Dr. Interchange Project for FY 2021-22;
2. \$3 million for Construction Phase of Segment 2C of the Jepson Pkwy Project for FY ~~2020-21-2024-25~~ (City of Fairfield);
3. \$1.~~06~~ million for Construction Phase of the SR 12 Project Downtown Rio Vista Complete Streets Project for FY 2023-24; and
4. \$152,000 for Planning, Programming, and Monitoring (PPM) activities for FYs 2023-24 through 2024-25.

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

7. ACTION NON FINANCIAL ITEMS

A. Legislative Update and Draft Legislative Platform for 2020

Vincent Ma reviewed current status of Assembly and State Bills in which STA is seeking amendments and/or support. He also reviewed the changes to the Draft Legislative Platform for 2020 and cited that the Platform will be forwarded to the STA Board for their approval to release for 30 day public review.

Recommendation:

Forward a recommendation to the STA Board to release the STA's Draft 2020 Legislative Platform for 30-day review and comment.

On a motion by Terrance Davis, and a second by William Tarbox, the STA TAC unanimously approved the recommendation. (8 Ayes)

B. Comprehensive Transportation Plan (CTP) Equity Chapter – Final Transportation Equity Guiding Principles

Triana Crighton reviewed the Final Transportation Equity Guiding Principles and summarized comments received from the several Public Workshops scheduled in June 2019. She noted that following the public workshops, STA and their consultants have worked to incorporate the public’s comments into a final iteration of the Guiding Principles. She cited that STA staff and the Equity Working Group is seeking approval of the final Transportation Equity Guiding Principles.

Recommendation:

Forward a recommendation to the STA Board to approve the final Transportation Equity Guiding Principles as shown in Attachment A.

On a motion by Joe Leach, and a second by Matt Medill, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 no vote from the City of Benicia.)

8. INFORMATIONAL ITEMS – DISCUSSION

A. Highway Projects Update

Janet Adams provided an overview on the status of Solano County’s priority projects. She identified them as I-80 Express/HOV Lanes – SR 37 to Carquinez Bridge in the City of Vallejo, I-80 Express Lanes/HOV – Red Top Rd to I-505 in the Cities of Fairfield and Vacaville., I-80/I-680/SR 12 Interchange in the City of Fairfield, I-80 Westbound Cordelia Truck Scales Relocation in Solano County, SR 12 East in and near the City of Rio Vista, SR 37, and SR 29.

B. 2019 Solano Congestion Management Program (CMP) Update

Robert Guerrero distributed and reported on the draft 2019 CMP. He commented that STA staff is requesting the STA TAC to provide input on the draft document by October 2nd and will continue to work with the Model TAC to complete a final draft for an approval recommendation by the November TAC and December Board meetings.

NO DISCUSSION

C. Abandoned Vehicle Abatement (AVA) Program

D. Summary of Funding Opportunities

E. Draft Meeting Minutes of STA Board & Advisory Committees

F. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2019

9. UPCOMING TAC AGENDA ITEMS

September 2019

- A. CTP Elements - Equity & Land Use Chapters
- B. Draft Legislative Platform for 2020
- C. Bike Facilities Demo
- D. Solano-Napa Activity Based Model Validation
- E. Mode Transition Plan/Parking Study Update

10. ADJOURNMENT

The meeting was adjourned at 2:20 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on Wednesday, September 25, 2019.**

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DATE: September 13, 2019
TO: STA Board
FROM: Debbie McQuilkin, Transit Mobility Coordinator
RE: Local Taxi Card Solano County Transit (SolTrans) Program

Background:

On February 1, 2015, management of the Solano Intercity Taxi Scrip Program transitioned to the Solano Transportation Authority (STA) from Solano County. The Solano Intercity Taxi Program continues to be a popular program, and the program now serves ambulatory and non-ambulatory riders.

On December 13, 2017 the STA Board approved the utilization of a Pre-Paid Purchasing Card model because it allows greater benefits to the consumer. The card can be preloaded with a specific value, transactions would be limited by the Standard Industry Classifications (SIC) codes for transportation services, and it would also allow freedom of choice for the consumer and the availability to book trips on demand. The Solano Mobility Call Center is an integral part of the process to issue and reload the cards, ensuring proper program eligibility, and assist customers to participate in the program.

On May 9, 2018, the STA Board authorized the use of the Prepaid Expense (PEX) Card as the Pre-Paid VISA Purchasing Card. and the release of a Request for Qualifications (RFQ) to explore contracting with private non-ambulatory providers in order to ensure the non-ambulatory component of the intercity taxi card program is successful.

Discussion:

This summer, SolTrans staff requested that STA consider managing their local taxi scrip program. STA staff recommends supporting this request with the condition that the SolTrans local program be modified to mirror the existing Intercity Taxi Card Program. The program changes would include the utilization of the PEX Card instead of paper scrip, and the subsidy to change to 60% for non-low income patrons or 80% for low-income individuals. SolTrans agreed to these modifications and has requested the implementation be as soon as December 1, 2019. STA staff has been provided the list of SolTrans' current Local Taxi Scrip users and will be ordering PEX Cards for these individuals.

STA staff and SolTrans staff met on September 24, 2019 for further discussion of the following program/policy details for clarification:

1. Cost of the current program and amount SolTrans will contribute.
2. Notification to current SolTrans Local Taxi Scrip Users of the program changes.
3. How local taxi trips will be distinguished from Intercity taxi trips (2 different cards, 2 different PEX accounts)
4. Card funding limits – PEX has issues with this.
5. Payment accepted at local ticket offices.

Based on this meeting, STA is requesting a follow-up meeting with key SolTrans and STA staff prior to the launch of this service. That date is to be determined. However, the launch by the STA is based on the resolution of the issues as identified in this staff report.

Fiscal Impact:

SolTrans to provide funding in the amount of \$140,000.

Recommendation:

Approve the following:

1. STA to manage the SolTrans' Local Taxi Scrip program contingent on the resolution of the issues raised by STA staff as identified; and
2. Authorize the Executive Director to enter into an agreement with SolTrans to manage the Local Taxi Card Program and participation agreements with the local taxi providers.



DATE: September 5, 2019
TO: STA Board
FROM: Debbie McQuilkin, Transit Mobility Coordinator
RE: 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 (UZAs) and Rural Areas. The 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 American Disabilities Act (ADA); that improve access to fixed-route service; that provide alternatives to public transportation.

The 5310 program funds call for projects for Federal Fiscal Years (FFYs) 2018 and 2019 are approximately \$19 million for Large UZAs; and \$14 million for Small Urban and Rural areas. Projects are 100% federally funded and there is no required local match. For Small Urban and Rural Agencies, the total maximum amount of 5310 funds for all projects cannot exceed \$400,000 per agency.

Discussion:

STA staff has submitted a grant application for Solano Mobility on September 6, 2019 to Caltrans for the Solano Mobility Management Programs for this FTA 5310 funding cycle in order to meet the grant deadline for submittal. STA staff is requesting grant funding in the amount of \$400,000 to assist in sustaining both the Solano Mobility Call Center and Travel Training Programs. Both of these programs have become increasingly successful since their implementation. (Attachment A)

In addition to STA's application, the City of Rio Vista submitted a grant application for this 5310 funding cycle in the amount of \$200,000, which will be used for Delta Breeze service expansion.

Faith in Action (FIA) is proposing to expand transportation services in underserved areas within Solano County. FIA also proposes to increase its service demand response by 25%. The amount requested over two years is \$400,000.

Fiscal Impact:

Should the STA grant submittal for Solano Mobility Management Programs be successful, these funds would prove \$400,000 over two years for the Call Center and Travel Training.

Recommendation:

Support STA's 5310 Grant Application for Older Adults and Individuals with Disabilities mobility programs which includes the Solano Mobility Call Center and Travel Training Program.

Attachment:

- A. Solano Mobility Program Statistics

The Travel Training Program has four different forum that assist people to learn how to ride transit.

1. One-on-one Travel Training: STA has contracts with Connections for Life and Independent Living Resources Center to provide one-on-one travel training. Specialized training is also available for People with Physical and Cognitive Disabilities.
2. Group Training: The Travel Trainer will come to your local senior or community center and teach your group about the variety of transportation options in Solano County.
3. Rider's Guides: Full-color Riders Guides are available to help you learn to ride local transit on SolTrans, Fairfield and Suisun Transit (FAST), Rio Vista Delta Breeze, Vacaville City Coach (Vacaville provides their own guide) and Dixon Read-Ride. Guides are available in English and Spanish and can be translated in other languages upon request.
4. Transportation Training Videos: Self-Training videos, featured on our Solano Mobility Website, will demonstrate step-by-step instructions on how to ride your local bus and important bus features.

	FY 15-16	FY 16-17	FY 17-18	FY 18-19
Call Center Referrals	0	51	74	90
Individual Trainings	37	14	9	107
Completed/Graduated Total	0	0	12	29
Group/Classroom Trainees	0	0	0	33
Field Trip Totals	0	7	5	26
Field Trip Trainees	0	52	23	142
Presentations Total	0	57*	23	68
Audience Members	332	605*	349	663
Outreach Activities	0	0	106	294
Number of People Reached	0	0	1117	4494

Please note that in FY 15-16 and FY 16-17 Information was tracked differently.

*Number of Presentations and Audience members most likely included Group Training and Outreach Activities

Mobility Call Center Activities	FY15/16 Totals	FY 16/17 Totals	FY 17/18 Totals	FY 18/19 Totals
<u>Seniors & People W/Disabilities-Calls</u>				
ADA Paratransit Eligibility	183	537	691	1330
RTC Questions	112	201	164	177
Trip Planning	55	50	193	933
<i>Calls Referred to Outside Agencies</i>				
NonProfit	27	65	39	88
Private	14	75	45	102
Transit Agency	1	51	47	131
Taxi Scrip Local Questions	75	138	176	327
Taxi Scrip InterCity Questions	52	427	256	548
Totals:	519	1544	1611	3636
<u>Seniors & People W/Disabilities-Other</u>	-			
RTC Apps Processed	84	133	152	162
Senior/Disabled Walk-Ins	*	443	522	729
Materials Mailed	21	122	107	313
Totals:	105	698	781	1204
<u>General Mobility Call Center</u>	-			
Transit Calls	155	507	775	1897
SNCI Incentives/Programs	24	100	104	176
Trip Planning	108	281	333	1264
Other	*	356	471	466
Totals:	287	1244	1683	3803
<u>General Walk-Ins</u>	-			
General Transit Questions	2108	3327	3809	2776
Trip Planning	108	188	121	83
RTC Questions	7	62	42	45
Clipper Questions	24	77	30	33
Other - Taxi, Misc	29	229	134	84
Totals:	2276	3883	4136	3021
<u>Sales</u>	-			
Clipper Card Sales	110	135	243	200
<i>Senior</i>	21	38	73	63
<i>Adult</i>	53	81	158	132
<i>Youth</i>	2	17	5	5
Bike Link Cards Sold	4	1	6	8
FasTrak Applications		0	0	0
<u>Travel Training</u>	-			
Travel Training Referrals	16	43	112	88
<u>Outreach</u>	-			
Events & Presentations		25	40	49
# Attendees		707	1448	3080
Solano Mobility Website Hits		12176	16759	20578
Total Calls	916	2788	3294	7439
Total Walk-Ins	2352	4717	5166	4433
Totals:	3268	7505	8460	11872

The Solano Mobility Call Center provides personalized assistance to successfully travel around Solano County



DATE: September 27, 2019
TO: STA Board
FROM: Ron Grassi, Director of Programs
Debbie McQuilkin, Mobility Coordinator
RE: Medical Trip Concierge Pilot Program with GoGo Grandparent

Background:

The Solano Older Adults Medical Trip Concierge Pilot Program was developed to address the highest priority mobility issue for Older Adults and Persons with Disabilities throughout the county traveling to medical appointments. This issue was identified during the extensive outreach by STA during city and countywide summits conducted during Fiscal Year (FY) 2017-18 in an effort to update the Solano County Mobility Plan for Older Adults and People with Disabilities. This pilot program is based on a partnership among the STA, medical providers, Napa/Solano Area Agency on Aging (AAA), contracted transportation providers, and a contracted concierge call center, GoGo Grandparent. Napa/Solano Area Agency on Aging is governed by The Older Americans Act of 1965 and the California Department of Aging to serve individuals 60 years of age or older and people with disabilities. The guidelines reflect that services must be provided free of charge. On March 13, 2019, the STA Board approved a budget amendment to receive \$75,000 from the AAA to fund this pilot program. The funding requirement from AAA was that it be spent by June 30, 2019.

Discussion:

Initially, the pilot program was intended to provide rides to and from medical appointments to Solano County residents, who are aged 60 and over and are low-income Medicare recipients. Due to the spending requirement/deadline of the initial funding, the service was opened up to provide any resident aged 60 or older, a ride to any “wellness” appointment in order to prevent isolation in the older adult community. While the program started slowly, nearly all of the \$75,000 from AAA was spent. There were 386 rides provided between April and June accounting for \$19,300.00, with \$65,102.25 spent on direct program set-up costs and a required cash contribution of \$10,000 brought the AAA share to \$74,402.25 (Attachment A).

AAA has allocated \$50,000 towards this program for FY 2019-20. State Transit Assistance Funds (STAF) will be used for this pilot once the AAA funding is expended. In the month of July 491 free trips have been taken. Of the 877 rides taken since inception through July 30, 2019, only 247 have been to or from medical facilities (Attachment A). Medical trips count for approximately 28% of the total rides. The remaining 72% include trips to grocery stores, churches, senior centers, residences and miscellaneous medical (dental, chiropractor, etc.). In the month of August 893 rides were completed and as of September 18, 444 rides have been completed this month (Attachment A)

Due to the expedited implementation of this Program, some unintended factors have surfaced and concerns have been identified and raised by both Transit Agency and STA staff as part of the evaluation process of the pilot program.

1) Cost –

- Average cost of rides are between \$20 - \$25 per ride.
- Sustainability – program may last a few months longer limiting usage.
- No cost to customer.
- STAF requires a farebox recovery

2) Riders and Trip Eligibility –

- Based on feedback and direction from the Consolidated Transportation Services Agency (CTSA) and the STA Board, the program was intended to assist low income, older adults that did not receive transportation benefits through Medi-Cal.
- Low-Income Medicare recipients were identified as the “target audience” that would most benefit from this program.
- 72% of the free rides are being provided for broadly defined wellness, not specifically medical trips.

3) Coordination with Transit Partners/Other Programs

- Transit Agency staff has expressed concerns regarding this service duplicating or taking riders from existing fixed route transit services.
- Some program participants are currently taking Lyft or Uber to locations that are on an existing local route. Some persons with disabilities have used this program instead of the taxi program.

Based on the analysis by STA staff, implementing the following limits/parameters to the program could assist in addressing both the concerns and sustainability of the current program:

- Limit the number of free rides to 10 per customer.
- Limit the trips to and from medical appointments. Medical could include trips to the hospital, dentist, chiropractor, pharmacy, etc.
- Trips are for within Solano County and for Solano County residents only 60 and older.
- Adopt a fare structure similar to the current Intercity Taxi Card program, charging a “per ride” fee to customers. Whereas qualified low income pay 20% of the fare and others pay 40% of the fare.

In an effort to maintain the current program through November 1st until a decision can be made about modifying the program, a 10 ride limit per month, per client, has been implemented effective immediately. The attached letter was sent out by STA on Friday, August 16th to all existing registered program users and transit operators (Attachment B).

On September 19, 2019 the Consolidated Transportation Services Agency Advisory Committee (CTSA-AC) voted unanimously to forward a recommendation to the STA Board to adopt the modifications to the Medical Trip Concierge Program as shown in Attachment C; with a provision to allow exceptions to the 10 rides per month for individuals who are not able to utilize other resources and require intensive medical attention such as Dialysis or Chemotherapy.

At their meeting on September 24, 2019, the SolanoExpress Intercity Transit Consortium approved the recommendation. On September 25, 2019 the STA TAC also approved the recommendation.

Fiscal Impact:

The current funding in the amount of \$50,000 for FY 2019-20 provided by the Area Agency on Aging is projected to be expended by November 1, 2019. The guidelines for Area Agency on Aging funds reflect that services must be provided free of charge. State Transit Assistance Funds

(STAF) funds in the amount of \$75,000 are recommended to be used to fund the modified program beginning on November 1, 2019. State Transit Assistance Funds require a fare box recovery. The recommended proposal would be to mirror the taxi card program with low income participants contributing 20% and all others contributing 40% of the cost of the ride. STA staff recommends the program modifications included in Attachment C and forwarding this recommendation to the CTSA and STA Board for approval.

Recommendation:

Approve the modifications to the Medical Trip Concierge Program with GoGo Grandparent as shown in Attachment C.

Attachments:

- A. Schedule of Costs and Program Analysis (To be provided under separate cover.)
- B. Letter Regarding 10 Ride Limit
- C. Recommended Modifications to the Pilot Program

Provider Name
Contract No.
Expenditure Report

Solano Transportation Authority
 AP-1819-13
 FY18-19

	Mar	Apr	May	June	
Funding Source	Federal Title IIB	Federal Title IIB	Federal Title IIB	Federal Title IIB	TOTAL
Service Type	Transportation	Transportation	Transportation	Transportation	
Direct Costs					
Salaries and benefits	\$11,693.68	\$12,450.44	\$15,239.45	\$25,718.68	\$65,102.25
Other direct costs (please specify)					\$0.00
					\$0.00
					\$0.00
					\$0.00
Subcontracted Services					\$0.00
Fully loaded cost of rides		\$100.00	\$4,350.00	\$14,850.00	\$19,300.00
					\$0.00
TOTAL COSTS	\$11,693.68	\$12,550.44	\$19,589.45	\$40,568.68	\$84,402.25
Matching Contribution					
Cash	\$2,500.00	\$2,500.00	\$2,500.00	\$2,500.00	\$10,000.00
AAA Reimbursement	\$9,193.68	\$10,050.44	\$17,089.45	\$38,068.68	\$74,402.25

Units of Service	0	2	87	297	389
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Location	FY 18/19 April - June Rides "TO"	FY 19/20 July 1 - July 11 Rides "TO"	FY 18/19 April - June Rides "FROM"	FY 19/20 July 1 - July 11 Rides "FROM"
Kaiser	7	32	1	33
La Clinica	2	4	1	1
North Bay	19	48	5	49
Solano County Family Health	0	6	0	6
Sutter	18	7	1	7
Totals:	46	97	8	96

FY 18-19	Total # of Rides	Cost of Trips	Avg Cost Per Trip (Actual)
April - June	397	\$ 9,533.52	\$ 24.01

FY 19-20	Total # of Rides	Cost of Trips	Avg Cost Per Trip (Actual)
July	491	\$ 10,782.15	\$20.57
August	893	\$19,786.45	\$20.33
Through September 18th	444	\$10,352.51	\$21.17



Solano Transportation Authority
... working for you!

August 15, 2019

RE: Solano County Medical Trip Concierge Program with GoGo Grandparent

Dear Program Participant:

Thank you for your participation in the Solano County Medical Trip Concierge Pilot Program using GoGo Grandparent. Your participation in this pilot program has made it popular and demonstrated the interest in continuing the program.

We have just completed the first 4 months of the program and have evaluated both its effectiveness and sustainability. In an effort to sustain the current pilot program for as long as possible, the number of rides allowed will be limited to 10 per month per participant. This change is effective immediately.

The focus of the program is to provide access to medical related trips. All current program participants will be notified of the new program's changes prior to their implementation, which is estimated to start November 1, 2019.

If you have any questions about the program, contact the Solano Mobility Call Center at (800) 535-6883. Call Center staff is available Monday – Friday from 7:00 a.m. to 5:00 p.m. Thanks again for participating in the start-up of this pilot program.

Sincerely,

A handwritten signature in blue ink that reads 'Debbie McQuilkin'.

Debbie McQuilkin
Transit Mobility Coordinator
Solano Transportation Authority
Direct Line: (707) 399-3231

ATTACHMENT C

Recommended Modifications to the Solano Older Adults Medical Trip Concierge Pilot Program

Implement effective November 1, 2019 the following limits/parameters to the program to assist in addressing both the concerns and sustainability of the current program:

- Free Trips will no longer be available
- Adopt a fare structure similar to the current Intercity Taxi Card Program where customers pay a share of cost.
 - 40% share of cost for older adults
 - 20% share of cost for older adults that are qualified as low income
- Limit the program to 10 medical trips per month per person which can include doctor appointments in a medical facility or hospital, dentist, chiropractor, pharmacy etc.
- Trips are for Solano County Residents for travel within Solano County only.
- Trips are for 60 and older.

Promote other resources:

- Partnership Health Plan provides free Medical Transportation for Medi-Cal Recipients but, requires 5 day advance notice.
- Faith in Action provides free transportation to medical appointments for seniors based on the availability of volunteer drive



DATE: September 27, 2019
TO: STA Board
FROM: Ron Grassi, Director of Programs
RE: Fiscal Year (FY) 2019-20 Transportation Development Act (TDA) Matrix –
October 2019 – City of Dixon (Readi-Ride), City of Rio Vista (Delta Breeze), and
the City of Fairfield (FAST)

Background:

The Transportation Development Act (TDA) was enacted in 1971 by the California Legislature to ensure a continuing statewide commitment to public transportation. This law imposes a one-quarter-cent tax on retail sales within each county for this purpose. Proceeds are returned to counties based upon the amount of taxes collected, and are apportioned within the county based on population. To obtain TDA funds, local jurisdictions must submit requests to regional transportation agencies that review the claims for consistency with TDA requirements. Solano County agencies submit TDA claims to the Metropolitan Transportation Commission (MTC), the Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties.

The Solano FY 2019-20 TDA fund estimates by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A).

TDA funds are shared among agencies to fund joint services such as SolanoExpress intercity bus routes and Intercity Taxi Scrip Program. To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, the STA works with the transit operators and prepares an annual TDA matrix. The TDA matrix is approved by the STA Board and submitted to MTC to provide MTC guidance when reviewing individual TDA claims.

The cost share for the intercity routes per the Intercity Funding Agreement is reflected in the TDA Matrix. The intercity funding formula is based on 20% of the costs shared on population and 80% of the costs shared and on ridership by residency. Population estimates are updated annually using the Department of Finance population estimates and ridership by residency is based on on-board surveys conducted in April 2014. The intercity funding process includes a reconciliation of planned (budgeted) intercity revenues and expenditures to actual revenues and expenditures. In this cycle, FY 2017-18 audited amounts were reconciled to the estimated amounts for FY 2019-20. The reconciliation amounts and the estimated amounts for FY 2019-20 are merged to determine the cost per funding partner.

Discussion:

For FY 2019-20, the following TDA claims are being brought forward for review:

City of Dixon's TDA Summary

The City of Dixon is requesting \$1,111,049 in TDA funds for FY 2019-20. The amount of \$776,049 will be used for operating and \$335,000 will be used for bus replacement matching funds. \$1,069,802 is claimed against Dixon's TDA funds and \$41,247 is claimed against SolTrans' TDA funds from the FY 2018-19 Low Carbon Transit Operation Program (LCTOP) and State of Good Repair (SGR) fund swap.

City of Rio Vista's TDA Summary

The City of Rio Vista is requesting \$383,215 in TDA funds for FY 2019-20. The amount of \$289,815 will be used for operating, \$85,900 will be used for administration/planning and \$7,500 will be used for bus replacement matching funds. \$364,290 is claimed against Rio Vista's TDA funds and \$18,925 is claimed against SolTrans' TDA funds from the FY 2018-19 Low Carbon Transit Operation Program (LCTOP) and State of Good Repair (SGR) fund swap.

City of Fairfield's TDA Summary

The City of Fairfield is requesting \$6,750,838 from both the City of Fairfield's and the City of Suisun City's TDA funds for FY 2019-20 for paratransit, local transit, and capital expenses. The amount of \$1,111,025 will be used for paratransit and local taxi program expenses, and \$4,126,915 will be used for local transit service expenses. \$1,512,898 will be used for various capital projects including a new bus wash and engine rebuilds that will extend the useful life of older vehicles in the fleet. The City of Fairfield's claim also includes \$2,021,287 in TDA funds programmed for the operation of SolanoExpress of which \$1,069,482 are TDA funds to be claimed from other transit operators TDA funds. \$500,000 is being claimed in STAF Population funds provided by STA. STAF Population funds in the amount of \$500,000 are recommended to be conditioned upon a signed Solano Express operating agreement prior to the disbursement of funds.

The STA requires an operating/funding agreement with the two transit operators that operate the SolanoExpress service (SolTrans and FAST). STA and SolTrans entered into a two year operating agreement in July of 2019 covering the Red and Yellow Lines. Based on this agreement, STA provided FAST staff with an updated draft two year operating agreement on August 21, 2019 covering the Blue and Green Express Lines. This agreement is currently being reviewed by FAST staff and Fairfield Legal Counsel and is tentatively scheduled to go to the Fairfield City Council in November 2019, upon mutual agreement of contract terms between STA and FAST. In addition to the \$500,000 in STAF Population Based funds, FAST is also claiming \$1,069,482 from Dixon Redit-Ride (\$111,026), Solano County (\$104,975), SolTrans (\$167,904) and Vacaville City Coach (\$685,577) for the SolanoExpress service in FY 2019-20.

STA staff notified FAST staff of the pending recommendation prior to the staff report being prepared and FAST staff has requested STA not condition their claim of STAF Population Based funds and the other transit operators TDA funds on an operating/funding agreement being in place. STA staff recommended the Consortium members discuss at the meeting whether to recommend claiming of their TDA also be conditional on an operating/funding agreement being in place before disbursement of funds.

At their meeting on September 24, 2019, the SolanoExpress Intercity Transit Consortium approved the recommendation with the caveat on the FAST TDA claim that \$500,000 of STAF Population Based funds are contingent upon a signed SolanoExpress Operating/Funding Agreement.

At the September 25, 2019 meeting of the STA TAC, Shawn Cunningham, City of Vacaville, made a motion (seconded by Paul Kashaul, City of Fairfield) that FAST not claim the \$500,000 of STAF Population Based funds until the operating/funding agreement is in place between STA and FAST for SolanoExpress Blue and Green Lines. The STA TAC unanimously approved the motion.

Fiscal Impact:

None directly to the STA. The STA Board approval of the October 2019 TDA matrix provides the guidance needed by MTC to process the TDA claims submitted the City of Dixon, the City of Rio Vista, and FAST from their local TDA funds. The revised recommendation includes FAST not claiming \$500,000 of STAF Population Based Funds programmed by STA to FAST for SolanoExpress service in FY 2019-20 until an operating/funding agreement is in place.

Recommendation:

Approve the October 2019 TDA Matrix for FY 2019-20 which includes the following:

1. TDA Claim for the City of Dixon (Dixon Read-Ride) (Attachment B);
2. TDA Claim for the City of Rio Vista (Delta Breeze) (Attachment B); and
3. TDA Claim for the City of Fairfield (FAST) (Attachment B).

Attachments:

- A. FY 2019-20 TDA Fund Estimate for Solano County dated July 24, 2019
- B. FY 2019-20 Solano TDA Matrix for October 2019

FY 2019-20 FUND ESTIMATE TRANSPORTATION DEVELOPMENT ACT FUNDS SOLANO COUNTY			Res No. 4360 Page 9 of 20 7/24/2019	
FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate	
FY2018-19 Generation Estimate Adjustment			FY2019-20 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 18)	19,722,853		13. County Auditor Estimate	21,239,810
2. Actual Revenue (Jun, 19)	20,451,291		FY2019-20 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)		728,438	14. MTC Administration (0.5% of Line 13)	106,199
FY2018-19 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	106,199
4. MTC Administration (0.5% of Line 3)	3,642		16. MTC Planning (3.0% of Line 13)	637,194
5. County Administration (Up to 0.5% of Line 3)	3,642		17. Total Charges (Lines 14+15+16)	849,592
6. MTC Planning (3.0% of Line 3)	21,853		18. TDA Generations Less Charges (Lines 13-17)	20,390,218
7. Total Charges (Lines 4+5+6)		29,137	FY2019-20 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)		699,301	19. Article 3.0 (2.0% of Line 18)	407,804
FY2018-19 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	19,982,414
9. Article 3 Adjustment (2.0% of line 8)	13,986		21. Article 4.5 (5.0% of Line 20)	0
10. Funds Remaining (Lines 8-9)		685,315	22. TDA Article 4 (Lines 20-21)	19,982,414
11. Article 4.5 Adjustment (5.0% of Line 10)	0			
12. Article 4 Adjustment (Lines 10-11)		685,315		

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
Apportionment Jurisdictions	6/30/2018 Balance (w/o interest)	FY2017-18 Interest	6/30/2018 Balance (w/ interest) ²	FY2017-19 Outstanding Commitments ³	FY2018-19 Transfers/ Refunds	FY2018-19 Original Estimate	FY2018-19 Revenue Adjustment	6/30/2019 Projected Carryover	FY2019-20 Revenue Estimate	FY2019-20 Available for Allocation
Article 3	767,550	8,994	776,544	(956,448)	0	378,679	13,986	212,761	407,804	620,565
Article 4.5										
SUBTOTAL	767,550	8,994	776,544	(956,448)	0	378,679	13,986	212,761	407,804	620,565
Article 4/8										
Dixon	1,474,407	17,511	1,491,918	(1,268,791)	0	821,240	30,331	1,074,698	903,994	1,978,692
Fairfield	5,209,597	60,294	5,269,891	(6,685,220)	60,133	4,858,030	179,425	3,682,259	5,277,659	8,959,918
Rio Vista	532,756	6,110	538,866	(345,296)	0	383,810	14,176	591,555	417,466	1,009,021
Solano County	1,674,281	16,559	1,690,840	(948,412)	0	843,581	31,157	1,617,166	892,044	2,509,210
Suisun City	46,475	1,204	47,678	(1,293,143)	0	1,246,669	46,044	47,249	1,326,366	1,373,615
Vacaville	9,878,356	115,298	9,993,654	(6,563,529)	0	4,189,863	154,747	7,774,735	4,497,114	12,271,849
Vallejo/Benicia	7,936,315	99,041	8,035,356	(11,289,943)	0	6,212,067	229,435	3,186,914	6,667,772	9,854,686
SUBTOTAL	26,752,185	316,017	27,068,203	(28,394,334)	60,133	18,555,260	685,315	17,974,576	19,982,414	37,956,990
GRAND TOTAL	\$27,519,736	\$325,011	\$27,844,747	(\$29,350,782)	\$60,133	\$18,933,939	\$699,301	\$18,187,337	\$20,390,218	\$38,577,555

1. Balance as of 6/30/18 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19.
3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

FY 2019-20 TDA Matrix

WORKING DRAFT

Date Prepared 12-Sep-19

STA Board Action 9-Oct-19

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
TDA Revenue Available									
FY19-20 TDA Revenue Estimate from MTC	1	\$ 903,994	\$ 5,277,659	\$ 417,466	\$ 1,326,366	\$ 4,497,114	\$ 6,667,772	\$ 892,044	\$ 19,982,415
Projected Carryover from MTC	1	\$ 1,074,698	\$ 3,682,259	\$ 591,555	\$ 47,249	\$ 7,774,735	\$ 3,186,914	\$ 1,617,166	\$ 17,974,576
Available for Allocation per MTC	1	\$ 1,978,692	\$ 8,959,918	\$ 1,009,021	\$ 1,373,615	\$ 12,271,849	\$ 9,854,686	\$ 2,509,210	\$ 37,956,991
FY18-19 Allocations / Returns after 6/30/19	1								\$ -
Total TDA Revenue Available for Allocation		\$ 1,978,692	\$ 8,959,918	\$ 1,009,021	\$ 1,373,615	\$ 12,271,849	\$ 9,854,686	\$ 2,509,210	\$ 37,956,991

USES

Paratransit									
Intercity Taxi Scrip	2	\$ 10,000	\$ 40,000	\$ 5,000		\$ 70,000	\$ 85,000	\$ 598,194	\$ 808,194
Paratransit	3		\$ 718,812		\$ 213,518	\$ 198,928	\$ 970,116		\$ 2,101,374
Local Taxi Scrip	3		\$ 178,695		\$ -	\$ 33,400	\$ 10,500		\$ 222,595
<i>Subtotal Paratransit</i>		\$ 10,000	\$ 937,507	\$ 5,000	\$ 213,518	\$ 302,328	\$ 1,065,616	\$ 598,194	\$ 3,132,163

Local Transit Service	3	\$ 734,802	\$ 3,244,900	\$ 356,790	\$ 882,015	\$ 1,340,080	\$ 2,029,651		\$ 8,588,238
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SolanoExpress Intercity Bus									
To FAST	4	\$ 111,026	\$ 794,838	\$ -	\$ 156,968	\$ 685,577	\$ 167,904	\$ 104,975	\$ 2,021,287
To SolTrans	4	\$ 10,748	\$ 130,907	\$ -	\$ 30,625	\$ 62,300	\$ 909,206	\$ 64,914	\$ 1,208,700
<i>Subtotal SolanoExpress Intercity Bus</i>		\$ 121,774	\$ 925,744	\$ -	\$ 187,593	\$ 747,877	\$ 1,077,110	\$ 169,889	\$ 3,229,986

Transit Capital	Claimed by each agency	3	\$ 335,000	\$ 1,512,898	\$ 7,500	\$ -	\$ 795,000	\$ -	\$ 2,650,398
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STA Planning	Claimed by STA	6	\$ 26,672	\$ 157,779	\$ 12,465	\$ 40,489	\$ 136,078	\$ 201,755	\$ 27,398	\$ 602,636
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Other Funding for Solano Express Intercity Bus:

STAF: To FAST \$ 500,000
To SolTrans \$ 457,600

RM2: To FAST \$ 1,069,700
To SolTrans \$ 1,572,308

FY 2019-20 TDA Matrix

WORKING DRAFT

Date Prepared 12-Sep-19
 STA Board Action 9-Oct-19

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
Swaps / Other									
LCTOP swap: Dixon to claim from SolTrans for FY18-19 funding shares	7						\$ 40,166		\$ 40,166
State of Good Repair swap: Dixon to claim from SolTrans for FY18-19 funding shares	7						\$ 1,081		\$ 1,081
LCTOP swap: Rio Vista to claim from SolTrans for FY18-19 funding shares	8						\$ 18,569		\$ 18,569
State of Good Repair swap: Rio Vista to claim from SolTrans for FY18-19 funding shares	8						\$ 356		\$ 356
LCTOP swap: Vacaville to claim from SolTrans for FY18-19 funding shares	9						\$ 202,964		\$ 202,964
State of Good Repair swap: Vacaville to claim from SolTrans for FY18-19 funding shares	9						\$ 4,081		\$ 4,081
Intercity Bus Replacement Plan, Claimed by FAST	10								\$ -
Intercity Bus Replacement Plan, Claimed by SolTrans	10					\$ 237,068			\$ 237,068
SolanoExpress Transit Signal Prioritization	11							\$ 63,000	\$ 63,000
Suisun City Train Station, claimed by STA	12				\$ 50,000				\$ 50,000
Faith in Action, claimed by STA	13							\$ 45,000	\$ 45,000
<i>Subtotal Swaps</i>		\$ -	\$ -	\$ -	\$ 50,000	\$ 237,068	\$ 267,217	\$ 108,000	\$ 662,285
Total To Be Claimed by All Agencies		\$ 1,228,248	\$ 6,778,828	\$ 381,755	\$ 1,373,615	\$ 3,558,431	\$ 4,641,349	\$ 903,481	\$ 18,865,706
Balance		\$ 750,444	\$ 2,181,090	\$ 627,266	\$ 0	\$ 8,713,418	\$ 5,213,337	\$ 1,605,729	\$ 19,091,285

- Notes
- (1) MTC July 24, 2019 Fund Estimate; Reso 4360; columns I, H, J
 - (2) STA will be claimant. Amounts subject to change.
 - (3) From each agency's annual TDA claim. Vacaville includes transit ops and Planning & Admin. SolTrans total reduced by \$237,068 for Vacaville bus replacement repayment.
 - (4) Based on FY 2017-18 reconciliation and FY 2019-20 Intercity Transit Funding Agreement forecast
 - (5) (Not used)
 - (6) Claimed by STA from all agencies per formula; approved by STA Board March 13, 2019
 - (7) Dixon to claim from SolTrans per March 7, 2019 and March 29, 2019 swap letters
 - (8) Rio Vista to claim from SolTrans per February 27, 2019 and March 26, 2019 swap letters
 - (9) Vacaville to claim from SolTrans per March 19, 2019 and April 5, 2019 swap letters
 - (10) From Intercity Bus Replacement Plan approved by STA Board on February 13, 2019. Vacaville amount claimed by SolTrans for repayment of advance.
 - (11) To be claimed by FAST per February 13, 2019 STA Board item 11.C.
 - (12) To be claimed by STA for Suisun Amtrak station maintenance
 - (13) To be claimed by STA for Faith in Action



DATE: September 18th, 2019
TO: STA Board
FROM: Ron Grassi, Director of Programs
RE: Suisun City Train Depot Maintenance/Custodial Services Agreement

Background:

STA expanded mobility services to include a Solano Mobility Call Center in February 2014. This was one of four Solano Mobility priorities identified in the Solano Transportation Study for Older Adults and People with Disabilities completed in 2011. In addition to providing commuters and Solano County employers with information on a variety of transit services and incentive programs, the Mobility Call Center provides seniors and people with disabilities with a range of mobility information, resources and options. The Transportation Information Desk, located in the Suisun City Train Depot, opened in November 2014, and provides the public with expanded access to transportation information and mobility options.

The Suisun City Train Depot was renovated in September 2016. Improvements that were made to the building include improved access and lighting, repainted interiors, energy-efficient windows, restrooms that comply with ADA requirements and an enhanced interior design that reflects the character of the early 1900's. Ramps leading to the depot have been upgraded and the stairs have been expanded with handrails to comply with ADA regulations.

Discussion:

On February 13, 2019, STA Board authorized the Executive Director to enter into a one-year agreement with options to extend between STA and Olwest Management Company for \$36,000 to provide a full-time Facility Maintenance/Custodial Services for the Suisun City Train Depot. As of July of 2019, The "Platform" Cafe operates under new management. STA staff recommends entering into a funding agreement with the City of Suisun to procure a full-time Facility Maintenance Person to perform daily maintenance and custodial services in and around the depot. The Facility Maintenance Person would be employed by the City of Suisun and perform numerous duties such as: Pressure washing the building, sidewalks and patios; blow sweep in/around the depot; maintain cleanliness of restrooms and all windows; mop lobby; sanitize hand surfaces; and maintain the general cleanliness of the depot on a daily basis so that the integrity of the building and its history are preserved as described in Attachment A. An additional benefit of the full time Facility Maintenance Person is to have someone present throughout the day, outside of regular staff, for safety precautions (see Attachment B).

Fiscal Impact:

STA staff recommends utilizing \$80,000 of State Transit Assistance Funds (STAF) FY 19/20 budget, towards the operation and maintenance of the Suisun City Train Depot. STA will, through reimbursement, pay the City up to \$80,000 each year for two years.

Recommendation:

Authorize the Executive Director to enter into a two-year agreement for \$80,000 with options to extend between STA and the City of Suisun City for a Facility Maintenance/Custodial Services for the Suisun City Train Depot.

Attachments:

- A. Building Maintenance Worker I/II Class Specifications
- B. Sample – Daily Routine Description

**BUILDING MAINTENANCE WORKER I
BUILDING MAINTENANCE WORKER II**

*Class specifications are intended to present a descriptive list of the range of duties performed by employees in the class. Specifications are **not** intended to reflect all duties performed within the job.*

DEFINITION

Under supervision, performs general janitorial and maintenance duties related to the cleaning and upkeep of assigned buildings and facilities; and performs a variety of tasks relative to an assigned area of responsibility. This position is currently funded for 18 months.

IDENTIFYING CHARACTERISTICS

Building Maintenance Worker I -- This is the entry-level building maintenance class performing the more routine and less complex building maintenance assignments. Positions at this level are not expected to function with the same amount of knowledge or skill level as positions allocated to the Building Maintenance Worker II level and exercise less independent discretion and judgment in matters related to work procedures and methods. Work is usually supervised while in progress and fits an established structure or pattern. Exceptions or changes in procedures are explained in detail as they arise. This classification is flexibly staffed with Building Maintenance Worker II. Advancement to the "II" level is based on demonstrated proficiency in performing the assigned functions, the completion of the minimum experience and education requirements for the "II" level, and is at the discretion of higher level supervisory or management staff.

Building Maintenance Worker II -- This is the full journey level building maintenance class within the building maintenance series. Employees within this class are distinguished from the Building Maintenance Worker I by the performance of the full range of building maintenance duties including semi-skilled maintenance tasks. Employees at this level receive only occasional instruction or assistance as new or unusual situations arise, and are fully aware of the operating procedures and policies of the work unit. Positions in this class series are flexibly staffed and are generally filled by advancement from the "I" level, or when filled from the outside, require prior experience. Advancement to the "II" level is based on management judgment and/or certification or testing that validates the performance of the full range of job duties.

REPRESENTATIVE DUTIES

The following duties are typical for this classification. Incumbents may not perform all of the listed duties and/or may be required to perform additional or different duties from those set forth below to address business needs and changing business practices.

1. Performs general janitorial duties in cleaning and maintaining assigned area; cleans, sanitizes, and maintains assigned buildings, offices, and restroom facilities.
2. Performs grounds maintenance duties including watering lawns and plants, grass cutting and edging, weeding, and minor bush and tree trimming.
3. Sweeps, mops, strips, waxes and buff floors; vacuums rugs and carpets; operates equipment such as floor buffers and vacuum cleaners.
4. Cleans, dusts, and polishes walls, furniture, woodwork, counters and office equipment.
5. Cleans and disinfects restrooms; refills soap, paper, and other sanitary dispensers; cleans and polishes metal work such as door panels and handrailings.

6. Washes and cleans windows and glass doors; empties and cleans waste containers; picks up and empties trash on facility grounds.
7. Moves, rearranges, and sets up furniture and equipment for meetings and other events; cleans light fixtures and replaces light bulbs and tubes.
8. Performs minor maintenance and repair work including plumbing, painting, carpentry, and basic electrical work; may assist with major maintenance work as assigned.
9. Operates, maintains, and repairs floor cleaning and polishing machines; purchases janitorial and other supplies; maintains supplies in a safe manner.
10. Locks and unlocks doors and gates to ensure security of buildings and related areas; sets alarms as necessary.
11. Utilizes proper safety precautions related to all work performed.
12. Clears, maintains, and disposes of trash in public areas; performs special projects as required.
13. Cleans and maintains the interior of the Train Depot building including sweeping, mopping, dusting, cleaning windows, power washing, and cleaning of restrooms.
14. Provides courteous customer service; responds to questions and inquiries from the general public regarding various maintenance projects; resolves customer problems or complaints.
15. Provides an on-site presence at the Train Depot during assigned work hours; contacts emergency services as required.
16. Performs related duties as required.

QUALIFICATIONS

Knowledge of:

Methods, materials and equipment used in janitorial and general building maintenance work.
 Methods and techniques of cleaning and preserving floors, furniture, walls and fixtures.
 Operational characteristics of cleaning equipment and materials.
 Proper methods of storing equipment, materials and supplies.
 Methods and techniques of performing minor facility maintenance repair.
 Safe use of cleaning chemicals and standard safety practices.
 Occupational hazards and standard safety practices.

Ability to:

Perform all types of janitorial and routine building maintenance tasks.
 Operate a variety of equipment in a safe and effective manner.
 Use a variety of janitorial equipment, supplies and materials.
 Safely and effectively use and apply cleaning materials and equipment.
 Perform minor maintenance and repair work on buildings and equipment.
 Work independently in the absence of supervision.
 Understand and follow both oral and written instructions.
 Communicate clearly and concisely, both orally and in writing.
 Establish and maintain effective working relationships with those contacted in the course of work.

Education and Experience Guidelines

Any combination of education and experience that would likely provide the required knowledge and abilities is qualifying. A typical way to obtain the knowledge and abilities would be:

Building Maintenance Worker I

Education/Training:

Formal or informal education or training that ensures the ability to read and write at a level necessary for successful job performance.

Experience:

Two years of janitorial or building maintenance and repair experience.

Building Maintenance Worker II

Education/Training:

Formal or informal education or training that ensures the ability to read and write at a level necessary for successful job performance.

Experience:

Three years of janitorial or building maintenance and repair experience comparable to that of a Building Maintenance Worker I with the City of Suisun City.

License or Certificate

Possession of an appropriate **valid** driver's license.

PHYSICAL DEMANDS AND WORKING ENVIRONMENT

The conditions herein are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform these essential job functions.

Environment: Indoor and outdoor environment; exposure to noise, dust, grease and cleaning agents.

Physical: Primary functions may require maintaining physical condition necessary for sufficient mobility to walk and stand for prolonged periods of time; occasionally stoop, bend, kneel, crouch, climb, reach and twist; push, pull, lift, and/or carry light to moderate weights; requires a sense of touch, finger dexterity, and gripping with hands and fingers; ability to speak and hear to exchange information; ability to operate a vehicle.

Vision: See in the normal visual range with or without correction.

Hearing: Hear in the normal audio range with or without correction.

August, 2019

Johnson & Associates

Sample – Daily Routine Description

- Arrive at Depot 6:30am until 3:30pm.
- Check restrooms for cleanliness.
- If restrooms are acceptable, clean after 2pm to have ready for the next day.
- Cleanup in piles of pigeon excrement around the Depot's exterior.
- Sweep floor and exterior area around Depot. This should be done several times a day due to the existing windy conditions in Suisun City.
- Pickup any trash in the area surrounding the Depot including the platform, Plaza area, and street side area of the Park N Ride parking lot.
- Make sure dumpster area is secured. Pull out dumpsters for trash pickup. Trash day for Suisun City is Monday.
- Check STA's office for trash.
- Check in with STA's office when they open at 8am (confirm time).
- Provide on-site presence, regularly checking in with the STA office in the Depot.
- Rotate through on-going tasks such as:
 - Pressure washing:
 - Platform & Plaza area
 - Depot Building
 - Depot Roof
 - Trimming/Pruning/Edging:
 - Plaza area
 - Bus island
 - Platform area
 - Mopping & Polishing Depot floor.
 - Cleaning of all windows and display cases in the interior of the Depot and in the Platform area
 - Repainting of red curb once per year
 - Refinishing Plaza benches once per year
 - Repainting trash enclosure as needed
 - Repainting railing along platform as needed



DATE: September 25, 2019
TO: STA Board
FROM: Robert Guerrero, STA Director of Planning
RE: Regional Housing Needs Assessment Contract Amendment

Background:

The Solano City County Coordinating Council (4Cs) requested staff from the Solano Transportation Authority (STA) and the County of Solano coordinate with the seven cities on the upcoming Regional Housing Needs Allocation (RHNA) process.

Every eight years the State Housing and Community Development (HCD) requires each region to accommodate housing growth as part of the RHNA process and assigns a growth forecast. The Association of Bay Area Governments (ABAG) is responsible for taking the State's housing growth forecast and assigning to each Bay Area County and City. The Bay Area counties and cities are then responsible for updating their General Plan's Housing Element to incorporate the new housing units assigned from forecasted growth numbers. There are negative financial impacts on cities and counties that do not fulfill or update their Housing Elements. Furthermore, the new State administration has announced their intent to put further consequences for those municipalities that are out of compliance, including the possibility of withholding transportation funds.

Solano County was one of three counties in the Bay Area to be delegated a subregional authority to determine the number of units of housing each city and the County of Solano would be allocated during the last RHNA cycle. This allowed the seven cities and county to work in partnership to plan for growth according to each agency's ability to accommodate it. The 4Cs has expressed support for a RHNA Subdelegation for Solano County again for this upcoming cycle and appointed Supervisor Monica Brown to participate in the ABAG RHNA Methodology Committee. This committee will determine the methodology to be used for allocating housing units to each County and is the beginning of the RHNA process. The RHNA process schedule is attached as reference (Attachment A). The Solano Planning Director's appointed Matt Walsh, County of Solano Principle Planner, to participate as staff on this committee and provide technical assistance as needed to local agencies.

Discussion:

David Early from Placeworks consultants was hired by the city and County to facilitate the RHNA Subdelegation process for Solano County during the previous RHNA cycle. The STA is currently contracted with Placeworks to assist in implementing the STA's Solano Housing Investment Program (SolHIP). County of Solano staff has requested STA amend its Placeworks contract to include the attached scope of work to assist in facilitating the upcoming RHNA process (Attachment A). David Early and his firm have close ties to the HCD and MTC/ABAG which allows the seven cities and county to work with Placeworks. Mr. Early's network and specialized experience in working with the cities and County of Solano on this issue were

primary factors in this recommendation. A summary of his qualifications is included in Attachment B.

The budget proposed for the additional scope is \$49,950 and would be shared equally at \$5,500 with the STA and each of the seven cities and County of Solano. This would allow Placeworks to be a technical resource for the 4Cs, the Solano Planning Directors and STA member agencies as MTC/ABAG works to develop the RHNA methodology this Fall. In addition, Placeworks will be tasked to facilitate discussions to finalize the housing allocations for each agency when the MTC/ABAG conclude the RHNA methodology task and assign the Solano County growth total.

This item was discussed and recommended for approval by general consensus at the Solano Planning Directors Meeting on September 19, 2019 and at the Solano City Managers Meeting on September 25, 2019.

Fiscal Impact:

The proposed budget for the amended scope of work is \$49,950. STA's contribution to the budget is \$5,500. The remaining balance will be paid from contributions from each of the cities and County of Solano at the same funding level of \$5,500.

Recommendation:

Approve the following:

1. \$5,500 financial contribution towards the new recommended scope as referenced in Attachment A;
2. Authorize the STA Executive Director to amend the contract with Placeworks to include the recommended scope of work for RHNA consultant services and budget of \$49,950; and
3. Authorize the STA Executive Director to enter into funding agreements with each city and County of Solano to fund the scope of work for the amended Placeworks contract.

Attachments:

- A. Proposed Placeworks Amended RHNA Scope of Work
- B. Qualifications of Placeworks RHNA Project Manager, David Early

PlaceWorks Regional Housing Needs Allocation (RHNA)

EXHIBIT A

SCOPE OF WORK

CONTRACTOR SHALL BE RESPONSIBLE FOR THE FOLLOWING DUTIES:

This exhibit describes the scope of services for the Solano County Regional Housing Needs Allocation (RHNA) Strategy Project to be conducted by ~~Design, Community & Environment, Inc. (DC&E)-PlaceWorks~~ for Solano County and its cities. David Early, Charlie Knox, and supporting staff as needed, will conduct the following specific tasks as a means to achieve the desired housing allocations:

ABAG Meetings

- ◆ David Early or Charlie Knox will attend ABAG's Housing Methodology Committee (HMC) meetings and other related ABAG meetings as necessary for the project, and will assist the Solano representatives to the Committee in formulating meeting strategies.

Contract and Coordinate with Local Staff and Committees

Mr. Early and/or Mr. Knox will work with local staff and relevant committees to facilitate the following subtasks:

- ◆ Form a subregional entity for the RHNA; including identifying the local coordinating agency, preparing all materials necessary to create the entity, ~~work with jurisdictions on the allocation methodology, (including an Memorandum of Understanding (MOU) with ABAG,~~ and other necessary steps.
- ◆ Work with the subregional entity on the allocation methodology, and ddetermine the desired housing needs allocation for Solano County and each of its cities.
- ◆ Assist the subregional entity submitting its methodology to the State Department of Housing and Community Development (HCD) for review and comment.
- ◆ Provide briefings on relevant meetings and issues to the City County Coordinating Council (CCCC), the Solano Mayors Group, the City Managers Group, the Planning Directors Group, or others as needed.
- ◆ Coordinate among the County and its cities in preparing for upcoming HMC Committee meetings.
- ◆ Provide ongoing guidance relative to recent legislation as it pertains to RHNA and subregions, so as to assist in ensuring that the subregion follows statutory requirements.
- ◆ Facilitate informal staff-level meetings of representatives from Solano County, its cities and the Solano Transportation Authority to complete these subtasks.

◆

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Pro Forma Calculations

[DC&EPlaceWorks](#) -will run pro forma calculations for Solano County and its cities based on proposed alternative methodologies for the RHNA. Mr. Early or Mr. Knox will then present these draft RHNA numbers to Solano County and its cities. [These calculations will consider all required allocation criteria, including newly approved criteria such as affirmatively furthering fair housing, and addressing issues such as overcrowding, loss of units during a state of emergency, and the region's greenhouse gas emissions target.](#)

Reports and Resolutions

[DC&E-PlaceWorks](#) will prepare reports, letters to ABAG and/or MTC, and resolutions for action by Solano jurisdictions as necessary to support the project.



DAVID EARLY, AICP, LEED AP

Senior Advisor

Throughout David's career of 30 plus years, he has worked on a variety of projects across Solano County. For the previous Solano County RHNA Strategy, David facilitated and coordinated meetings, and helped determine a desired housing methodology and housing needs allocation for the County and its cities. Through this local work, he has gained a clear understanding of the County's needs and concerns.

David is renowned throughout California as an expert on smart growth and sustainable development, with work in the fields of housing and community development, comprehensive planning, public participation, urban design, transportation, and environmental review. His work spans diverse fields such as downtown revitalization, transit-oriented development, bicycle planning, greenhouse gas reduction, and agricultural preservation. David is an expert facilitator, and he has helped numerous groups achieve consensus on difficult development and conservation issues. He also has extensive knowledge of GIS planning concepts and has overseen the application of GIS on a number of major projects. David has extensive knowledge of General Plans, having worked on over 50 General Plans throughout the State; he is the author of *The General Plan in California*, published by Solano Press Books in 2015, and he teaches a class on General Plan preparation at the University of California, Davis Extension. David has over 30 years of experience in planning and design and has master's degrees in both architecture and city planning. He is a member emeritus of the California Planning Roundtable, whose mission is to promote creativity and excellence in planning by providing leadership in addressing important planning issues in California.

HIGHLIGHTS OF EXPERIENCE

HOUSING

- » Solano County RHNA Strategy, Solano County CA
- » SB 1000 Implementation Toolkit, CA (Statewide)
- » Tracy Affordable Housing Initiative Facilitation, Tracy CA
- » Capitola Housing Element Update Meeting Facilitation, Capitola CA
- » Los Gatos Housing Element Update, Los Gatos CA
- » Windsor General Plan and Housing Element, Windsor CA
- » Burbank Housing Environmental Assessment, Healdsburg CA
- » Point Reyes Affordable Homes Public Input Process, Point Reyes CA
- » Corte Madera Housing Element EIR, Corte Madera CA
- » Napa County Land Use and Housing Meeting Facilitation, Napa County CA

SOLANO COUNTY EXPERIENCE

- » Solano County General Plan Update, Solano County CA
- » Countywide Wireless Communications Study and Ordinance, Solano County CA
- » Vallejo General Plan Update, Vallejo CA
- » Downtown Vallejo Specific Plan and Virginia St. Mixed-Use Project EIR, Vallejo CA
- » Vacaville General Plan Update and EIR, Vacaville CA
- » Downtown Fairfield Grant Preparation, Fairfield CA
- » Sky Valley/Lake Herman General Plan Amendment and EIR, Benicia CA
- » Benicia General Plan Update Environmental Impact Report, Benicia CA
- » Benicia Urban Waterfront Enhancement and Master Plan, Benicia CA

EDUCATION

- » Master of Architecture, University of California, Berkeley
- » Master of City Planning, University of California, Berkeley
- » BA, Community Studies, University of California, Santa Cruz

CERTIFICATIONS

- » American Institute of Certified Planners
- » Leadership in Energy and Environmental Design Accredited Professional

AFFILIATIONS

- » American Planning Association
- » Congress for the New Urbanism
- » California Planning Roundtable

Team member since 1995



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DATE: September 23, 2019
TO: STA Board
FROM: Lloyd Nadal, Program Services Division Manager
RE: Safe Routes to School – Contract with Bike City Theatre Company for SR2S Presentations for 2019-2020 School Year

Background:

The STA’s Solano Safe Routes to School (SR2S) Program works to increase the number of students walking and bicycling to school by helping to make the journey safe, fun and healthy. Using a comprehensive approach, the program includes 6 “E’s”: education, encouragement, enforcement, engagement, engineering and evaluation. The program is available to all schools countywide and focuses on activities and programs that educate students on safety, health awareness and identifying improvements within communities countywide to enhance active student travel safety.

Under contract with the SR2S Program for FYs 2017-2019 the Bay Area Childrens’ Theatre (BACT) provided safety assembly presentations called “Rock the Block: A Walk and Roll Musical” for elementary school students at 25 schools across Solano County. At the end of FY 2018-19, the SR2S Program was informed that BACT will not be providing the “Rock the Block: A Walk and Roll Musical” for the next year.

STA’s SR2S staff researched local providers that might be able to present bicycle and/or pedestrian educational assemblies to Solano County students to replace the BACT assemblies. The Bike City Theatre Company (City of Davis) developed a bike safety play with a previous grant from the Davis Safe Routes to School Program, and presented “Light the Way: A Bike Safety Musical” to elementary schools in Davis.

Discussion:

Over the past few years, interest from schools in STA’s SR2S safety assemblies has gradually decreased. During the 2015-16 school year, there were only 7 requests for safety assemblies and only 1 during 2016-17 school year. Since contracting with musical theatres to provide safety educational assemblies the response from schools has been positive. During the 2018-19 school year, all available show dates were booked at 15 schools reaching 6,000 students. During conversations with the Bike City Theatre Company regarding bicycle safety education for Solano County schools, the theatre company agreed to provide bike safety shows at 15 schools during the 2019-2020 school year. This show aligns with STA’s SR2S 6 E’s goals to provide an education and encouragement assembly that helps address pedestrian and bicycle safety making it safer for youth to walk and bike to school. With the cancellation of the BACT “Rock the Block: A Walk and Roll Musical”, the Bike City Theatre are the only group in the Solano County area that provides an educational theatre production addressing Safe Routes to School activities.

Financial Impact:

A maximum amount of \$13,500 through June 30, 2020, has been identified for this contract, which will provide “Light the Way: A Bike Safety Musical” Educational Theatre shows in 15 Solano County schools. The funding is in the SR2S program budget and will be paid for through TDA Article 3, CMAQ and Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funds.

Recommendation:

Authorize the Executive Director to enter into an agreement with Bike City Theatre Company for an amount not-to-exceed \$13,500 for up to 15 “Light the Way: A Bike Safety Musical” educational theatre shows across Solano County through June 30, 2020.

Attachment:

- A. Bike City Theatre Company Scope of Work

SOLANO SAFE ROUTES TO SCHOOL PROGRAM



Scope of Work and Timeline October 2019 – June 2020 – ATTACHMENT A

ORGANIZATION NAME:	Bike City Theatre Company
PROJECT TITLE:	Solano Safe Routes to School (SR2S) Program Contract for Fiscal Year (FY) 2019-2020
SR2S PROGRAM GOALS:	Increase the number of Solano County students walking & biking to school safely, reduce traffic congestion & improve air quality around schools. Improve the PA environment surrounding schools to make it easier and safer to walk and bike to school while increasing student's daily physical activity levels and reducing obesity and other health risks.
BACKGROUND:	Solano Transportation Authority (STA) and the SR2S Program requests the Bike City Theatre Company to perform the "Light the Way: A Bike Safety Musical" educational theatre assembly for two shows each at up to 15 schools in Solano County during the 2019-2020 School Year. This assembly aligns with our 6 E's goals that teaches bicycle safety to encourage youth to walk and bike to school for the cost of \$900 per school visit, up to a total of \$13,500.

SCOPE OF SERVICES	TIMELINE	OUTPUTS
1) Project Kick-off Meeting with STA and Bike City Theatre Company to discuss logistics, plan for evaluation, finalize task budget and create a school schedule with milestones to complete the assemblies.	October 2019	Finalized Budget, Post Evaluation Survey or Methodology and School Assembly Schedule
2) Deliver "Light the Way" educational theatre shows in 2019-2020 at up to 15 elementary schools across Solano County (2 performances per school visit)	October 2019 – June 2020	Completed "Light the Way" shows in at least 15 elementary schools in Solano County
3) Midpoint Check-in Meeting with STA and Bike City Theatre Company to discuss how shows are going and if there's any feedback, issues or modifications that need to take place	January 2020	Meeting Agenda and Modified School Assembly Schedule (if needed)
4) Deliver any remaining "Light the Way" educational theatre shows to elementary schools in 2020	January - May 2020	Completed remaining "Light the Way" shows in elementary schools across Solano County (up to a total of 15 schools)
5) Final Check-in Meeting or Call with STA and Bike City Theatre Company to finalize all invoices	May 2020	Final Student Participation List of Schools and Evaluation Feedback Report from Schools
<p>Proposed Schools (15) Benicia: Joe Henderson Dixon: Dixon Montessori, Gretchen Higgins Fairfield: David Weir, Tolenas Rio Vista: DH White Elementary Suisun City: Suisun Elementary, Crescent Elementary Vacaville: Callison, Fairmont, Foxboro, Cambridge Vallejo: Wardlaw, Pennycook, Solano-Widenmann</p>		

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DATE: September 24, 2019
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Resolution Authorizing the Executive Director to Sign Right-of-Way Contracts and Related Documents

Background:

STA has been actively working with the State of California Department of Transportation (Caltrans), California Highway Patrol (CHP) and the Federal Highway Administration (FHWA) to deliver the I-80/I-680/State Route (SR) 12 Interchange Improvements Project (Project). The environmental document, Environmental Impact Statement/Environmental Impact Report (EIS/EIR), for the Project was completed in October 2012. Caltrans is the California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) lead for the EIS/EIR.

Discussion:

The Project is being delivered in separate construction packages. During the implementation of the various construction packages, the STA or Caltrans has taken the lead in advancing the project through the design phase and the right-of-way acquisition phase, in order to comply with funding source deadlines. Currently the STA is the lead for Construction Package 2A Right-of-Way Phase. Construction Package 2A is fully funded and expected to start construction in summer 2020.

As mentioned above, STA has assumed responsibility for the right-of-way acquisition phase for the Construction Package 2A, including acquiring all necessary property rights (including fee, easements, and temporary construction easements). Staff is currently working with the property owners to acquire these property rights. As STA is able to come to an amicable resolution for the acquisition of these required properties, the Executive Director will need to sign contracts.

In addition to signing right of way contracts, the Executive Director may need to complete the following activities for the Project: 1) Possession and use agreements and other documents required to complete right-of-way acquisition; 2) accept and record property deeds and easements; 3) accept temporary construction easements and record if appropriate; 4) make property exchanges; 5) assign and convey easements to other parties; and 6) transfer property rights to Caltrans as appropriate.

Approval of the attached Resolution (Attachment A) will authorize the Executive Director to sign right-of way contracts and related documents on behalf of Solano Transportation Authority for any approved Projects such as all of the construction packages required for implementation for the I-80/I-680/SR 12 Interchange Improvements Project noted above.

Fiscal Impact:

All costs associated with the Right of Acquisition Phase will be funded with project specific funds.

Recommendation:

Approve STA Resolution No. 2019-11 authorizing the Executive Director to sign right-of-way contracts and related documents required for the Right of Way Phase for a project on behalf of the Solano Transportation Authority.

Attachment:

- A. STA Resolution No. 2019-11

RESOLUTION NO. 2019-11

**RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE EXECUTIVE DIRECTOR TO SIGN RIGHT OF WAY
RELATED CONTRACTS AND DOCUMENTS REQUIRED FOR THE I-80/I-
680/STATE ROUTE (SR) 12 INTERCHANGE IMPROVEMENTS PROJECT**

WHEREAS, California Government Code section 27281 directs that deeds or grants conveying any interest in or easement upon real estate to a public agency be accepted with the consent of the agency as evidenced by a certificate or resolution of acceptance attached to or printed on the deed or grant; and

WHEREAS, the Solano Transportation Authority is participating with the State of California Department of Transportation in the delivery of the I-80/I-680/State Route (SR) 12 Interchange Improvements Project (Project); and

WHEREAS, the Project would consist of the construction of improvements on an approximately 4.5-mile long segment of I-80 between Red Top Road and Abernathy Road, an approximately 3.5-mile segment of I-680 between Gold Hill Road and I-80, a 2.0-mile long segment of SR West (SR 12W) between 0.5 mile west of Red Top Road and I-80, and an approximately 2.5-mile segment of SR 12 East (SR 12E) between I-80 and Main Street in Suisun City. Within the limits of the project area, I-80 is a six lane to ten lane freeway, SR 12E is a divided four-lane highway, I-680 is a four-lane freeway, and SR 12W is an undivided two-lane highway; and

WHEREAS, STA has approved Resolution No. 2012-18, including acceptance of the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) prepared by Caltrans for the Project; and

NOW, THEREFORE, BE IT RESOLVED, the Solano Transportation Authority Board of Directors authorizes the Executive Director to complete the following activities for the Project: 1) execute right-of-way contracts, possession and use agreements and all other documents necessary to complete right-of-way acquisition; 2) to accept and record property deeds and easements; 3) to accept temporary construction easements and record if appropriate; 4) make property exchanges; 5) to assign and convey easements to other parties; and 6) to convey such interests to Caltrans as needed for the Project as appropriate.

Harry Price, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 9th day of October 2019 by the following vote:

Ayes: _____
Noes: _____
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 introduced, passed and adopted by said Authority at the special meeting held this day of October 9, 2019.

Daryl K. Halls, Executive Director
Solano Transportation Authority



DATE: September 27, 2019
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Resolution Agreeing that STA Board will Hear Resolutions of Necessity for the I-80/I-680/SR 12 Interchange Project –Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A)

Background:

STA has been working cooperatively with State of California Department of Transportation (Caltrans), and the Federal Highway Administration (FHWA) to deliver the I-80/I-680/SR 12 Interchange Project – Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A). Caltrans is the California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) lead for the Final Environmental Impact Report/Environmental Impact Statement (FEIR/EIS) for the Project. STA is the project sponsor and will be providing funding for right of way acquisition of the Project and as such, is a Responsible Agency under CEQA for the Project. Caltrans approved the environmental document, FEIR/EIS for the Project, in December 2012. The STA Board approved the Final EIR, which included the I-80/I-680/SR 12 Interchange Project – Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A), with Resolution No. 2012-18, in December 2012.

Discussion:

The I-80/I-680/SR 12 Interchange Project – Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A) will include a new two-lane highway alignment and bridge structure for eastbound SR 12 to eastbound I-80 connector ramp, an off-ramp from eastbound SR 12 to Green Valley Road and a braided ramp connection for eastbound I-80 to Green Valley Road and southbound I-680, among other improvements. See Project Map included as Attachment A. Through a combination of State Transportation Improvement Program (STIP) funds, State SB1 Trade Corridors Enhancement Program (TCEP) funds and bridge toll funds, this Project is fully funded and is expected to be ready to start construction in the summer of 2020.

One critical ongoing activity for the project is the acquisition of right-of-way required to accommodate the new facility. STA is currently in the process of acquiring right-of-way for the project.

Resolutions of Necessity

The acquisition process may require exercising eminent domain proceedings, although it is hoped that this can be avoided through successful negotiations with property owners. If necessary, the process includes a public hearing(s) to consider Resolutions of Necessity

to acquire right-of-way required for the project. For Caltrans sponsored projects, these hearings are typically held before the California Transportation Commission (CTC). However, due to the CTC's scheduling of agendas, it will likely not be possible to use this standard procedure and meet the required funding source deadline.

State regulations allow for a local Board to hear the Resolutions of Necessity if agreeable. The STA would acquire the properties and easements for the project and transfer the title to Caltrans.

The STA is vested with the power of eminent domain to acquire real property to perform this task for this critical transportation project, I-80/I-680/SR 12 Interchange Project – Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A). A necessary first step is for the STA Board to pass the attached Resolution 2019-18 (Attachment A) indicating its concurrence to hear Resolutions of Necessity for the Project. Per the Caltrans Right of Way Manual, a 4/5ths vote is required for this resolution.

Fiscal Impact:

There is no fiscal impact to STA. Any and all right of way staff and legal counsel costs associated with the hearing of any Resolutions of Necessity will be borne by the Project.

Recommendation:

Approve Resolution No. 2019-18 agreeing that STA Board will hear Resolutions of Necessity for the I-80/I-680/SR 12 Interchange Project – Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A) in Solano County.

Attachments:

- A. Resolution No. 2019-18

RESOLUTION NO. 2019-18

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AGREEING THAT THE BOARD OF DIRECTORS WILL HEAR
RESOLUTIONS OF NECESSITY FOR THE I-80/I-680/SR 12 INTERCHANGE
PROJECT - EASTBOUND SR 12W TO EASTBOUND I-80 CONNECTOR
(CONSTRUCTION PACKAGE 2A)**

WHEREAS, the Solano Transportation Authority is participating with the State of California Department of Transportation to construct the **I-80/I-680/SR 12 Interchange Project - Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A)**; and

WHEREAS, the **I-80/I-680/SR 12 Interchange Project - Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A)** will include a new two-lane highway alignment and bridge structure for eastbound SR 12 to eastbound I-80 connector ramp, an off-ramp from eastbound SR 12 to Green Valley Road and a braided ramp connection for eastbound I-80 to Green Valley Road and southbound I-680, among other improvements; and

WHEREAS, the Solano Transportation Authority is vested with the power of eminent domain to acquire real property; and

WHEREAS, the State of California Department of Transportation requires Boards of Directors of counties or Transportation Authorities acquiring real property for a project relating to a State Highway to pass a resolution agreeing that the Board of Directors will hear Resolution's of Necessity to acquire real property for a project relating to a State Highway; and

WHEREAS, once such a resolution is passed, under State law, Boards of Directors of counties or Transportation Authorities in which property needed for state highway purposes is located may hear and adopt Resolution's of Necessity for the acquisition of property needed for projects on the State Highway System.

NOW, THEREFORE BE IT RESOLVED, by the Solano Transportation Authority Board, that the Board of Directors will hear Resolution's of Necessity associated with the acquisition of real property and real property interests for the eminent domain process for the **I-80/I-680/SR 12 Interchange Project - Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A)**.

Harry Price, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 9th day of October 2019 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 introduced, passed and adopted by said Authority at the special meeting held this day of October 9, 2019.

Daryl K. Halls, Executive Director
Solano Transportation Authority



DATE: September 27, 2019
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Conduct Public Hearing and Adopt Resolution of Necessity to Acquire Property by Eminent Domain, for the I-80/I-680/SR 12 Interchange Project –Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A)

Background:

STA has been working cooperatively with State of California Department of Transportation (Caltrans), and the Federal Highway Administration (FHWA) to deliver the I-80/I-680/SR 12 Interchange Project – Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A). Caltrans is the California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) lead for the Final Environmental Impact Report/Environmental Impact Statement (FEIR/EIS) for the Project. STA is the project sponsor and will be providing funding for right of way acquisition of the Project and as such, is a Responsible Agency under CEQA for the Project. Caltrans approved the environmental document, FEIR/EIS for the Project, in December 2012. The STA Board approved the Final EIR, which included the I-80/I-680/SR 12 Interchange Project – Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A), with Resolution No. 2012-18, in December 2012.

Discussion:

The I-80/I-680/SR 12 Interchange Project – Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A) will include a new two-lane highway alignment and bridge structure for eastbound SR 12 to eastbound I-80 connector ramp, an off-ramp from eastbound SR 12 to Green Valley Road and a braided ramp connection for eastbound I-80 to Green Valley Road and southbound I-680, among other improvements. See Project Map included as Attachment A. Through a combination of State Transportation Improvement Program (STIP) funds, State SB1 Trade Corridors Enhancement Program (TCEP) funds and bridge toll funds, this Project is fully funded and is expected to be ready to start construction in the summer of 2020.

In order to construct Construction Package 2A, five (5) Temporary Construction Easements (TCEs), three (3) permanent easements, and nine (9) fee acquisitions from eight (8) private property owners are necessary. Negotiations have been ongoing with the property owners and are continuing. STA approved the Resolution of Necessity for the Harstad/Coates parcel in September 2019. Staff is now recommending proceeding with acquisition of property from the remaining seven (7) private property owners through the eminent domain process at this time (Attachment B).

In order to construct the project on schedule, it is important to obtain the needed property interests from the property owners listed in the attached table, preferably through negotiations or by means of condemnation as a last resort. Adoption of the attached Resolutions of Necessity will allow the condemnation process to proceed (Attachments C through H). Despite proceeding with the adoption of the Resolutions of Necessity now, staff will continue their efforts to try to reach amicable agreement with all of the property owners. All property acquired for the project will be transferred to Caltrans.

It is recommended that the STA Board hold a public hearing regarding the proposed condemnation actions. The affected property owners have been notified of the content, time and place of the public hearing as required by law. The scope of the public hearings, in accordance with Section 1245.235(c) and of the California Code of Civil Procedure Sections, should be limited to the following findings:

- (a) The public interest and necessity require the Project.
- (b) The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.
- (c) The property sought to be acquired is necessary for the Project.
- (d) That the offer required by section 7267.2 of the Government Code has been made to the owner or owners of record.

The amount of compensation for the property is not an issue that should be considered.

The required findings are supported for the attached Resolutions of Necessity based, in part, on the following:

The project has been designed to meet the public interest and necessity of increasing safety and reducing traffic congestion along major interchanges in Solano County. The location of the improvements is limited by the need to tie into and replace existing infrastructure. Nevertheless, the project has been designed to impose the least injury to the public using the existing infrastructure and the adjacent private property owners from whom property must be acquired for the project.

The areas identified for acquisition have been narrowly tailored to avoid existing improvements and to retain circulation on the remaining property of the subject private property owners to the greatest extent possible.

Improvements in the acquisition areas generally are limited to landscaping, fencing, parking, a vehicle display area, and three billboards adjacent to the existing roadways. The acquisition area on the Benson property also includes a non-conforming and non-operational display sign that, irrespective of the project, may be removed under the terms of its existing sign agreement based on the failure to maintain the property for the continued use as a new car dealership for a specified period of years.

Even with this deliberate project design to impose the least private injury that could be reasonably anticipated, the project design was revised further, where possible, after consultation with the owner and outside consultants to reduce any impacts that had not been anticipated. For example, after inspecting the Salem property for appraisal purposes, and learning the location of an existing fence and gate in relation to the original

project design, the project was redesigned to avoid these improvements and to conform the new roadway to reconnect with the existing driveway leading to these improvements. Similarly, after observing a drainage swale on the Ashley property, the TCE term was divided to allow for the shared use of the TCE area and the continued operation of the drainage swale until such time as the project necessitated the exclusive use of the TCE area and the drainage swale could be relocated and reconstructed by the owner.

STA initiated acquisition efforts by obtaining appraisals of the property to be acquired and making offers to the property owners for the full amounts of those appraisals pursuant to Code of Civil Procedure section 7267.2. Where possible, offers were hand delivered to the property owners in order to initiate negotiations. In other cases, the offers were mailed and/or federal expressed to the owners. Owners were later contacted to confirm their receipt of the offers, to negotiate the offers, and/or to offer to meet with owners or other interest holders to address any concerns about the project. Attachment C provides a summary of the detailed interactions with each property owner:

Staff is seeking to have the Board open a public hearing for each property separately as listed in Attachment B. After closing each of the public hearings, it is recommended that the STA Board adopt the Resolution of Necessity to acquire the needed property by eminent domain, which makes the findings listed as (a) through (d) above.

Fiscal Impact:

All right-of-way acquisition costs for the I-80/I-680/SR 12 Interchange Project – Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A) are funded with Bridge Toll funds already allocated to the Project.

Recommendation:

Conduct a separate public hearing and adopt a separate Resolution of Necessity to acquire by eminent domain, if necessary, for each of the following properties needed for the I-80/I-680/SR 12 Interchange Project – Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A) as specified in Attachment B.

A 4/5ths vote is required for each resolution.

Attachments:

- A. Project Map
- B. List of Properties needed for the I-80/I-680/SR 12 Interchange Project – Eastbound SR 12W to Eastbound I-80 Connector (Construction Package 2A)
- C. Summary of the detailed interactions with each property owner
- D. STA Resolution of Necessity No. 2019-12 (Benson Investment, Inc.)
- E. STA Resolution of Necessity No. 2019-13 (Cordelia Point, LLC)
- F. STA Resolution of Necessity No. 2019-14 (Salem)
- G. STA Resolution of Necessity No. 2019-15 (Schnerer)
- H. STA Resolution of Necessity No. 2019-16 (Store Spe Ashley Ca, LLC)
- I. STA Resolution of Necessity No. 2019-17 (Plaza Court Properties, LLC)

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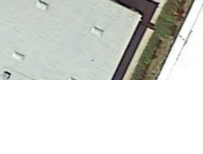
RED TOP ROAD

I-80

SHT 12

GREEN VALLEY ROAD

1380



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List of Properties needed for the I-80/I-680/SR 12 Interchange Project –Eastbound SR 12W to Eastbound I-80 Connector Project (Construction Package 2A)

Owner	Parcel Nos.	APN
Benson Investment, Inc.	63904-1 63904-5	0180-110-040
Clear Channel Outdoor, LLC	63899 (2) 63903 (1)	0180-120-010 0180-120-060 0180-110-260
Cordelia Point, LLC	63976-1	0180-120-050
Salem, Louis	63894-1 63894-2 63896-1	0148-260-050 0148-260-060
Scherner, Steven M.	63897-1 63897-2	0180-120-070 0180-120-080
Store Spe Ashley Ca, LLC	63903-1 63903-4	0180-110-260
Plaza Court Properties, LLC	63902-1 63902-3 63899-1	0180-110-250 0180-120-010 0180-120-060

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Summary of Detailed Interactions with Each Property Owner

Benson (Parcels 63904 1 thru 5): On July 30, 2019, STA staff spoke with Mr. Benson to schedule a time to personally deliver the Offer Package. Mr. Benson asked that it be mailed instead. The Offer Package was mailed on August 1st. On August 5th, staff asked Mr. Benson via email to confirm receipt of the Offer Package. Mr. Benson asked for a copy to be sent to his attorney. On September 12th, staff spoke with Mr. Benson regarding notification of the Level 1 meeting letter and inquired if he would like to set up a meeting. The Level 1 meeting is an elevated meeting that is comprised of the property owner, project manager, design engineer, right-of-way manager, and STA Director of Projects. This meeting provides the property owner the opportunity to fully discuss their issues or concerns with the project as designed. STA confirmed that a copy of the letter also had been sent to Mr. Benson's attorney, Scott Jenny. To date, neither Mr. Benson nor his attorney have accepted the offer to hold a Level 1 meeting and one has not been scheduled at this point.

Clear Channel (Parcels 63899 1 and 2, 63903): Clear Channel owns easement interests on the Ashley and Plaza Court properties. Clear Channel's easement interests were valued separately for purposes of making the separate offers to, and negotiating with, Clear Channel, as further detailed in this paragraph; however, authority to condemn the easements is included in the proposed Resolutions of Necessity for the underlying fee owners (Ashley and Plaza Court). There is not a separate resolution of necessity for the Clear Channel easement interests. On August 21, 2019, the Offer Package was delivered via Federal Express to Clear Channel Outdoor, LLC and Clear Channel was notified of the offer via email August 21, 2019. STA spoke with Clear Channel's representative on August 22nd. STA and the Clear Channel representative discussed the Offer Package and scheduled a meeting for August 27th. STA staff and Clear Channel met to discuss the Offer Package and relocation options and STA staff also informed Clear Channel that the Notice of Intention would be mailed August 28th. On September 18th, Clear Channel gave STA staff an update on Clear Channel's timeline. Staff has met with Fairfield staff about a conceptual relocation plan. Discussions are on-going.

Cordelia Point, LLC (Parcel 63796): On August 1, 2019 the Offer Package was mailed to Cordelia Point, LLC. On August 12th, STA staff left a voicemail with the property owner to schedule a meeting to discuss the Offer Package. On August 22nd, STA staff met with the property owner and also informed him about mailing of the Notice of Intention. On September 12th, STA staff provided the property owner with an update regarding the property owner's request for West Cordelia Road vacation. On September 12th, STA staff spoke with the property owner regarding a Level 1 meeting letter. STA staff met with property owner on September 25th to discuss the project and their request for possible vacation of a portion of West Cordelia Road and other possible actions to address issues adjacent to their property. Discussions are on-going.

Plaza Court Properties, LLC (Parcels 63902-1 thru 3 and 63899): On July 18, 2019, STA staff hand delivered the Offer Package and met with the property owner to review the package. On July 22nd, STA staff left a voicemail asking the property owner for a copy of leases to evaluate the property owner's request for an income approach valuation of the property. On August 29th and 30th, after evaluating the leases provided, staff informed the property owner that the leases could not be used to provide an income approach valuation of the property. On August 6th, STA

staff received a phone call and an email that property owner would be using a third party to negotiate a settlement. On August 7th, STA staff meet with the owner representative. Between August 19th and September 3rd, through a series of meetings, a settlement has been reached. Currently, the parties are working through the details of the right-of-way contract terms.

Salem (Parcels 63894 1 and 2, and 63896): On July 31, 2019, STA staff hand-delivered the Offer Package to the property owner. Staff received and responded to email from the property owner's listing agent and representative (the property owner was copied on the emails) on August 8th and 13th. Staff contacted and spoke to the property owner regarding mailing of the Notice of Intention and met with the property owner on August 27th to discuss staking the acquisition areas. On September 12th, STA staff contacted the property owner regarding Level 1 meeting letter and scheduled the meeting for September 25, 2019. Discussions are on-going.

Scherner (Parcels 63897 1 and 2): The Offer Package was mailed via USPS and Federal Express and STA staff left the property owner a voicemail regarding the mailing of the Offer Package on July 18, 2019. STA Staff received a call and spoke with the property owner on September 10th. During the call, STA staff informed the property owner of the Level 1 meeting letter. On September 11th, STA staff emailed the property owner a copy of the Level 1 meeting letter. On September 12th, STA staff responded to the property owner's questions regarding the Level 1 meeting. On September 18th, staff followed-up with the property owner regarding the Level 1 meeting and was advised by the owner that he is checking his schedule.

Store Spe Ashley Ca, LLC (Parcels 63903 1 and 4): There was email communication between STA staff and the property owner representative in July 2019 to confirm signature authorization on the Right of Way Contract. On August 1, 2019 the Offer Package was mailed. Staff also emailed the property owner and gave notice that the Offer Package was mailed. On August 8th, STA staff followed-up with property owner regarding any questions about the offer and was advised that the property owner was still reviewing. During the month of August, STA staff and the property owner communicated about the Offer Package. On August 22nd, STA staff informed the property owner of mailing of the Notice of Intention. During the month of September, communications continued about the lease on the property and so forth. On September 12th, STA staff emailed a copy of the Level 1 meeting letter to the property owner. Both parties are working to set up a Level 1 meeting.

RESOLUTION NO. 2019 - 12

RESOLUTION OF NECESSITY AUTHORIZING THE CONDEMNATION OF PROPERTY FOR CONSTRUCTION PACKAGE 2A OF THE INTERSTATE 80 / INTERSTATE 680 / STATE ROUTE 12 INTERCHANGE PROJECT [BENSON]

WHEREAS, Solano Transportation Authority (“STA”), in cooperation with the State of California, acting by and through its Department of Transportation (“Caltrans”) and the Federal Highway Administration (“FHWA”), intends to implement Construction Package 2A of the Interstate-80 / Interstate-680 / State Route 12 Interchange Project (“Project”), a public use consisting of enhancements to the Interstate-80 / Interstate 680 / State Route 12 interchange in the vicinity of the city of Fairfield, Solano County, California and, in connection therewith, acquire certain interests in certain real property; and

WHEREAS, STA has approved the Final Environmental Impact Report for the Project with Resolution No. 2012-18 adopted in December 2012;

RESOLVED, by the Board of the STA, by a vote of four-fifths of its members, that:

1. STA intends to acquire interests in certain real property necessary for the Project pursuant to Government Code Sections 6500, *et seq.*, 25350.5 and 37350.5, Streets and Highways Code sections 760 and 943, and Code of Civil Procedure sections 1240.010, *et seq.*, the authority for which was delegated in Section 5 of the Amendment to the Joint Powers Agreement on the Organization and Functions of the Solano Transportation Authority.
2. The property to be acquired consists of the following property interests from the described parcels:

<u>Owner</u>	<u>Assessor's Parcel No. [Parcel ID No.]</u>	<u>Take</u>	<u>Type</u>
Benson Investment, Inc.	APN 0180-110-040 (Portion) [63904-1]	9,058 sq. ft. ±	Fee
Benson Investment, Inc.	APN 0180-110-040 (Portion) [63904-5]	3,660 sq. ft. ±	Temporary Construction Easement

The said property is more particularly described in Exhibit “A”, attached to and incorporated in by this reference.

3. On August 23, 2019, notice of STA’s intention to adopt a Resolution of Necessity for acquisition by eminent domain of the real property described in Exhibit “A” was sent to persons whose names appear on the last equalized County Assessment Roll as owners of said property. The notice specified October 9, 2019 at 6:00 p.m., in the STA Board Chambers at Suisun City Hall Council Chambers, 701 Civic Center Drive, Suisun City, California as the time and place for the hearing.
4. The hearing was held at that time and place, and all interested parties were given an opportunity to be heard and based upon the evidence presented to it, this Board finds, determines and hereby declares the following:
 - a. Public interest and necessity require the proposed Project.

- b. The Project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury.
 - c. The property sought to be acquired is necessary for the Project.
 - d. The offer of compensation required by Section 7267.2 of the Government Code has been made to the owner or owners of record.
6. The Counsel for STA or her designee is authorized and empowered:
- a. To negotiate and acquire the property for the Project.
 - b. To the extent that negotiations are unsuccessful, to acquire in STA's name, by condemnation, the titles, easements and rights of way described above in and to said real property or interest therein, in accordance with the provisions for eminent domain in the Code of Civil Procedure and the Constitution of California.
 - c. To prepare and prosecute in STA's name such proceedings in the proper court as are necessary for such acquisition.
 - d. To deposit the probable amount of compensation, based on an appraisal, and to apply to said court for an order permitting STA to take immediate possession and use said real property for said public uses and purposes.

Harry Price, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 9th day of October 2019, by the following vote:

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

ATTEST: _____
 Johanna Masiclat
 Clerk of the Board

I, Daryl K. Halls, the STA Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 9th day of October 2019.

Daryl K. Halls, Executive Director
Solano Transportation Authority

EXHIBIT "A"

All that real property situated in the City of Fairfield, County of Solano, State of California, being those portions of Lot 6 as shown on that certain Parcel Map entitled "HARSTAD COATES, PARCEL MAP", filed on December 15, 1978, in Book 17 of Parcel Maps, at Page 8, in the Office of the County Recorder of Solano County, State of California, more particularly described as follows:

Parcel 1 (63904-1):

COMMENCING at a 3-inch brass disc with punch in monument well, accepted as the found 3" brass disc in well monument at the Westerly end of Auto Plaza Court (formerly Harstad Court), as said found 3" brass disc and said Auto Plaza Court are shown on that certain Parcel Map, filed on January 30, 2006, in Book 47 of Parcel Maps, at Page 42, in the Office of the County Reorder of Solano County, State of California, said 3-inch brass disc bears North 53°49'15" East, 2696.10 feet from an 1" alloy disk at the Westerly terminus of that course shown as "S76°46'21"W, 64.70'" along the Northerly right of way line of U.P.R.R. (Union Pacific Railroad), as said 1" alloy disk and said course are shown on that certain Record of Survey, filed on July 01, 2004, in Book 26 of Survey Maps, at Page 50, in the Office of the County Recorder of Solano County, State of California; thence North 53°04'25" West, 464.77 feet to the POINT OF BEGINNING; thence South 48°50'52" West, 115.47 feet to the Southwesterly line of said Lot 6; thence along last said line, North 41°05'53" West, 36.55 feet to the most Westerly corner of said Lot 6; thence along the general Northerly line of said Lot 6 the following four (4) courses: 1) North 48°50'44" East, 91.10 feet, 2) North 57°14'12" East, 208.85 feet, 3) South 85°05'31" East, 85.42 feet, and 4) South 64°15'51" East, 0.80 of a foot; thence from a tangent that bears North 89°23'25" West, along a curve to the left with a radius of 213.00 feet, through a central angle of 40°36'53", an arc length of 150.99 feet to a Point of Tangency, said Point of Tangency passes through the Point of Beginning with a bearing of South 49°59' 42" West; thence South 49°59'42" West, 104.28 feet to the POINT OF BEGINNING.

CONTAINING 9,058 square feet, more or less.

This conveyance is made for the purposes of a freeway and the grantor hereby releases and relinquishes to the grantee any and all abutter's rights, including access rights, appurtenant to grantor's remaining property, in and to said freeway.

Parcel 2 (63904-5) (Temporary Construction Easement):

A Temporary Construction Easement (TCE) for construction purposes and incidents thereto, upon, in, over and across the property described below for a period of

thirty-six months, to commence on January 1, 2020 and shall terminate on December 31, 2022.

A strip of land 10.00-foot-wide, the general Northwesterly sideline of which being described as follows:

COMMENCING at a 3-inch brass disc with punch in monument well, accepted as the found 3" brass disc in well monument at the Westerly end of Auto Plaza Court (formerly Harstad Court), as said found 3" brass disc and said Auto Plaza Court are shown on that certain Parcel Map, filed on January 30, 2006, in Book 47 of Parcel Maps, at Page 42, in the Office of the County Reorder of Solano County, State of California, said 3-inch brass disc bears North 53°49'15" East, 2696.10 feet from an 1" alloy disk at the Westerly terminus of that course shown as "S76°46'21"W, 64.70" along the Northerly right of way line of U.P.R.R. (Union Pacific Railroad), as said 1" alloy disk and said course are shown on that certain Record of Survey, filed on July 01, 2004, in Book 26 of Survey Maps, at Page 50, in the Office of the County Recorder of Solano County, State of California; thence North 53°04'25" West, 464.77 feet to a point hereinafter designated as POINT "A"; thence South 48°50'52" West, 115.47 feet to the Southwesterly line of said Lot 6; thence along last said line, North 41°05'53" West, 36.55 feet to the most Westerly corner of said Lot 6; thence along the general Northerly line of said Lot 6 the following four (4) courses: 1) North 48°50'44" East, 91.10 feet, 2) North 57°14'12" East, 208.85 feet, 3) South 85°05'31" East, 85.42 feet, and 4) South 64°15'51" East, 0.80 of a foot to the POINT OF BEGINNING of herein described general Northwesterly sideline; thence from a tangent that bears North 89°23'25" West, along a curve to the left with a radius of 213.00 feet, through a central angle of 40°36'53", an arc length of 150.99 feet to a Point of Tangency, said Point of Tangency passes through said POINT "A" with a bearing of South 49°59' 42" West; thence South 49°59'42" West, 104.28 feet to said POINT "A"; thence South 48°50'52" West, 115.47 feet to a point on the Southwesterly line of said Lot 6, said point being the terminus of herein described general Northwesterly sideline.

The sidelines of said strip of land shall be prolonged or shortened so as to begin at a line that passes through the Point of Beginning with a bearing of South 13°01'09" West and terminate at the Southwesterly line of said Lot 6.

CONTAINING 3,660 square feet, more or less.

BENSON INVESTMENT INC

Parcel 63904

EA: 0A539

04-Sol-80-PM 12.5

A-10882.3

The bearings and distances used in the above descriptions are on the California Coordinate System of 1983, Zone 2, Epoch 1991.35. Multiply the above distances by 0.9999714 to obtain ground level distances.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature: 
Licensed Land Surveyor

Date: 8/21/2019



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RESOLUTION NO. 2019 - 13

**RESOLUTION OF NECESSITY AUTHORIZING THE CONDEMNATION OF PROPERTY FOR
CONSTRUCTION PACKAGE 2A OF THE INTERSTATE 80 / INTERSTATE 680 / STATE
ROUTE 12 INTERCHANGE PROJECT [CORDELIA POINT LLC]**

WHEREAS, Solano Transportation Authority (“STA”), in cooperation with the State of California, acting by and through its Department of Transportation (“Caltrans”) and the Federal Highway Administration (“FHWA”), intends to implement Construction Package 2A of the Interstate-80 / Interstate-680 / State Route 12 Interchange Project (“Project”), a public use consisting of enhancements to the Interstate-80 / Interstate 680 / State Route 12 interchange in the vicinity of the city of Fairfield, Solano County, California and, in connection therewith, acquire certain interests in certain real property; and

WHEREAS, STA has approved the Final Environmental Impact Report for the Project with Resolution No. 2012-18 adopted in December 2012;

RESOLVED, by the Board of the STA, by a vote of four-fifths of its members, that:

1. STA intends to acquire interests in certain real property necessary for the Project pursuant to Government Code Sections 6500, *et seq.*, 25350.5 and 37350.5, Streets and Highways Code sections 760 and 943, and Code of Civil Procedure sections 1240.010, *et seq.*, the authority for which was delegated in Section 5 of the Amendment to the Joint Powers Agreement on the Organization and Functions of the Solano Transportation Authority.
2. The property to be acquired consists of the following property interests from the described parcels:

<u>Owner</u>	<u>Assessor's Parcel No.</u> [Parcel ID No.]	<u>Take</u>	<u>Type</u>
Cordelia Point LLC	0180-120-050 (Portion) [63976, also identified as 63976-1]	901 sq. ft. ±	Fee

The said property is more particularly described in Exhibit “A”, attached to and incorporated in by this reference.

3. On August 23, 2019, notice of STA’s intention to adopt a Resolution of Necessity for acquisition by eminent domain of the real property described in Exhibit “A” was sent to persons whose names appear on the last equalized County Assessment Roll as owners of said property. The notice specified October 9, 2019 at 6:00 p.m., in the STA Board Chambers at Suisun City Hall Council Chambers, 701 Civic Center Drive, Suisun City, California as the time and place for the hearing.
4. The hearing was held at that time and place, and all interested parties were given an opportunity to be heard and based upon the evidence presented to it, this Board finds, determines and hereby declares the following:
 - a. Public interest and necessity require the proposed Project.
 - b. The Project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury.

- c. The property sought to be acquired is necessary for the Project.
 - d. The offer of compensation required by Section 7267.2 of the Government Code has been made to the owner or owners of record.
6. The Counsel for STA or her designee is authorized and empowered:
- a. To negotiate and acquire the property for the Project.
 - b. To the extent that negotiations are unsuccessful, to acquire in STA's name, by condemnation, the titles, easements and rights of way described above in and to said real property or interest therein, in accordance with the provisions for eminent domain in the Code of Civil Procedure and the Constitution of California.
 - c. To prepare and prosecute in STA's name such proceedings in the proper court as are necessary for such acquisition.
 - d. To deposit the probable amount of compensation, based on an appraisal, and to apply to said court for an order permitting STA to take immediate possession and use said real property for said public uses and purposes.
-

Harry Price, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 9th day of October 2019, by the following vote:

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

ATTEST: _____
 Johanna Masiclat
 Clerk of the Board

I, Daryl K. Halls, the STA Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 9th day of October 2019.

Daryl K. Halls, Executive Director
Solano Transportation Authority

EXHIBIT "A"

All that real property situated in the unincorporated area of County of Solano, State of California, being a portion of PARCEL B as shown on that certain Parcel Map filed January 02, 1969, in Book 3 of Parcel Maps, at Page 18, in the Office of the County Recorder of Solano County, State of California, more particularly described as follows:

COMMENCING at a 3-inch brass disc with punch in monument well, accepted as the found 3" brass disc in well monument at the Westerly end of Auto Plaza Court (formerly Harstad Court), as said found 3" brass disc and said Auto Plaza Court are shown on that certain Parcel Map, filed on January 30, 2006, in Book 47 of Parcel Maps, at Page 42, in the Office of the County Reorder of Solano County, State of California, said 3-inch brass disc bears North 53°49'15" East, 2696.10 feet from an 1" alloy disk at the Westerly terminus of that course shown as "S76°46'21"W, 64.70" along the Northerly right of way line of U.P.R.R. (Union Pacific Railroad), as said 1" alloy disk and said course are shown on that certain Record of Survey, filed on July 01, 2004, in Book 26 of Survey Maps, at Page 50, in the Office of the County Recorder of Solano County, State of California; thence North 53°04'25" West, 464.77 feet; thence South 48°50'52" West, 453.43 feet; thence along a tangent curve to the left with a radius of 3965.00 feet, through a central angle of 02°49'36", an arc length of 195.61feet; thence South 30°17'51" West, 23.99 feet; thence South 44°00'44" West, 145.40 feet; thence South 38°01'57" West, 101.74 feet to a point on the general Northeasterly line of PARCEL SIX as described in that certain Grant Deed, recorded on September 08, 2009, as Document Number 200900077444, Official Records of Solano County, State of California, said point being the POINT OF BEGINNING; thence continuing South 38°01'57" West, 172.36 feet; thence South 36°35'15" West, 422.70 feet; thence South 32°47'47" West, 70.55 feet; thence South 36°05'10" West, 148.80 feet; thence South 40°51'42" West, 59.66 feet; thence South 53°28'43" West, 28.42 feet; thence South 32°52'33" West, 35.95 feet; thence South 36°52'30" West, 44.27 feet to the general Easterly line of County Road No. 252 as shown on that certain Parcel Map filed January 02, 1969, in Book 3 of Parcel Maps, at Page 18, in the Office of the County Recorder of Solano County, State of California; thence along last said line the following three (3) courses: 1) North 26°40'08" West, 11.97 feet, 2) from a tangent that bears North 10°12'04" East, along a curve to the left with a radius of 50.00 feet, through a central angle of 73°44'24", an arc length of 64.35 feet, and 3) North 26°40'08" West, 66.00 feet to the general Northwesterly line of PARCEL SEVEN as described in said Grant Deed (Document Number 200900077444); thence along last said line the following three (3) course: 1) North 24°41'18" East, 275.59 feet, 2) North 36°48'56" East, 164.62 feet, and 3) North 46°24'18" East, 140.39 feet to the most Westerly corner of said PARCEL SIX; thence along the general Northwesterly line of said PARCEL SIX, North 46°24'18" East, 228.28 feet and North 43°10'17" East, 135.19 feet to the general Northeasterly line of

CORDELIA POINT LLC
Parcel 63976
EA: 0A539
04-Sol-80-PM 12.2
A-10882.2, 2a

said PARCEL SIX; thence along last said line the following four (4) course: 1) South 83°56'58" East, 16.01 feet, 2) South 41°04'08" East, 23.66 feet, 3) from a tangent that bears South 09°16'46" East, along a curve to the left with a radius of 50.00 feet, through a central angle of 63°34'44", an arc length of 55.48 feet, and 4) South 41°04'08" East, 22.14 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM those portions thereof lying with said PARCEL SEVEN.

CONTAINING 901 square feet, more or less.

This conveyance is made for the purposes of a freeway and the grantor hereby releases and relinquishes to the grantee any and all abutter's rights, including access rights, appurtenant to grantor's remaining property, in and to said freeway.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 2, Epoch 1991.35. Multiply the above distances by 0.9999714 to obtain ground level distances.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature: 
Licensed Land Surveyor

Date: 8/21/2019



RESOLUTION NO. 2019 - 14

**RESOLUTION OF NECESSITY AUTHORIZING THE CONDEMNATION OF PROPERTY FOR
CONSTRUCTION PACKAGE 2A OF THE INTERSTATE 80 / INTERSTATE 680 / STATE
ROUTE 12 INTERCHANGE PROJECT [SALEM]**

WHEREAS, Solano Transportation Authority (“STA”), in cooperation with the State of California, acting by and through its Department of Transportation (“Caltrans”) and the Federal Highway Administration (“FHWA”), intends to implement Construction Package 2A of the Interstate-80 / Interstate-680 / State Route 12 Interchange Project (“Project”), a public use consisting of enhancements to the Interstate-80 / Interstate 680 / State Route 12 interchange in the vicinity of the city of Fairfield, Solano County, California and, in connection therewith, acquire certain interests in certain real property; and

WHEREAS, STA has approved the Final Environmental Impact Report for the Project with Resolution No. 2012-18 adopted in December 2012;

RESOLVED, by the Board of the STA, by a vote of four-fifths of its members, that:

1. STA intends to acquire interests in certain real property necessary for the Project pursuant to Government Code Sections 6500, *et seq.*, 25350.5 and 37350.5, Streets and Highways Code sections 760 and 943, and Code of Civil Procedure sections 1240.010, *et seq.*, the authority for which was delegated in Section 5 of the Amendment to the Joint Powers Agreement on the Organization and Functions of the Solano Transportation Authority.
2. The property to be acquired consists of the following property interests from the described parcels:

<u>Owner</u>	<u>Assessor's Parcel No. [Parcel ID No.]</u>	<u>Take</u>	<u>Type</u>
Louis Salem, Trustee of the Salem Living Trust, Dated January 3, 2019	0148-260-050 (Portion) [63894-1]	905 sq. ft. ±	Fee
Louis Salem, Trustee of the Salem Living Trust, Dated January 3, 2019	0148-260-050 (Portion) [63894-2]	654 sq. ft. ±	Temporary Construction Easement
Louis Salem, Trustee of the Salem Living Trust, Dated January 3, 2019	0148-260-060 (Portion) [63896, also identified as 63896-1]	4,925 sq. ft. ±	Fee

The said property is more particularly described in Exhibits “A”, attached to and incorporated in by this reference.

3. On August 23, 2019, notice of STA's intention to adopt a Resolution of Necessity for acquisition by eminent domain of the real property described in Exhibits "A" was sent to persons whose names appear on the last equalized County Assessment Roll as owners of said property. The notice specified October 9, 2019 at 6:00 p.m., in the STA Board Chambers at Suisun City Hall Council Chambers, 701 Civic Center Drive, Suisun City, California as the time and place for the hearing.
4. The hearing was held at that time and place, and all interested parties were given an opportunity to be heard and based upon the evidence presented to it, this Board finds, determines and hereby declares the following:
 - a. Public interest and necessity require the proposed Project.
 - b. The Project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury.
 - c. The property sought to be acquired is necessary for the Project.
 - d. The offer of compensation required by Section 7267.2 of the Government Code has been made to the owner or owners of record.
6. The Counsel for STA or her designee is authorized and empowered:
 - a. To negotiate and acquire the property for the Project.
 - b. To the extent that negotiations are unsuccessful, to acquire in STA's name, by condemnation, the titles, easements and rights of way described above in and to said real property or interest therein, in accordance with the provisions for eminent domain in the Code of Civil Procedure and the Constitution of California.
 - c. To prepare and prosecute in STA's name such proceedings in the proper court as are necessary for such acquisition.
 - d. To deposit the probable amount of compensation, based on an appraisal, and to apply to said court for an order permitting STA to take immediate possession and use said real property for said public uses and purposes.

Harry Price, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 9th day of October 2019, by the following vote:

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

ATTEST: _____
Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the STA Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 9th day of October 2019.

Daryl K. Halls, Executive Director
Solano Transportation Authority

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EXHIBIT "A"

All that real property situated in the unincorporated area of County of Solano, State of California, being those portions of PARCEL 'A' as shown on that certain Record of Survey, filed on August 17, 1961, in Book 7 of Surveys, at Page 77, in the Office of the County Recorder of Solano County, State of California, more particularly described as follows:

Parcel 1 (63894-1):

COMMENCING at the Westerly terminus of that course described as "North 81°14'54" East, 405.11 feet" in PARCEL 1 (61736-1) as described in that certain Grant Deed to the State of California, recorded on May 08, 2012 as Document Number 201200043250, Official Records of Solano County, State of California; thence along said course, North 81°14'54" East, 339.33 feet to the POINT OF BEGINNING; thence South 84°23'08" East, 36.59 feet; thence South 87°35'41" East, 43.72 feet; thence South 71°06'22" East, 20.66 feet; thence South 57°08'20" East, 9.52 feet; thence South 27°21'11" East, 24.29 feet to the general Westerly line of PARCEL 2 as described in that Final Judgment of Condemnation No. 43436, recorded on March 21, 1968, in Book 1499, at Page 127, Official Records of Solano County, State of California; thence along said general Westerly line, North 04°35'28" West, 18.66 feet and North 59°03'13" West, 59.27 feet to a line that bears North 81°14'54" East from the Point of Beginning; thence along last said line, South 81°14'54" West, 67.26 feet to the POINT OF BEGINNING.

CONTAINING 905 square feet, more or less.

Parcel 2 (63894-2) (Temporary Construction Easement):

A Temporary Construction Easement (TCE) for construction and driveway conform purposes and incidents thereto, upon, in, over and across the property described below for a period of thirty-six months, to commence on January 1, 2020 and shall terminate on December 31, 2022. Where the TCE extends over an access point to the remainder property, reasonable access for the owner and/or occupants to said remainder property shall be maintained for the term of the TCE.

COMMENCING at the Westerly terminus of that course described as "North 81°14'54" East, 405.11 feet" in PARCEL 1 (61736-1) as described in that certain Grant Deed to the State of California, recorded on May 08, 2012 as Document Number 201200043250, Official Records of Solano County, State of California; thence along said course, North 81°14'54" East, 339.33 feet; thence South 84°23'08" East, 36.59 feet; thence South 87°35'41" East, 43.72 feet; thence South 71°06'22" East, 14.12 feet to the POINT OF BEGINNING; thence continuing South 71°06'22" East, 6.54 feet;

SALEM
Parcel 63894
EA: 0A539
04-Sol-12-PM 2.5
A-10882.1

thence South 57°08'20" East, 9.52 feet; thence South 27°21'11" East, 24.29 feet to the general Westerly line of PARCEL 2 as described in that Final Judgment of Condemnation No. 43436, recorded on March 21, 1968, in Book 1499, at Page 127, Official Records of Solano County, State of California; thence along said general Westerly line, South 04°35'28" East, 10.88 feet; thence South 85°24'32" West, 13.09 feet; thence North 41°06'51" West, 16.22 feet; thence North 05°01'30" West, 28.64 feet to the POINT OF BEGINNING.

CONTAINING 654 square feet, more or less.

The bearings and distances used in the above descriptions are on the California Coordinate System of 1983, Zone 2, Epoch 1991.35. Multiply the above distances by 0.9999714 to obtain ground level distances.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature: 
Licensed Land Surveyor

Date: 8/21/2019



EXHIBIT "A"

All that real property situated in the unincorporated area of County of Solano, State of California, being a portion of PARCEL 'A' as shown on that certain Record of Survey, filed on August 17, 1961, in Book 7 of Surveys, at Page 77, in the Office of the County Recorder of Solano County, State of California, more particularly described as follows:

COMMENCING at the Westerly terminus of that course described as "North 81°14'54" East, 405.11 feet" in PARCEL 1 (61736-1) as described in that certain Grant Deed to the State of California, recorded on May 08, 2012 as Document Number 201200043250, Official Records of Solano County, State of California; thence along said course, North 81°14'54" East, 339.33 feet; thence South 84°23'08" East, 36.59 feet; thence South 87°35'41" East, 43.72 feet; thence South 71°06'22" East, 20.66 feet; thence South 57°08'20" East, 9.52 feet; thence South 27°21'11" East, 24.29 feet to the general Westerly line of PARCEL 2 as described in that Final Judgment of Condemnation No. 43436, recorded on March 21, 1968, in Book 1499, at Page 127, Official Records of Solano County, State of California; thence North 68°07'58" East, 62.84 feet to an angle point at the general Easterly line of said PARCEL 2; thence along last said line, North 49°52'17" East, 43.79 feet to the POINT OF BEGINNING; thence North 88°51'06" East, 47.36 feet; thence North 71°20'43" East, 36.95 feet; thence North 89°19'32" East, 39.16 feet; thence South 56°31'35" East, 18.88 feet to a point hereinafter designated as POINT "A"; thence North 86°01'08" East, 194.62 feet; thence North 74°05'18" East, 34.48 feet to the general Southerly right of way line of State Route 12; thence along last said line the following three (3) courses: 1) South 89°43'59" West, 208.65 feet, 2) South 86°36'06" West, 84.01 feet, and 3) North 88°16'38" West, 46.90 feet to the most Easterly corner of said PARCEL 2; thence along the general Easterly line of said PARCEL 2, South 49°52'17" West, 32.95 feet to the POINT OF BEGINNING.

CONTAINING 4,925 square feet, more or less.

This conveyance is made for the purposes of a highway and the grantor hereby releases and relinquishes to the grantee any and all abutter's rights, including access rights, appurtenant to grantor's remaining property, in and to said highway over and across the following described line:

COMMENCING at a point hereinabove designated as POINT "A"; thence North 86°01'08" East, 24.05 feet to the POINT OF BEGINNING of herein described line; thence continuing North 86°01'08" East, 170.57 feet; thence North 74°05'18" East, 34.48 feet to a point on the general Southerly right of way line of State Route 12, said point being the terminus of herein described line.

SALEM
Parcel 63896
EA: 0A539
04-Sol-12-PM 2.5
A-10882.1

The bearings and distances used in the above descriptions are on the California Coordinate System of 1983, Zone 2, Epoch 1991.35. Multiply the above distances by 0.9999714 to obtain ground level distances.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature: 
Licensed Land Surveyor

Date: 8/21/2019



RESOLUTION NO. 2019 - 15

**RESOLUTION OF NECESSITY AUTHORIZING THE CONDEMNATION OF PROPERTY FOR
CONSTRUCTION PACKAGE 2A OF THE INTERSTATE 80 / INTERSTATE 680 / STATE
ROUTE 12 INTERCHANGE PROJECT [SCHERNER]**

WHEREAS, Solano Transportation Authority (“STA”), in cooperation with the State of California, acting by and through its Department of Transportation (“Caltrans”) and the Federal Highway Administration (“FHWA”), intends to implement Construction Package 2A of the Interstate-80 / Interstate-680 / State Route 12 Interchange Project (“Project”), a public use consisting of enhancements to the Interstate-80 / Interstate 680 / State Route 12 interchange in the vicinity of the city of Fairfield, Solano County, California and, in connection therewith, acquire certain interests in certain real property; and

WHEREAS, STA has approved the Final Environmental Impact Report for the Project with Resolution No. 2012-18 adopted in December 2012;

RESOLVED, by the Board of the STA, by a vote of four-fifths of its members, that:

1. STA intends to acquire interests in certain real property necessary for the Project pursuant to Government Code Sections 6500, *et seq.*, 25350.5 and 37350.5, Streets and Highways Code sections 760 and 943, and Code of Civil Procedure sections 1240.010, *et seq.*, the authority for which was delegated in Section 5 of the Amendment to the Joint Powers Agreement on the Organization and Functions of the Solano Transportation Authority.
2. The property to be acquired consists of the following property interests from the described parcels:

<u>Owner</u>	<u>Assessor's Parcel No. [Parcel ID No.]</u>	<u>Take</u>	<u>Type</u>
Steven M. Schnerer	0180-120-070 & 0180-120-080 (Portion) [63897-1]	50,033 sq. ft. ±	Fee
Steven M. Schnerer	0180-120-080 (Portion) [63897-2]	1,140 sq. ft. ±	Temporary Construction Easement

The said property is more particularly described in Exhibit “A”, attached to and incorporated in by this reference.

3. On August 23, 2019, notice of STA’s intention to adopt a Resolution of Necessity for acquisition by eminent domain of the real property described in Exhibit “A” was sent to persons whose names appear on the last equalized County Assessment Roll as owners of said property. The notice specified October 9, 2019 at 6:00 p.m., in the STA Board Chambers at Suisun City Hall Council Chambers, 701 Civic Center Drive, Suisun City, California as the time and place for the hearing.

4. The hearing was held at that time and place, and all interested parties were given an opportunity to be heard and based upon the evidence presented to it, this Board finds, determines and hereby declares the following:
 - a. Public interest and necessity require the proposed Project.
 - b. The Project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury.
 - c. The property sought to be acquired is necessary for the Project.
 - d. The offer of compensation required by Section 7267.2 of the Government Code has been made to the owner or owners of record.

6. The Counsel for STA or her designee is authorized and empowered:
 - a. To negotiate and acquire the property for the Project.
 - b. To the extent that negotiations are unsuccessful, to acquire in STA's name, by condemnation, the titles, easements and rights of way described above in and to said real property or interest therein, in accordance with the provisions for eminent domain in the Code of Civil Procedure and the Constitution of California.
 - c. To prepare and prosecute in STA's name such proceedings in the proper court as are necessary for such acquisition.
 - d. To deposit the probable amount of compensation, based on an appraisal, and to apply to said court for an order permitting STA to take immediate possession and use said real property for said public uses and purposes.

 Harry Price, Chair
 Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 9th day of October 2019, by the following vote:

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

ATTEST: _____
 Johanna Masiclat
 Clerk of the Board

I, Daryl K. Halls, the STA Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 9th day of October 2019.

Daryl K. Halls, Executive Director
Solano Transportation Authority

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EXHIBIT "A"

All that real property situated in the unincorporated area of County of Solano, State of California, being those portions of PARCEL ONE and PARCEL TWO as said PARCELS ONE and TWO are described in that Interspousal Transfer Grant Deed, recorded on June 04, 2014 as Document Number 201400040860, Official Records of Solano County, State of California, more particularly described as follows:

Parcel 1(63897-1):

COMMENCING at a 3-inch brass disc with punch in monument well, accepted as the found 3" brass disc in well monument at the Westerly end of Auto Plaza Court (formerly Harstad Court), as said found 3" brass disc and said Auto Plaza Court are shown on that certain Parcel Map, filed on January 30, 2006, in Book 47 of Parcel Maps, at Page 42, in the Office of the County Reorder of Solano County, State of California, said 3-inch brass disc bears North 53°49'15" East, 2696.10 feet from an 1" alloy disk at the Westerly terminus of that course shown as "S76°46'21"W, 64.70'" along the Northerly right of way line of U.P.R.R. (Union Pacific Railroad), as said 1" alloy disk and said course are shown on that certain Record of Survey, filed on July 01, 2004, in Book 26 of Survey Maps, at Page 50, in the Office of the County Recorder of Solano County, State of California; thence North 53°04'25" West, 464.77 feet; thence South 48°50'52" West, 453.43 feet; thence along a tangent curve to the left with a radius of 3965.00 feet, through a central angle of 02°49'36", an arc length of 195.61feet; thence South 30°17'51" West, 23.99 feet; thence South 44°00'44" West, 145.40 feet; thence South 38°01'57" West, 274.10 feet; thence South 36°35'15" West, 422.70 feet; thence South 32°47'47" West, 70.55 feet; thence South 36°05'10" West, 148.80 feet; thence South 40°51'42" West, 59.66 feet; thence South 53°28'43" West, 28.42 feet; thence South 32°52'33" West, 35.95 feet; thence South 36°52'30" West, 44.27 feet to the general Easterly line of County Road No. 252 as shown on that certain Parcel Map filed January 02, 1969, in Book 3 of Parcel Maps, at Page 18, in the Office of the County Recorder of Solano County, State of California; thence South 17°32'04" West, 44.79 feet to a point that bears South 54°11'27" West, 2020.12 feet from the Point of Commencement; thence along a tangent curve to the right with a radius of 689.96 feet, through a central angle of 05°43'44", an arc length of 68.99 feet to a point on the general Northeasterly line of said PARCEL ONE, said point being the POINT OF BEGINNING; thence along the Southerly extension of last described curve to the right with a radius of 689.96 feet, through a central angle of 24°52'16", an arc length of 299.50 feet to a point that bears South 50°58'26" West, 2362.96 feet from the Point of Commencement; thence North 82°03'20" West, 61.01 feet; thence from a tangent that bears South 56°12'51" West, along a curve to the right with a radius of 716.00 feet, through a central angle of 19°07'00", an arc length of 238.89 feet to the most Westerly

corner of said PARCEL TWO; thence along the general Northwesterly lines of said PARCEL ONE and said PARCEL TWO the following four (4) courses: 1) North 52°44'31" East, 166.67 feet, 2) North 43°05'42" East, 164.92 feet, 3) North 32°36'11" East, 163.30 feet, and 4) North 24°41'18" East, 118.50 feet to said general Northeasterly line of said PARCEL ONE; thence along last said line, South 26°29'54" East, 152.08 feet to the POINT OF BEGINNING.

CONTAINING 50,033 square feet, more or less.

This conveyance is made for the purposes of a freeway and the grantor hereby releases and relinquishes to the grantee any and all abutter's rights, including access rights, appurtenant to grantor's remaining property, in and to said freeway.

Parcel 2 (63897-2) (Temporary Construction Easement):

A Temporary Construction Easement (TCE) for construction purposes and incidents thereto, upon, in, over and across the property described below for a period of thirty-six months, to commence on January 1, 2020 and shall terminate on December 31, 2022.

COMMENCING at a 3-inch brass disc with punch in monument well, accepted as the found 3" brass disc in well monument at the Westerly end of Auto Plaza Court (formerly Harstad Court), as said found 3" brass disc and said Auto Plaza Court are shown on that certain Parcel Map, filed on January 30, 2006, in Book 47 of Parcel Maps, at Page 42, in the Office of the County Reorder of Solano County, State of California, said 3-inch brass disc bears North 53°49'15" East, 2696.10 feet from an 1" alloy disk at the Westerly terminus of that course shown as "S76°46'21"W, 64.70" along the Northerly right of way line of U.P.R.R. (Union Pacific Railroad), as said 1" alloy disk and said course are shown on that certain Record of Survey, filed on July 01, 2004, in Book 26 of Survey Maps, at Page 50, in the Office of the County Recorder of Solano County, State of California; thence North 53°04'25" West, 464.77 feet; thence South 48°50'52" West, 453.43 feet; thence along a tangent curve to the left with a radius of 3965.00 feet, through a central angle of 02°49'36", an arc length of 195.61 feet; thence South 30°17'51" West, 23.99 feet; thence South 44°00'44" West, 145.40 feet; thence South 38°01'57" West, 274.10 feet; thence South 36°35'15" West, 422.70 feet; thence South 32°47'47" West, 70.55 feet; thence South 36°05'10" West, 148.80 feet; thence South 40°51'42" West, 59.66 feet; thence South 53°28'43" West, 28.42 feet; thence South 32°52'33" West, 35.95 feet; thence South 36°52'30" West, 44.27 feet to the general Easterly line of County Road No. 252 as shown on that certain Parcel Map filed January 02, 1969, in Book 3 of Parcel Maps, at Page 18, in the Office of the County Recorder of Solano County, State of California; thence South 17°32'04" West, 44.79 feet to a point that bears South 54°11'27" West, 2020.12 feet from the Point of

SCHERNER
Parcel 63897
EA: 0A539
04-Sol-80-PM 12.3
A-10882.2, 2a

Commencement; thence along a tangent curve to the right with a radius of 689.96 feet, through a central angle of 30°36'00", an arc length of 368.49 feet to a point that bears South 50°58'26" West, 2362.96 feet from the Point of Commencement; thence North 82°03'20" West, 52.41 feet to the POINT OF BEGINNING; thence continuing North 82°03'20" West, 8.60 feet; thence from a tangent that bears South 56°12'51" West, along a curve to the right with a radius of 716.00 feet, through a central angle of 19°07'00", an arc length of 238.89 feet to the most Westerly corner of said PARCEL TWO; thence along the Southerly line of said PARCEL TWO, North 76°53'12" East, 73.54 feet to a curve concentric with, distant 5.75 feet Southerly of, measured at right angles from the curve described above with a radius of 716.00 feet; thence from a tangent that bears North 69°29'06" East, along said concentric curve to the left with a radius of 721.75 feet, through a central angle of 13°46'49", an arc length of 173.59 feet to the POINT OF BEGINNING.

CONTAINING 1,140 square feet, more or less.

The bearings and distances used in the above descriptions are on the California Coordinate System of 1983, Zone 2, Epoch 1991.35. Multiply the above distances by 0.9999714 to obtain ground level distances.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature: 
Licensed Land Surveyor

Date: 8/21/2019



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RESOLUTION NO. 2019 - 16

**RESOLUTION OF NECESSITY AUTHORIZING THE CONDEMNATION OF PROPERTY FOR
CONSTRUCTION PACKAGE 2A OF THE INTERSTATE 80 / INTERSTATE 680 / STATE
ROUTE 12 INTERCHANGE PROJECT [STORE SPE ASHLEY CA LLC]**

WHEREAS, Solano Transportation Authority (“STA”), in cooperation with the State of California, acting by and through its Department of Transportation (“Caltrans”) and the Federal Highway Administration (“FHWA”), intends to implement Construction Package 2A of the Interstate-80 / Interstate-680 / State Route 12 Interchange Project (“Project”), a public use consisting of enhancements to the Interstate-80 / Interstate 680 / State Route 12 interchange in the vicinity of the city of Fairfield, Solano County, California and, in connection therewith, acquire certain interests in certain real property; and

WHEREAS, STA has approved the Final Environmental Impact Report for the Project with Resolution No. 2012-18 adopted in December 2012;

RESOLVED, by the Board of the STA, by a vote of four-fifths of its members, that:

1. STA intends to acquire interests in certain real property necessary for the Project pursuant to Government Code Sections 6500, *et seq.*, 25350.5 and 37350.5, Streets and Highways Code sections 760 and 943, and Code of Civil Procedure sections 1240.010, *et seq.*, the authority for which was delegated in Section 5 of the Amendment to the Joint Powers Agreement on the Organization and Functions of the Solano Transportation Authority. All property interests described in Exhibit B, that are outside of the Fee and Temporary Construction Easement acquisitions described below, are being acquired pursuant to the provisions of Code of Civil Procedure section 1240.410 as a remnant.
2. The property to be acquired consists of the following property interests from the described parcels:

<u>Owner</u>	<u>Assessor's Parcel No.</u> [Parcel ID No.]	<u>Take</u>	<u>Type</u>
Store Spe Ashley CA LLC	0180-110-260 (Portion) 63903-1	20,844 sq. ft. ±	Fee
Store Spe Ashley CA LLC	0180-110-260 (Portion) 63903-4	5,336 sq. ft. ±	Temporary Construction Easement

The said property is more particularly described in Exhibit “A”, attached to and incorporated in by this reference.

The property to be acquired also includes all property interests described in Exhibit B, that are outside of the Fee and Temporary Construction Easement acquisitions described below, which are being acquired as a remnant pursuant to the provisions of Code of Civil Procedure section 1240.410.

3. On August 23, 2019, notice of STA's intention to adopt a Resolution of Necessity for acquisition by eminent domain of the real property described in Exhibits "A" was sent to persons whose names appear on the last equalized County Assessment Roll as owners of said property. The notice specified October 9, 2019 at 6:00 p.m., in the STA Board Chambers at Suisun City Hall Council Chambers, 701 Civic Center Drive, Suisun City, California as the time and place for the hearing.
4. The hearing was held at that time and place, and all interested parties were given an opportunity to be heard and based upon the evidence presented to it, this Board finds, determines and hereby declares the following:
 - a. Public interest and necessity require the proposed Project.
 - b. The Project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury.
 - c. The property sought to be acquired is necessary for the Project.
 - d. The offer of compensation required by Section 7267.2 of the Government Code has been made to the owner or owners of record.
6. The Counsel for STA or her designee is authorized and empowered:
 - a. To acquire in STA's name, by condemnation, the titles, easements and rights of way described above in and to said real property or interest therein, in accordance with the provisions for eminent domain in the Code of Civil Procedure and the Constitution of California.
 - b. To prepare and prosecute in STA's name such proceedings in the proper court as are necessary for such acquisition.
 - c. To deposit the probable amount of compensation, based on an appraisal, and to apply to said court for an order permitting STA to take immediate possession and use said real property for said public uses and purposes.

Harry Price, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 9th day of October 2019, by the following vote:

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

ATTEST: _____
 Johanna Masiclat
 Clerk of the Board

I, Daryl K. Halls, the STA Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 9th day of October 2019.

Daryl K. Halls, Executive Director
Solano Transportation Authority

EXHIBIT A

EXHIBIT "A"

All that real property situated in the City of Fairfield, County of Solano, State of California, being those portions of PARCEL 2 as shown on that certain Parcel Map, filed on April 06, 2007, in Book 48 of Parcel Maps, at Page 63, in the Office of the County Recorder of Solano County, State of California, more particularly described as follows:

Parcel 1 (63903-1):

COMMENCING at a 3-inch brass disc with punch in monument well, accepted as the found 3" brass disc in well monument at the Westerly end of Auto Plaza Court (formerly Harstad Court), as said found 3" brass disc and said Auto Plaza Court are shown on that certain Parcel Map, filed on January 30, 2006, in Book 47 of Parcel Maps, at Page 42, in the Office of the County Reorder of Solano County, State of California, said 3-inch brass disc bears North 53°49'15" East, 2696.10 feet from an 1" alloy disk at the Westerly terminus of that course shown as "S76°46'21"W, 64.70'" along the Northerly right of way line of U.P.R.R. (Union Pacific Railroad), as said 1" alloy disk and said course are shown on that certain Record of Survey, filed on July 01, 2004, in Book 26 of Survey Maps, at Page 50, in the Office of the County Recorder of Solano County, State of California; thence North 53°04'25" West, 464.77 feet to a point hereinafter designated as POINT "A"; thence South 48°50'52" West, 115.47 feet to a point on the general Northerly line of said PARCEL 2, said point being the POINT OF BEGINNING; thence continuing South 48°50'52" West, 337.96 feet to a point that bears South 48°50'52" West, 453.43 feet from said POINT "A"; thence along a tangent curve to the left with a radius of 3965.00 feet, through a central angle of 02°49'36", an arc length of 195.61feet; thence South 30°17'51" West, 23.99 feet; thence South 44°00'44" West, 145.40 feet; thence South 38°01'57" West, 15.18 feet to a point on the general Southwesterly line of PARCEL 1 as shown on said Parcel Map (Book 48 of Parcel Maps, Page 63); thence along last said line, North 41°04'08" West, 83.29 feet and North 00°37'12" East, 5.59 feet to the Northwesterly line of said PARCEL 1; thence along last said line, North 52°35'45" East, 179.14 feet to the most Northerly corner of said PARCEL 1; thence along the general Northwesterly line of said PARCEL 2, North 52°35'45" East, 178.34 feet and North 48°50'44" East, 355.49 feet to said general Northerly line of said PARCEL 2; thence along last said line, South 41°05'53" East, 36.55 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM that portion thereof lying within said PARCEL 1.

CONTAINING 20,844 square feet, more or less.

RESERVING THEREFROM a temporary easement for the purposes of operating and maintaining a Bio-Swale facility and parking. Said temporary easement is for a

STORE SPE ASHLEY LLC
Parcel 63903
EA: 0A539
04-Sol-80-PM 12.5
A-10882.3

period of 15 months and 14 days to commence on January 1, 2020 and shall terminate on April 14, 2021.

This conveyance is made for the purposes of a freeway and the grantor hereby releases and relinquishes to the grantee any and all abutter's rights, including access rights, appurtenant to grantor's remaining property, in and to said freeway.

Parcel 2 (63903-4) (Temporary Construction Easement):

A Temporary Construction Easement (TCE) for construction purposes and incidents thereto, upon, in, over and across the property described below for a period of twenty months, to commence on January 1, 2020 and shall terminate on August 31, 2021. Said TCE will be non-exclusive from January 1, 2020 to April 14, 2021 and will be exclusive from April 15, 2021 to August 31, 2021.

COMMENCING at a 3-inch brass disc with punch in monument well, accepted as the found 3" brass disc in well monument at the Westerly end of Auto Plaza Court (formerly Harstad Court), as said found 3" brass disc and said Auto Plaza Court are shown on that certain Parcel Map, filed on January 30, 2006, in Book 47 of Parcel Maps, at Page 42, in the Office of the County Reorder of Solano County, State of California, said 3-inch brass disc bears North 53°49'15" East, 2696.10 feet from an 1" alloy disk at the Westerly terminus of that course shown as "S76°46'21"W, 64.70" along the Northerly right of way line of U.P.R.R. (Union Pacific Railroad), as said 1" alloy disk and said course are shown on that certain Record of Survey, filed on July 01, 2004, in Book 26 of Survey Maps, at Page 50, in the Office of the County Recorder of Solano County, State of California; thence North 53°04'25" West, 464.77 feet to a point hereinafter designated as POINT "A"; thence South 48°50'52" West, 115.47 feet to a point on the general Northerly line of said PARCEL 2, said point being the POINT OF BEGINNING; thence continuing South 48°50'52" West, 337.96 feet to a point that bears South 48°50'52" West, 453.43 feet from said POINT "A"; thence along a tangent curve to the left with a radius of 3965.00 feet, through a central angle of 02°49'36", an arc length of 195.61 feet; thence South 30°17'51" West, 23.99 feet; thence South 44°18'47" East, 3.57 feet; thence North 45°51'51" East, 24.45 feet to a curve concentric with, distant 10.00 feet Southeasterly, measured radially from the curve described above with a radius of 3965.00 feet; thence from a tangent that bears North 46°02'28" East, along a curve to the right with a radius of 3955.00 feet, through a central angle of 02°48'24", an arc length of 193.74 feet to a line parallel with, distant 10.00 feet Southeasterly of, measured at right angles from the course described above as "South 48°50'52" West, 337.96 feet"; thence along last said parallel line, North 48°50'52" East, 337.95 feet to the general Northerly line of said PARCEL 2; thence along last said line, North 41°05'53" West, 10.00 feet to the POINT OF BEGINNING.

STORE SPE ASHLEY LLC
Parcel 63903
EA: 0A539
04-Sol-80-PM 12.5
A-10882.3

EXCEPTING THEREFROM that portion thereof lying within PARCEL 1 as shown on said Parcel Map (Book 48 of Parcel Maps, Page 63).

CONTAINING 5,336 square feet, more or less.

The bearings and distances used in the above descriptions are on the California Coordinate System of 1983, Zone 2, Epoch 1991.35. Multiply the above distances by 0.9999714 to obtain ground level distances.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature: 
Licensed Land Surveyor

Date: 8/21/2019



EXHIBIT B

Skip Thomson
Assessor/Recorder

03 First American Title Co

Doc#: 200400102285

Titles: 1 Pages: 5



Fees 19.00
Taxes 550.00
Other 0.00
PAID \$569.00

Recording Requested by and
When Recorded Mail to:

Clear Channel Outdoor, Inc.
c/o Dennis L. Viglione, Esq.
Montague & Viglione
1500 River Park Drive, Suite 110
Sacramento, CA 95815

1463302

APN#0180-110-050

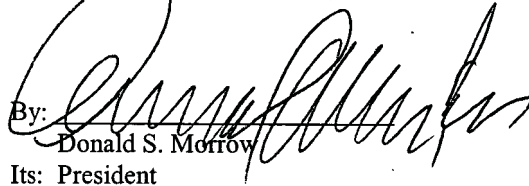
PERMANENT EASEMENT

The undersigned grantor declares:
Documentary Transfer Tax is \$550.00
(X) Computed on full value of property conveyed

NORTH BAY PROPERTIES, LLC and its successors and assigns ("Grantor") hereby grants to CLEAR CHANNEL OUTDOOR, INC. ("Grantee") a permanent non-exclusive easement (the "Easement") covering the property described and depicted on Exhibit A hereto (the "Easement Property"). The Easement shall be for the use of the Easement Property for the purpose of erecting, operating, maintaining, and improving a multi-sided bulletin sized billboard, including supporting structures, illumination facilities, utility service, connections, service ladders, and other appurtenances and uses related to the purpose of this Easement, and shall include the right of access to the Easement Property for the purposes related to the Easement.

Grantee's use of the Easement Property shall not unreasonably interfere with Grantor's use of the Easement Property.

NORTH BAY PROPERTIES, LLC

By: 
Donald S. Morrow
Its: President


BY: 
Leonard J. Vella, Manager

EXHIBIT "A"

Legal Description

A portion of Parcel 5 as said parcel is shown on that Parcel Map entitled "Harstad Coates Parcel Map" filed in Book 17 of Parcel Maps at Page 8, Solano County Records, in the City of Cordelia, County of Solano, State of California, being more particularly described as follows

Commencing at the Southernmost corner of Parcel 4 of said Parcel Map; thence along the following 3 courses

1. Along the Southwesterly line of said Parcel Map North $41^{\circ}11'15''$ West 610.10 feet; thence,
2. North $00^{\circ}30'05''$ East 6.72 feet to a point on the Northwesterly line of said Parcel 5; thence,
3. Along said Northwesterly line North $52^{\circ}34'05''$ East 217.99 feet to the True Point Of Beginning of the herein described parcel; thence,

From said **Point of Beginning** along the following four (4) courses:

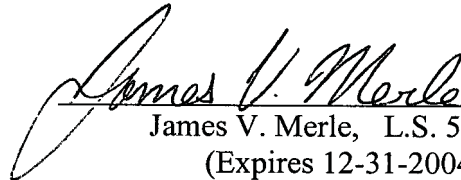
1. Continuing along said Northwesterly line North $52^{\circ}34'05''$ East 70.58 feet; thence,
2. Leaving said Northwesterly line South $40^{\circ}33'30''$ East 76.82 feet; thence,
3. South $49^{\circ}26'30''$ West 70.47 feet; thence,
4. North $40^{\circ}33'30''$ West 80.67 feet to the Point of Beginning.

Containing 5,549 Square Feet, more or less.

SURVEYOR'S STATEMENT

I hereby state that I am a Licensed Land Surveyor of the State of California; that this Plat and/or description was prepared under my supervision.

Dated: 01-07-03

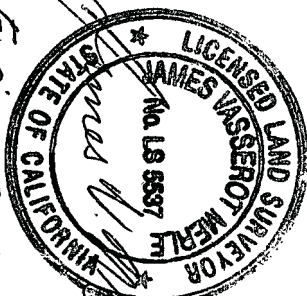
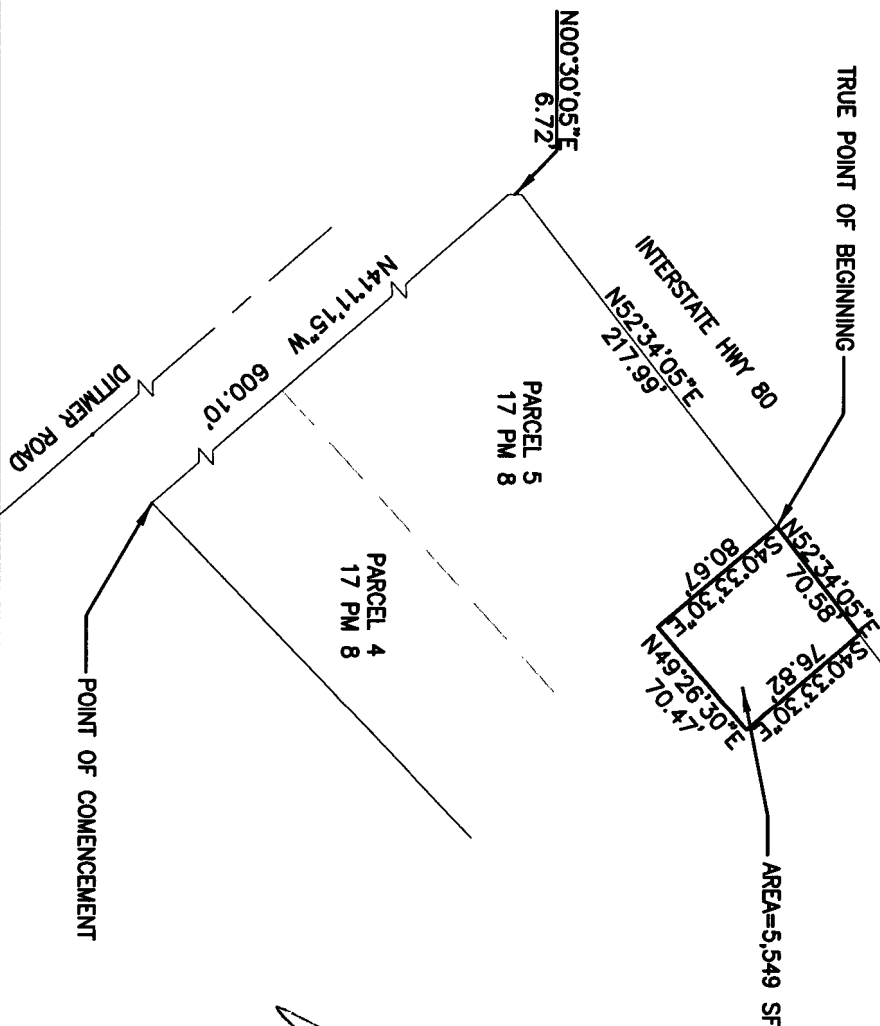

James V. Merle, L.S. 5537
(Expires 12-31-2004)



Prepared by the firm of
Stantec Consulting, Inc.
Sacramento, California

EXHIBIT B

SHOWING A PORTION OF PARCEL 5 AS SHOWN ON THAT PARCEL MAP ENTITLED
 "HARSTAD COATES PARCEL MAP"
 FILED IN BOOK 17 OF PARCEL MAPS AT PAGE 8, IN THE CITY OF CORDELLA, SOLANO COUNTY, CALIFORNIA



Expires 12-31-04

Client/Project:

CLEAR CHANNEL OUTDOOR CORDELLA SIGN EASEMENT

Title:

Stantec Consulting Inc. Tel. 916.925.5550

2590 Venture Oaks Way Fax. 916.921.9274
 Sacramento, CA 95833-3288 www.stantec.com



Stantec

DATE: 11/15/02

JOB #: 84600270

DESIGNED BY: M.R.D.

DRAWN BY: L.J.

CHECKED BY: M.R.D.

SCALE: 1"=100'

CODE:

DRAWING #:

CALIFORNIA ALL-PURPOSE ACKNOWLEDGEMENT

File No: 4806-Molly (MB)

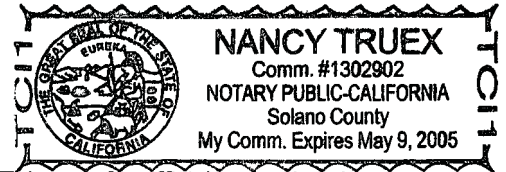
STATE OF California)SS
COUNTY OF Solano)

On July 20, 2004 before me, The undersigned personally appeared Donald S. Morrow

personally known to me (or 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.

WITNESS my hand and official seal.

Signature Nancy Truex
Nancy Truex



This area for official notarial seal.

**OPTIONAL SECTION
CAPACITY CLAIMED BY SIGNER**

Though statute does not require the Notary to fill in the data below, doing so may prove invaluable to persons relying on the documents.

- INDIVIDUAL
- CORPORATE OFFICER(S) TITLE(S)
- PARTNER(S) LIMITED GENERAL
- ATTORNEY-IN-FACT
- TRUSTEE(S)
- GUARDIAN/CONSERVATOR
- OTHER

SIGNER IS REPRESENTING:

Name of Person or Entity

Name of Person or Entity

OPTIONAL SECTION

Though the data requested here is not required by law, it could prevent fraudulent reattachment of this form.

THIS CERTIFICATE MUST BE ATTACHED TO THE DOCUMENT DESCRIBED BELOW

TITLE OR TYPE OF DOCUMENT: _____

NUMBER OF PAGES _____ DATE OF DOCUMENT _____

SIGNER(S) OTHER THAN NAMED ABOVE _____

CALIFORNIA NOTARY ACKNOWLEDGEMENT

STATE OF CALIFORNIA)SS
COUNTY OF SOLANO)

On JULY 22nd, 2004, before me, THE UNDERSIGNED personally appeared LEONARD J. VELLA, personally known to me (or 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.

WITNESS my hand and official seal.

*This area for official
notarial seal*

Signature *Devani Kay Kirley*

My Commission Expires: Feb 1, 2007



END OF DOCUMENT

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RESOLUTION NO. 2019 - 17

**RESOLUTION OF NECESSITY AUTHORIZING THE CONDEMNATION OF PROPERTY FOR
CONSTRUCTION PACKAGE 2A OF THE INTERSTATE 80 / INTERSTATE 680 / STATE
ROUTE 12 INTERCHANGE PROJECT [PLAZA COURT PROPERTIES LLC]**

WHEREAS, Solano Transportation Authority (“STA”), in cooperation with the State of California, acting by and through its Department of Transportation (“Caltrans”) and the Federal Highway Administration (“FHWA”), intends to implement Construction Package 2A of the Interstate-80 / Interstate-680 / State Route 12 Interchange Project (“Project”), a public use consisting of enhancements to the Interstate-80 / Interstate 680 / State Route 12 interchange in the vicinity of the city of Fairfield, Solano County, California and, in connection therewith, acquire certain interests in certain real property; and

WHEREAS, STA has approved the Final Environmental Impact Report for the Project with Resolution No. 2012-18 adopted in December 2012;

RESOLVED, by the Board of the STA, by a vote of four-fifths of its members, that:

1. STA intends to acquire interests in certain real property necessary for the Project pursuant to Government Code Sections 6500, *et seq.*, 25350.5 and 37350.5, Streets and Highways Code sections 760 and 943, and Code of Civil Procedure sections 1240.010, *et seq.*, the authority for which was delegated in Section 5 of the Amendment to the Joint Powers Agreement on the Organization and Functions of the Solano Transportation Authority.
2. The property to be acquired consists of the following property interests from the described parcels:

<u>Owner</u>	<u>Assessor's Parcel No. [Parcel ID No.]</u>	<u>Take</u>	<u>Type</u>
Plaza Court Properties LLC	0180-120-010 & 0180-120-060 (Portion) [63899, also identified as 63899-1]	3.366 acres ±	Fee
Plaza Court Properties LLC	0180-110-250 (Portion) [36902-1]	13,155 sq. ft. ±	Fee
Plaza Court Properties LLC	0180-110-250 (Portion) [36902-3]	154 sq. ft. ±	Temporary Construction Easement

The said property is more particularly described in Exhibits “A”, attached to and incorporated in by this reference.

3. On August 23, 2019, notice of STA’s intention to adopt a Resolution of Necessity for acquisition by eminent domain of the real property described in Exhibits “A” was sent to

persons whose names appear on the last equalized County Assessment Roll as owners of said property. The notice specified October 9, 2019 at 6:00 p.m., in the STA Board Chambers at Suisun City Hall Council Chambers, 701 Civic Center Drive, Suisun City, California as the time and place for the hearing.

4. The hearing was held at that time and place, and all interested parties were given an opportunity to be heard and based upon the evidence presented to it, this Board finds, determines and hereby declares the following:
 - a. Public interest and necessity require the proposed Project.
 - b. The Project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury.
 - c. The property sought to be acquired is necessary for the Project.
 - d. The offer of compensation required by Section 7267.2 of the Government Code has been made to the owner or owners of record.

6. The Counsel for STA or her designee is authorized and empowered:
 - a. To acquire in STA's name, by condemnation, the titles, easements and rights of way described above in and to said real property or interest therein, in accordance with the provisions for eminent domain in the Code of Civil Procedure and the Constitution of California.
 - b. To prepare and prosecute in STA's name such proceedings in the proper court as are necessary for such acquisition.
 - c. To deposit the probable amount of compensation, based on an appraisal, and to apply to said court for an order permitting STA to take immediate possession and use said real property for said public uses and purposes.

Harry Price, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 9th day of October 2019, by the following vote:

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

ATTEST: _____
Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the STA Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 9th day of October 2019.

Daryl K. Halls, Executive Director
Solano Transportation Authority

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EXHIBIT "A"

All that real property situated in the City of Fairfield, County of Solano, State of California, being those portions of PARCEL 1 as shown on that certain Parcel Map, filed on April 06, 2007, in Book 48 of Parcel Maps, at Page 63, in the Office of the County Recorder of Solano County, State of California, more particularly described as follows:

Parcel 1 (63902-1):

COMMENCING at a 3-inch brass disc with punch in monument well, accepted as the found 3" brass disc in well monument at the Westerly end of Auto Plaza Court (formerly Harstad Court), as said found 3" brass disc and said Auto Plaza Court are shown on that certain Parcel Map, filed on January 30, 2006, in Book 47 of Parcel Maps, at Page 42, in the Office of the County Reorder of Solano County, State of California, said 3-inch brass disc bears North 53°49'15" East, 2696.10 feet from an 1" alloy disk at the Westerly terminus of that course shown as "S76°46'21"W, 64.70'" along the Northerly right of way line of U.P.R.R. (Union Pacific Railroad), as said 1" alloy disk and said course are shown on that certain Record of Survey, filed on July 01, 2004, in Book 26 of Survey Maps, at Page 50, in the Office of the County Recorder of Solano County, State of California; thence North 53°04'25" West, 464.77 feet to a point hereinafter designated as POINT "A"; thence South 48°50'52" West, 115.47 feet to a point on the general Northerly line of PARCEL 2 as shown on said Parcel Map (Book 48 of Parcel Maps, Page 63), said point being the POINT OF BEGINNING; thence continuing South 48°50'52" West, 337.96 feet to a point that bears South 48°50'52" West, 453.43 feet from said POINT "A"; thence along a tangent curve to the left with a radius of 3965.00 feet, through a central angle of 02°49'36", an arc length of 195.61feet; thence South 30°17'51" West, 23.99 feet; thence South 44°00'44" West, 145.40 feet; thence South 38°01'57" West, 15.18 feet to a point on the general Southwesterly line of said PARCEL 1; thence along last said line, North 41°04'08" West, 83.29 feet and North 00°37'12" East, 5.59 feet to the Northwesterly line of said PARCEL 1; thence along last said line, North 52°35'45" East, 179.14 feet to the most Northerly corner of said PARCEL 1; thence along the general Northwesterly line of said PARCEL 2, North 52°35'45" East, 178.34 feet and North 48°50'44" East, 355.49 feet to said general Northerly line of said PARCEL 2; thence along last said line, South 41°05'53" East, 36.55 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM that portion thereof lying within said PARCEL 2.

CONTAINING 13,155 square feet, more or less.

This conveyance is made for the purposes of a freeway and the grantor hereby releases and relinquishes to the grantee any and all abutter's rights, including access rights, appurtenant to grantor's remaining property, in and to said freeway.

Parcel 2 (63902-3) (Temporary Construction Easement):

A Temporary Construction Easement (TCE) for construction purposes and incidents thereto, upon, in, over and across the property described below for a period of thirty-six months, to commence on January 1, 2020 and shall terminate on December 31, 2022.

COMMENCING at a 3-inch brass disc with punch in monument well, accepted as the found 3" brass disc in well monument at the Westerly end of Auto Plaza Court (formerly Harstad Court), as said found 3" brass disc and said Auto Plaza Court are shown on that certain Parcel Map, filed on January 30, 2006, in Book 47 of Parcel Maps, at Page 42, in the Office of the County Reorder of Solano County, State of California, said 3-inch brass disc bears North 53°49'15" East, 2696.10 feet from an 1" alloy disk at the Westerly terminus of that course shown as "S76°46'21"W, 64.70" along the Northerly right of way line of U.P.R.R. (Union Pacific Railroad), as said 1" alloy disk and said course are shown on that certain Record of Survey, filed on July 01, 2004, in Book 26 of Survey Maps, at Page 50, in the Office of the County Recorder of Solano County, State of California; thence North 53°04'25" West, 464.77 feet to a point hereinafter designated as POINT "A"; thence South 48°50'52" West, 115.47 feet to a point on the general Northerly line of PARCEL 2 as shown on said Parcel Map (Book 48 of Parcel Maps, Page 63), said point being the POINT OF BEGINNING; thence continuing South 48°50'52" West, 337.96 feet to a point that bears South 48°50'52" West, 453.43 feet from said POINT "A"; thence along a tangent curve to the left with a radius of 3965.00 feet, through a central angle of 02°49'36", an arc length of 195.61 feet; thence South 30°17'51" West, 23.99 feet; thence South 44°18'47" East, 3.57 feet; thence North 45°51'51" East, 24.45 feet to a curve concentric with, distant 10.00 feet Southeasterly, measured radially from the curve described above with a radius of 3965.00 feet; thence from a tangent that bears North 46°02'28" East, along a curve to the right with a radius of 3955.00 feet, through a central angle of 02°48'24", an arc length of 193.74 feet to a line parallel with, distant 10.00 feet Southeasterly of, measured at right angles from the course described above as "South 48°50'52" West, 337.96 feet"; thence along last said parallel line, North 48°50'52" East, 337.95 feet to the general Northerly line of said PARCEL 2; thence along last said line, North 41°05'53" West, 10.00 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM that portion thereof lying within said PARCEL 2.

CONTAINING 154 square feet, more or less.

PLAZA COURT PROPERTIES LLC

Parcel 63902

EA: 0A539

04-So1-80-PM 12.5

A-10882.3

The bearings and distances used in the above descriptions are on the California Coordinate System of 1983, Zone 2, Epoch 1991.35. Multiply the above distances by 0.9999714 to obtain ground level distances.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature: 
Licensed Land Surveyor

Date: 8/21/2019



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DATE: September 25, 2019
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
Anthony Adams, Project Manager
RE: 2020 Surface Transportation Improvement Program (STIP) Programming for
Projects

Background:

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from state gas tax which is placed into the State Highway Account. The STIP is composed of two sub-elements: 75% to the Regional Transportation Improvement Program (RTIP), with projects decided by regional agencies, and 25% to the Interregional Transportation Improvement Program (ITIP). STA is responsible for programming the RTIP and the California Transportation Commission (CTC) programs the ITIP. The STIP cycle is programmed every two years and covers a five-year period. Historically, Solano County averages about \$10M per STIP cycle in population shares of STIP funds (the RTIP) share for Solano.

The California Legislature passed Senate Bill 1 (SB1) in April of 2017. This Bill raised the state gas tax, among other revenue sources, to help fund transportation improvements. The passage of this bill means that STIP shares will be more stable in the future and as the gas tax, which funds the STIP, will include a Consumer Price Index (CPI) adjuster.

Discussion:

Future STIP Funding Priorities and Prior Commitments

The STA Board has prioritized three regionally significant projects that will seek funding from newly created SB1 funding categories. The prioritized projects that are eligible for this funding include the I-80 Express Lanes, I-80 Westbound Truck Scales, and I-80/I-680/State Route (SR) 12 Interchange. With the large project costs associated with these funding priorities, a larger local match will need to be made available to be competitive in the future.

Over the past 10 years, Solano's STIP shares have gone to projects such as the Vallejo Ferry Terminal, Fairfield Vacaville Train Station, West B Undercrossing in Dixon, and Jepson Parkway (Fairfield and Vacaville). Jepson Parkway has received the bulk of this investment, which resulted in environmentally clearing all remaining segments, completing right of way and design, and constructing 2 segments: Two priority segments still remain in Fairfield. STA and Vacaville have entered into a funding agreement for completing their remaining Jepson Parkway segment (Elmira to Orange Drive), utilizing a mixture of remaining 2018 STIP shares and development impact fees and Regional Traffic Impact Fees. The City of Fairfield's remaining unfunded segment is estimated at a cost of \$7M and is estimated to be delivered in FY 2024-25.

The 2018 STIP programmed funding for the following projects:

- Jepson Pkwy, 4-lane widen, Elmira Rd-New Ulatis Crk - \$9.296M
- I-80/I-680/SR 12 Interchange - Package 2A - \$9M
- SR 12/Church Rd., intersection improvements - \$1.939M
- SR 37 - \$5M

2020 STIP Fund Estimate and Preliminary Project Considerations

The 2020 STIP Fund Estimate is significantly less than what was originally estimated. This decrease in expected funds is primarily due to a delay by the Board of Equalization to increase the gas tax in 2018. This gas tax increase was projected into 2018 STIP share estimates, and without the additional revenue, 2020 STIP shares were decreased.

Metropolitan Transportation Commission (MTC) RTIP Policies

Attachment A is MTC proposed policies. These policies reflect the CTC adopted language on match for SB 1 grants.

The 2020 STIP fund estimate for Solano County is \$9.212 M. \$5M of this amount has been previously prioritized in the 2018 STIP for SR 37, but not yet programmed to a particular project along that corridor; STA is proposing the project is the Fairgrounds Dr. Interchange project. This funding will match bridge toll funding to be committed to the project. The remaining \$4M in STIP shares is available to be programmed for Fiscal Years 2023-24 – FY 2024-25. Based upon discussions with member agencies and STA Board priorities, STA staff is considering the following projects for the 2020 STIP funding:

- \$5M: SR37 Fairgrounds Dr. Interchange Improvements - FY 2021-22 (STA Project Sponsor)
- \$3M: Jepson Pkwy, 4-lane widen, Canon Rd to south of Leisure Town Rd – FY 2024-25 (City of Fairfield Project Sponsor)
 - City of Fairfield would commit to funding any remaining shortfall
- \$1M: SR 12 Rio Vista Downtown Complete Street – FY 2023-24 (Caltrans Project Sponsor) – to match Caltrans SHOPP funding and local funds provided by Rio Vista.
- \$152K Planning, Programming, and Monitoring (FYs 2023-24 and 2024-25)

For the Jepson Parkway Project, the STA and the City of Fairfield will need to enter into a funding agreement to insure the construction is fully funded and the timely delivery of this Segment.

For future STIP Cycles, STA staff plans to discuss with the TAC and the STA Board match Solano RTP funds to leverage SB 1 competitive funds for improvements on I-80.

2020 STIP Development Schedule

The following is a 2020 STIP development schedule including STA TAC, STA Board, MTC, and CTC meetings:

September 25, 2018	TAC recommends 2020 STIP project recommendations to STA Board
October 9, 2019	STA Board approves 2020 STIP Solano project recommendations to MTC
November 1, 2019	Deadline for CMAs to submit project listings to MTC

December 18, 2019	MTC approves 2020 Bay Area RTIP recommendations to CTC
March 21, 2020	CTC adopts 2020 STIP

This item approved by the STA TAC at their meeting of September 25, 2019.

Fiscal Impact:

This action will program funding for priority projects. Of the project recommended, the SR 37/Fairgrounds Dr. Project will be sponsored by the STA. The \$152,000 in PPM funds will be included in the STA Budget for FY’s 2023-24 and 2024-25.

Recommendation:

Approve the programming of the 2020 STIP for Solano County as follows:

1. \$5 million for Construction Phase of the SR 37/Fairgrounds Dr. Interchange Project for FY 2021-22;
2. \$3 million for Construction Phase of Segment 2C of the Jepson Pkwy Project for FY 2024-25 (City of Fairfield);
3. \$1 million for Construction Phase of the SR 12 Project Downtown Rio Vista Complete Streets Project for FY 2023-24; and
4. \$152,000 for Planning, Programming, and Monitoring (PPM) activities for FYs 2023-24 through 2024-25.

Attachment:

- A. Click here for immediate review and printing: [MTC 2020 RTIP Policies](#)

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DATE: September 24, 2019
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Jepson Parkway Project Phase 2C – City of Fairfield Funding Agreement Approval

Background:

The Jepson Parkway Concept Plan was completed in 2000 by the Solano Transportation Authority (STA), in partnership with the City of Fairfield, the City of Suisun City, the City of Vacaville and Solano County. This award winning Concept Plan provided a comprehensive, innovative, and coordinated strategy for developing a multi-modal corridor; linking land use and transportation to support the use of alternative travel modes, and protecting existing and future residential neighborhoods. The 12-mile Jepson Parkway project is an I-80 Reliever Route that will improve intra-county mobility for Solano County residents. The project upgrades a series of narrow local roads to provide a north-south travel route for residents as an alternative to I-80. The plan proposes a continuous four-lane roadway from the State Route 12 / Walters Road intersection in Suisun City to the I-80 / Leisure Town Road interchange in Vacaville. The project also includes safety improvements, such as the provision for medians, traffic signals, shoulders, and separate bike lanes. The Jepson Parkway project is divided into 10 segments for design and construction purposes. Five (5) construction projects within the Jepson Parkway project have been completed: the extension of Leisure Town Road from Alamo to Vanden; the relocation of the Vanden/Peabody intersection; improvements to Leisure Town Road bridges; the Walters Road Widening (Suisun City); and the I-80/Leisure Town Road Interchange (Vacaville).

The City of Fairfield is currently completing construction of the segment directly adjacent to the Train Station.

The remaining segments of the Jepson Parkway Project have obtained environmental clearance as one project. In March 2009, the STA Board certified the EIR for the Project. Caltrans, the National Environmental Policy Act (NEPA) lead, certified the EIS in May 2011. The overall estimated construction cost of the remaining segments is \$185 million.

The Jepson Parkway project was originally divided into 10 segments. An environmental re-validation was completed in October 2015 to include minor scope changes that have occurred since the adoption of the May 2011 EIS. The revalidation grouped the segments into three distinct phases. Phase 1 located within the City of Vacaville includes segments 1-5. Phase 2 within the City of Fairfield is inclusive of segments 6, 7 and 9. Phase 3 also within Fairfield includes segment 8. Segment 10, Walters Road from East Tabor Avenue to SR 12 has been completed. The table below shows the details associated with each segment, Attachment A is a map of the corridor that delineates these phases.

Phase and EIS Segment	Segment Limits	City
Completed		
Segment 10	Walters Road from East Tabor Avenue to SR 12 (Completed 2004)	Suisun City
	I-80/Leisure Town Road Interchange (Completed 2006)	Vacaville
Phase 1		
Segment 1	Leisure Town Road from Orange Drive to south of Poplar Road	Vacaville
Segment 2	Leisure Town Road from south of Poplar Road to Sequoia Drive	Vacaville
Segment 3	Leisure Town Road from Sequoia Drive to New Ulatis Creek	Vacaville
Segment 4	Leisure Town Road from New Ulatis Creek to Alamo Drive	Vacaville
Segment 5	Leisure Town Road from Alamo Drive to Vanden Road	Vacaville
Phase 2		
Segment 6	Vanden Road from Leisure Town Road to Peabody Road	Fairfield
Segment 7	Cement Hill Road from Peabody Road to Walters Road Extension	Fairfield
Segment 9	Walters Road from Air Base Parkway to East Tabor Avenue	Fairfield
Phase 3		
Segment 8	Walters Road Extension from Cement Hill Road to Air Base Parkway	Fairfield

These 3 Phases are envisioned to be delivered as follows:

Phase 1 (Vacaville) has been divided into three sub phases for construction:

Phase 1A will begin just south of the Vanden/Leisure Town Road intersection to just north of the Elmira/Leisure Town Road intersection. Phase 1A is COMPLETED.

Phase 1B will begin just north of the Elmira/Leisure Town Road intersection and end at the Sequoia Drive/Leisure Town Road intersection.

Phase 1C will begin at Sequoia Drive and end at Horse Creek, approximately 450 feet south of Orange Drive.

Phase 1B and 1C are fully funded and will begin construction in 2021.

Phase 2 (Fairfield) has been divided into three sub phases for construction:

Phase 2A will begin at the intersection of Peabody/Vanden and continue for approximately 7000 feet and conform prior to the old railroad grade crossing Vanden Road. Phase 2A is currently under construction by the City of Fairfield.

Phase 2B would realign a portion of the roadway to allow for a grade separated crossing (New Cannon Road) of the railroad consistent with the Train Station Specific Plan. This phase will be funded by the Train Station Specific Plan developer and delivered by the City of Fairfield. The timing of this phase is dependent on the conditions of the development agreement.

Phase 2C includes segments 7 and 9, this phase will connect the City of Vacaville improvements to the work to be completed by the City of Fairfield's developer. This segment will close the gap in the improvements. The construction is estimated at \$7.5M with escalations, (subject of this staff report).

Phase 3 (Fairfield) is the Walters Road Extension from Cement Hill Road to Air Base Parkway. This phase would be implemented as funds become available.

Discussion:

As stated above, the City of Fairfield is currently under construction for the Phase 2A improvements. The Phase 2A project involves the reconstruction of Vanden Road from the

Peabody Rd. north 7000 feet north. The work upgrades the road from the existing two lane county road configuration to a four lane divided arterial. The landscaping and linear parkway will be built at a later time by the City's Developer.

At this time, the City of Fairfield and the STA are both ready to enter into a Funding Agreement (Attachment B) for Phase 2C. With this funding agreement, the STA will complete its obligation to the Jepson Parkway and shift STA's funding priorities to the highway and freeway system with State Transportation Improvement Program (STIP) funds. As such, the funding agreement is set up as a final contribution by the STA to the completion of the Phase 2C. The STA Board is recommended to program \$3 million STIP funds under a separate staff report. This amount is about half of the estimated construction funds needed for this Phase.

The City of Fairfield and the STA staff have committed to work together to fund the remaining construction. The preferred matching funds will come from a federal grant program called the California Federal Lands Access Program (CA FLAP). This opportunity is expected to have a Call for Projects in March 2020. The program is run by the Federal Highway Administration (FHWA). The STA will work with the City to apply for the grant to match the STIP funds. Should the City not be successful in obtaining the grant, then the City will commit Regional Traffic Impact Fees (RTIF) to fully fund the construction. As such the funding agreement references both funding options. The STIP funding for Phase 2C are anticipated to be programmed for construction in Fiscal Year 2024-25.

Phase 2B funding is developer dependent, and the City is committed to construct Phase 2B at such time that adequate funding has been accumulated. The City will complete all aspects of delivering Phase 1B/1C, including environmental re-validation, design, right-of-way, and construction.

Both STA staff and the City of Fairfield staff recommend approval of this Funding Agreement for Phase 2C of the Jepson Parkway.

Fiscal Impact:

Regional STIP (\$3 million) will be committed by STA as part of the Funding Agreement.

Recommendation:

Authorize the Executive Director to enter into a funding agreement with City of Fairfield for Phase 2C Jepson Parkway Funding Agreement as outlined in Attachment B.

Attachments:

- A. Jepson Parkway Corridor Map
- B. Phase 2C Jepson Parkway Term Sheet, STA and the City of Fairfield

Status of Jepson Parkway October 2018

Jepson Parkway Phase 1C
City of Vacaville - Open

Jepson Parkway Phase 1B
City of Vacaville
Construction: FY 2020-21
Total Cost: \$21M

Potential Future Growth Area
Brighton Landing

Jepson Parkway Phase 1A
City of Vacaville
Open to the Public

Unfunded Jepson Parkway Phase 2C
City of Fairfield
CON Cost \$7M

Jepson Parkway Phase 2B
City of Fairfield
Construction: Pending
Total Cost: \$32.6M

Future Re-Aligned North Gate Road Connectors

Future Jepson Parkway Phases

Jepson Parkway Phase 2A
City of Fairfield
Under Construction

North Gate Entrance

Fairfield/Vacaville Train Station Completed

Completed Jepson Parkway Phase

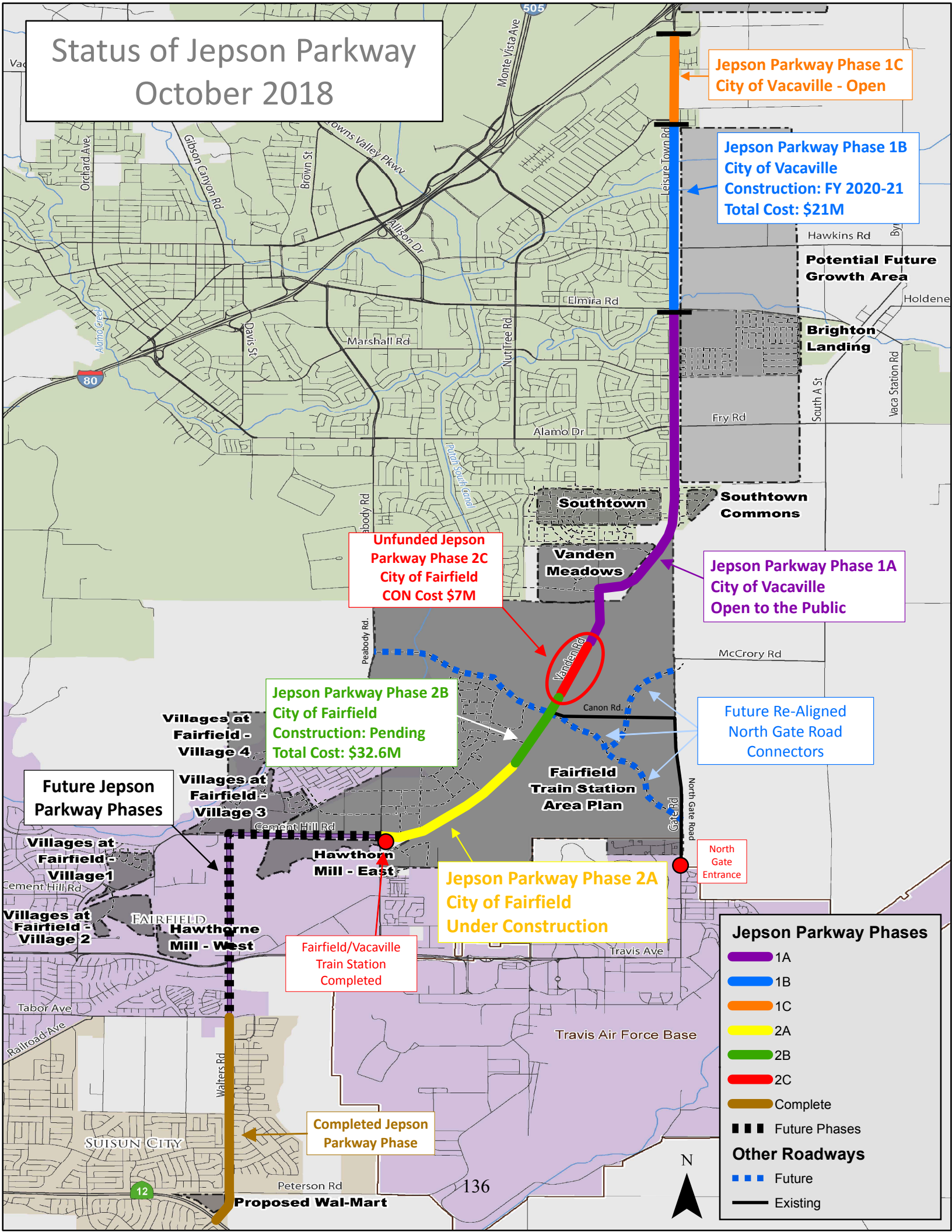
Proposed Wal-Mart

Jepson Parkway Phases

- █ 1A
- █ 1B
- █ 1C
- █ 2A
- █ 2B
- █ 2C
- █ Complete
- Future Phases

Other Roadways

- █ Future
- █ Existing



Draft Term Sheet 09/20/2019

Jepson Parkway Phase 2C

General Statements

The STA, in partnership with the Cities of Fairfield and Vacaville have been working to fully fund and complete construction of planned improvements for the Jepson Parkway Project from the Fairfield/Vacaville Train Station to I-80. The planned improvements are based on the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) (certified in March 2009 and May 2011 respectively), the 2014 Jepson Parkway Concept Plan, and the 2011 Fairfield Train Station Specific Plan. Within this focus area, one segment remains unfunded. This remaining segment is Phase 2C. Phase 2C is just North of Cannon Rd. to just south of the new round-about. The estimated construction cost escalated to FY 2024-25 is \$7.5M. The City of Fairfield (“City”), had completed substantial design as part of the original design effect for Phase 2 (On Vanden Rd. from Peabody Rd. to 2000 feet south of Leisure Town Rd.). Exhibit A is a map of the Jepson Pkwy Project. This Phase will built improvements as defined by the Jepson Parkway EIR/EIS. Right-of-Way necessary for this Phase have been previously acquired as part of the initial right of way work competed by the City and the STA. As such, the remaining work for this segment will involve completion and update of the design, obtaining permits and constructing the project. The work will be completed to City standards.

Both parties want to fully fund and construct this gap along Vanden Rd. This

Objectives:

- Upgrade and widen Vanden Rd., which has insufficient width with one lane in each direction and no bike or pedestrian facilities. The widened roadway will be to 4-lanes with shoulders and with a separate Class 1 bike and pedestrian facility to accommodate current and anticipated local traffic caused by development in City the surrounding areas.
- Over the past 20 years, the STA and the City have been working to deliver the planned improvements to the Jepson Parkway.
- The STA and the City have both invested in the completion of the Jepson Parkway improvements. This funding agreement will be the last investment by the STA in the corridor.
- STA and the City will work together to seek a California Federal Lands Access Program (CA FLAP) grant for this Phase 2C. The Call for Projects is expected in March 2020. The exact amount of funding from this grant project has not been fully defined, but will not exceed \$10M.
- The City will update and refine the cost estimates prior to application for the CA FLAP grant.
- Should the City not be successful in obtaining a CA FLAP grant, the City will place Regional Traffic Impact Fees (RTIF) and local Traffic Impact Fees (TIF) in the amount necessary to fully fund this remaining phase.

- The STA will contribute \$3M of State Transportation Improvement Program (STIP) for construction. The STA will seek to have the California Transportation Commission (CTC) program these funds for construction in Fiscal Year (FY) 2024-25. Availability of these STIP is at the discretion of the CTC based on annual fund estimate for the State Highway Account.
- City and STA wish to proceed now with the Project, this term sheet summarizes the proposed terms of a funding agreement that would document the respective obligations of the parties for financing and constructing the Project.

A. STA’s Role and Responsibilities.

STA shall provide the following for the Project:

1. Environmental Clearance (Environmental Impact Report/Environmental Impact Statement (EIR/EIS) with STA as the lead agency for CEQA and Caltrans as the lead agency for NEPA for the overall Jepson Parkway Project.
2. Assist City to apply for CA FLAP grant for this Project.
3. Work with the City to initially program the STIP funds. The STIP funds will be programmed in FY 2024-25 with the City as the Project Sponsor.
4. The contribution STIP funds shall be considered full and complete payment for the STA’s share of the Project costs.
- 5.

B. City’s Role and Responsibilities.

City shall provide the following for the Project:

1. Secure environmental mitigation for this Project.
2. Obtain CEQA and NEPA re-validation as necessary for this Project.
3. Design (Plans, Specifications and Estimates) for Phase 2C, referred to as the “Project” for purposes of this agreement. The Design is based on City standards and requirements.
4. Complete all features of the project with the roadway construction, including landscaping, pedestrian lighting and the Class 1 bike/ped facility within the Project area to conform to the adjacent facility.
5. Provide regular updates on the design and construction, to the STA.
6. Obtain Right-of-Way certification for the Project.
7. Complete any and all required relocations of utilities within the Project area.
8. Secure funding for the Project including all subsequent programming and allocation activities of the Project. This funding will be \$3M STIP funds, up to \$10M CA FLAP funds and as necessary, utilize RTIF and TIF funds. Should the City not obtain the CA FLAP grant in the next Call for Projects (estimated to be in March 2020), the City will proceed with the construction in FY 2024-25 based on ability to obtain the STIP funding with RTIF and TIF funding as needed.

C. Term.

1. Term is effective until the construction of Phase 2C is complete.

The parties agree that this term sheet has been developed for negotiating purpose only and that no binding agreement between the parties shall exist until a written agreement has been approved by the respective governing bodies of the parties and executed by authorized officials of the parties.

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DATE: September 24, 2019
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: State Route (SR) 12 Rio Vista Highway Enhancements Funding Agreement

Background:

Caltrans District 4 is moving forward with a major rehabilitation project along State Route (SR) 12 from Summerset Rd. to the Rio Vista Bridge. The \$75 million Project is proposed to be funded in the State Highway Operations and Protection Program (SHOPP). The Project is to rehabilitate the pavement and add shoulders as needed. In June 2019, Caltrans released the draft environmental document for public comment.

In 2012 “RioVision” was founded as a grassroots not-for-profit organization represented by a diverse set of constituents that includes residents and businesses residing in Rio Vista. In 2013 AIA Communities by Design accepted RioVision’s application for assistance from their coveted Regional/Urban Design Assistance Team (R/UDAT) program. R/UDAT assists communities with long-term planning that is grounded on the unique characteristics of the area, while creating vitality and economic growth. AIA Communities by Design is based in Washington, DC and has helped over 200 towns and cities across the United States, including two cities in Northern California. After significant public participation through intensive work sessions, the Team created a visionary development plan for the town. This Report can be found at <http://www.riovistavision.com/about.html>.

As part of this Report, State Route (SR) 12 was one of the focus areas. The Report found that “SR 12 serves as the primary and most direct connection between Trilogly and downtown, but the roadway is not a complete street, serving only as a conduit for cars with no sidewalks or bike facilities”, it further stated “SR 12’s speeds are a particular threat to community vitality. The short 0.6 mile stretch of highway between Front Street and Drouin Drive maintains a 45 mph posted speed limit on a roadway cross-section that averages over 80-feet wide. Such cross-section and speeds are entirely inappropriate for pedestrians, with data clearly showing such size and speed almost always results in pedestrian fatality when there is a conflict.” SR 12 lacks the characteristics of a Complete Street. As such, “For their own safety, pedestrians mostly keep away from SR 12. Unfortunately, this means they don’t walk across or along a road that is in the heart of their community, separating the downtown from most of its residential neighborhoods.”

The Report found that “A multi-way boulevard treatment on SR 12 in Rio Vista would be a tremendous benefit to the community and overall safety while preserving if not improving existing roadway capacity. Between Main Street and Front Street, the existing roadway cross-section is sufficiently wide to accommodate full multi-way treatments with parallel carriageways that have parking and shared-use travel lanes for almost its entire length.”

In March 2017, the STA and the City of Rio Vista requested Caltrans to make SR 12 through downtown a Complete Street as part of this larger SHOPP funded project.

In 2017, STA in working with Caltrans, completed the environmental document for operational improvements at SR 12/Church Rd. intersection. These improvements are to provide a left turn pocket from eastbound SR 12 to Church Rd. and acceleration/deceleration lanes to and from Church Rd. In October 2017, the STA Board programmed nearly \$2 million in State Transportation Improvement Program (STIP) funds for Caltrans to construct these improvements as part of the larger Caltrans project.

Discussion:

Through collaborative meetings with the City of Rio Vista, STA staff and Caltrans, all parties have developed a Complete Streets vision for the downtown area of SR 12. Caltrans staff has been helpful in assisting the City of Rio Vista develop the vision for this corridor.

One hurdle was SHOPP funds cannot fund enhancements like landscaping, hardscaping, enhancement lighting, bus stops or enhanced signing. As such, the City and the STA has worked together to identify a funding match for these enhancements. Under a separate staff report, staff is recommending programming \$1 million STIP funds for these enhancements. The City of Rio Vista staff has committed \$400,000 of local funds towards the enhancements.

The funding would be project contributions and the work will be designed and constructed by Caltrans. The City will need to enter into a maintenance agreement with Caltrans to maintain the added enhancements. Staff is seeking approval for the STA Executive Director to enter in a contribution and Cooperative agreement with Caltrans and Rio Vista. The final document type for the agreement has not been finalized by Caltrans. The City will also need to move forward with obtaining City Council approval for the contribution commitment. Staff is recommending that the STIP funding be contingent on the Rio Vista City Council approving their local contribution amount and commitment to enter into a maintenance agreement with Caltrans once the improvements are completed.

Fiscal Impact:

There is no fiscal impact to STA for this action. The \$1 million for enhancements and \$1.939 million for SR 12/Church Rd. with STIP funding will be/have been programmed for Caltrans as the Project Sponsor and no further contribution will be made for this effort.

Recommendation:

Authorize the Executive Director to enter into an agreement with Caltrans and City of Rio Vista for the contribution of \$2.939 million of STIP funding for the SR 12 Project, contingent on the City of Rio Vista committing \$400,000 of local funding and entering into a maintenance agreement with Caltrans for the enhancements.



DATE: September 26, 2019
TO: STA Board
FROM: Triana Crighton, Planning Assistant
RE: Comprehensive Transportation Plan (CTP) Equity Chapter – Final Transportation Equity Guiding Principles

Background:

The purpose of the Equity Chapter of STA’s Comprehensive Transportation Plan (CTP) is to be proactive in engaging the public on their mobility needs, exploring existing transportation inequities within the county, and creating equity strategies and/or principles to guide future transportation project and program development. Previously, the STA has addressed equity informally or specifically through past projects and programs. Examples include work completed as part of the Solano Lifeline Program for low income residents, Community-Based Transportation Plans, Climate Action Plans, various Mobility programs for older adults and persons with disabilities, Safe Routes 2 School programs and projects for students. Formally addressing transportation equity will be important for the STA moving forward given the regional and State emphasis on the issue and the importance of the issue to Solano County residents.

At the January 2019 STA Board Meeting, the Board recommended members for the Equity Working Group. The Equity Chapter Working Group has been established to include a diverse group of participants -- their primary purpose is to discuss issues of equity within the county, how they relate to transportation, and how STA can be more proactive in addressing inequities. The Working Group has helped to guide the contents of the Equity Chapter and the Equity Guiding Principles.

Discussion:

A major component of the Equity Chapter is a set of Transportation Equity Guiding Principles for STA to interweave into future planning efforts, funding considerations, and investments. At the Equity Working Group’s April meeting, the members identified key concepts and themes they found critical to the topic of Transportation Equity. Taking these key words, STA Staff and the project consultants formed a draft set of guiding principles. These principles have been reviewed internally by staff as well as sent to STA Customer Service Representatives for feedback. At the Working Group’s meeting on May 23rd, the draft principles were further refined. These principles were then presented to the TAC and Consortium at their respective May meetings for comment.

These principles were then taken to the communities via public workshops at the end of June for further refinement and comment. Specifically, Suisun City on June 26th, Vallejo on June 27th, and via FacebookLive on June 29th. At the workshops, attendees were asked to rate each principle from 1-10 as well as provide and additional comments. The in-person workshops were staffed by Equity Working Group members, who walked members of the public through each

principle and answered any questions. The FacebookLive workshop was facilitated by CTP's Equity Advisor, Charles Brown of Rutgers University – STA staff were answering questions in real-time and also collected comments after the live ended. The FacebookLive workshop is still available on the STA's Facebook and has been viewed over 100 times. Following the public workshops, STA and their consultants, Alta Planning + Design, have worked to incorporate the public's comments into a final iteration of the Guiding Principles. At this time, STA staff and the Equity Working Group is seeking approval by the STA Board of the final Transportation Equity Guiding Principles. These Final Transportation Equity Guiding Principles were recommended for approval by the Consortium and TAC at their September meetings.

The Equity Chapter is also currently going through internal review and will be brought to the Equity Working Group, Consortium, and TAC in November, and the STA Board for final adoption and opening for public comment in December of 2019.

Fiscal Impact:

None.

Recommendation:

Approve the final Transportation Equity Guiding Principles as shown in Attachment A.

Attachments:

- A. Final Transportation Equity Guiding Principles
- B. Summarized comments received via public workshops

STA Guiding Principles

Draft submitted to STA, September 24, 2019

The following Guiding Principles reflect STA's commitment to the entire community in all of its activities. These Principles were developed by the Equity Work Group at their meetings on April 11 and May 23, 2019. They were approved for public review by the STA Board on June 12 with minor revision, and reviewed in workshops and an online meeting on June 26, 27, and 29 respectively.

1- STA works in partnership with local, regional, and state governments and our whole community to provide and maintain a safe, innovative, equitable multi-modal transportation system in Solano County.

2- STA seeks to advance a just, healthy, and prosperous quality of life in all Solano County communities while addressing transportation and the diverse mobility needs of our residents, businesses, and visitors.

3- STA values and commits to meaningful participation of Solano County's vulnerable populations in all aspects of mobility and infrastructure planning to ensure that disadvantaged communities unique and unmet needs are prioritized.

4- STA supports locally-decided land uses that stimulate economic opportunity and produce ~~affordable~~ a range of housing options with accessible connections for all, leading in proximity to downtowns, public rail stations, and along major bus service corridors, in conjunction with acting to protect Solano County's key agricultural and open space areas.

5- STA routinely measures, evaluates, and clearly presents transportation performance results for public review to insure that its policies, plans, and budgets are fair, effective, and reflect community-focused priorities of Solano County residents and businesses.

The following key words were identified on April 11, 2019 by members of the Equity Working Group when considering essential elements for STA's Guiding Principles:

- Transparency • Accountability • Inclusivity • Equity • Responsiveness • Participation
- Engagement • Partnership • Vision/Visionary • Importance of Evaluation • Commitment
- Living Document • Accessibility • Empathy • People-Centric • Opportunity • Clearly communicated • Communication • Include All • Safe • Respect • Process
- Location • Listening • Holistic • Comprehensive • Learning • Acknowledge differences and sameness

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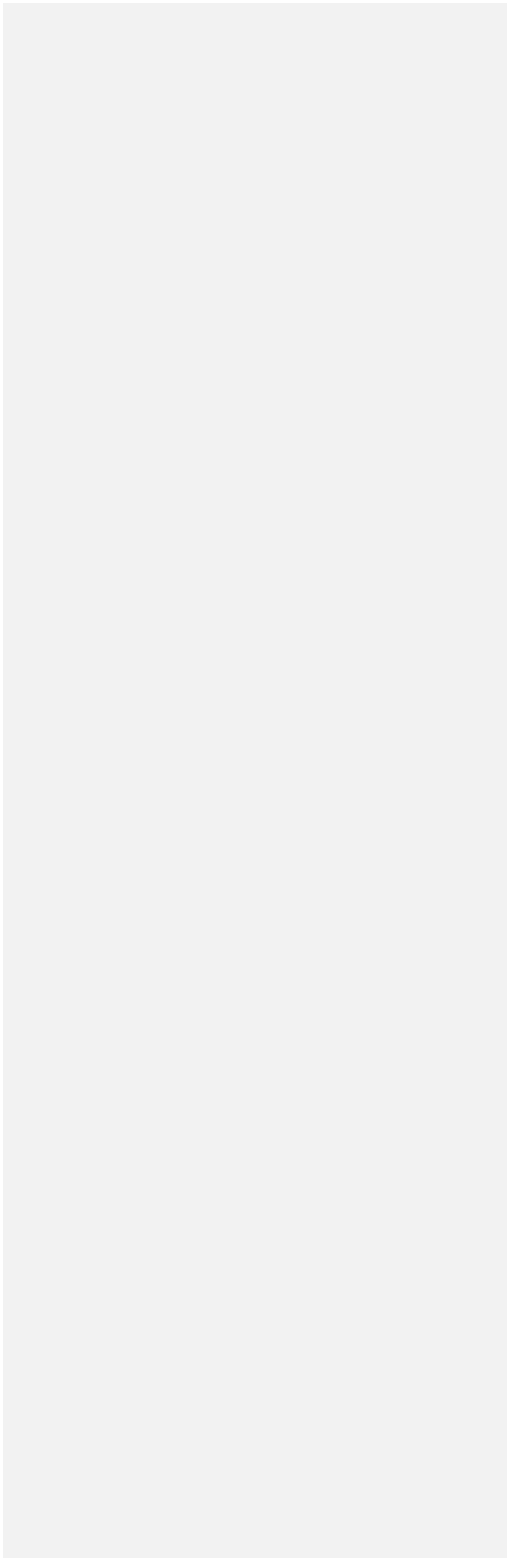
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Equity Feedback:

Principle #1

- Suisun Workshop Grade: 83% average (B)
- Vallejo Workshop Grade: 95% average (A)
- Online Workshop Grade: 90% average (A-)
- Additional Comments:
 - o Include “transit-related accommodations” ...things like benches or shelters are considered “amenities” when it really should be standard for the safety and comfort of riders. Having to stand under the hot sun without shade at a bus stop or having mobility issues and having nowhere to sit while waiting can be a barrier to wanting to ride transit.
 - o Should reflect/emphasize that transportation is not cohesive in all communities...some are more served than others.

Principle #2

- Suisun Workshop Grade: 83% average (B)
- Vallejo Workshop Grade: 92% average (A-)
- Online Workshop Grade: 90% average (A-)
- Additional Comments:
 - o Please ensure to include youth and young adults in community outreach efforts.
 - o “Just” is a loaded word, not a fan of this word.
 - Is Fair a better term than just?
 - o Add Federal to list of governments
 - o Principle #2 has great intent and overall works well but would like some focus on accessibility specifically (this comment was heard many times across the workshops)

Principle #3

- Suisun Workshop Grade: 88% average (B+)
- Vallejo Workshop Grade: 82% average (B-)
- Online Workshop Grade: 95% average (A)
- Additional Comments:
 - o “Unique” needs “meaningful participation”
 - o Would like to see “accessibility” integrated into this principle
 - o Maintenance needs to be just as important as planning.
 - o Consider a new principle focuses on maintaining a safe, secure transportation network
 - o Like the inclusion of infrastructure, wonder if the inclusion/mentioning of maintenance would strengthen the principle? so that infrastructure is not only installed but maintained

Principle #4

- Suisun Workshop Grade: 88% average (B+)
- Vallejo Workshop Grade: 98% average (A+)
- Online Workshop Grade: 90% average (A-)
- Additional Comments:
 - o “Proximity” needs to also mean realistic access. One mile is not as daunting to an abled person as it is to someone who is disabled so “proximity” needs to be specific and include consideration for all populations.
 - o What about improving access to said key agricultural/open space areas that are open to public? might be something to consider moving forward as well so that these "amenities" are open to the true "all"
 - o Provide access to key ag and recreational areas

Principle #5

- Suisun Workshop Grade: 85% average (B)
- Vallejo Workshop Grade: 83% average (B)
- Online Workshop Grade: 100% average (A+)
- Additional Comments:
 - o “Routinely” is an impromptu word

Misc. Feedback:

1. Would like all the principles to be a bit more specific
2. Linking transportation to Solano County economic development opportunities should be a priority. Solano Mobility should be heavily promoted to both current and prospective businesses.
3. Housing developments have realistic/adequate parking for residents in order to keep streets from being congested.
 - a. Less congestion on streets from people circling for parking makes it safer for bikes and pedestrians.
 - b. Less congestion/parking on streets allows more room for trees and parklets.
4. All parking structures should be City Car Share hubs, residential/retail/office.
 - a. This will reduce 2nd and 3rd cars per family, reducing a family's expense and reducing congestion.
 - b. Numerous electric charging parking spots.
 - c. City bike share hubs.
5. Truck routes should be re-examined in all cities and approved routes should be tree-lined to protect nearby businesses/people.
 - a. Approved truck routes must be indicated in Google Maps, Waze, etc. Too often I see semi trucks going down my residential street because it is a shorter route to the Vallejo waterfront than using the parkway.
6. “Innovations for multi-modal transit” = Bart to Solano County
7. Safety of roads needs to be prioritized for all modes of transportation.
8. Bus Route Concerns:
 - a. Kids that have to pay to get to school = not just, not equitable
 - b. Too long between service runs, should be <15 mins
 - c. Seating, shelter, trash at stops
 - d. Bus only lanes
 - e. No running buses on weekends
 - f. Transportation takes too long from Fairfield to Vallejo
 - g. Integrate local route service to the Country Club Crest to connect with resource programs. (x3 – received this comment from three different individuals)
 - h. More frequent and weekend-extended bus service to Bart would be great
 - i. On Sundays, lack of connection to place of work is a major concern
 - j. On Sundays, lack of connections to places of workshop is a major concern
 - k. How can we improve coordination/connections between Benicia, Vallejo, Fairfield, Vacaville, etc local transportation schedules with the Veterans Affairs (VA) shuttles that go to/from Solano VA resources
 - l. How can we start/expand transportation to Sacramento Valley National Cemetery? Many spouses/loved-ones of Veterans buried/interred would like to visit the cemetery more often. Older widows tell me that they have to wait for their kids to drive them, but by the time their kids come home from work/etc, the cemetery is closed.
 - m. Rio Vista always seems to be the odd town out When it comes to public transportation
9. Cycling Concerns:
 - a. Not safe at all, should be accessible for ages 8-80. Not just or equitable.
 - b. Neighborhood routes are poorly lit, bad road conditions
 - c. Lack of route connectivity
 - d. No connections to neighboring cities
 - e. Lack of connection to mass transit



DATE: September 27, 2019
TO: STA Board
FROM: Vincent Ma, Marketing and Legislative Program Manager
RE: STA's Draft 2020 Legislative Platform and Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On February 13, 2019, the STA Board approved its 2019 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2019.

Monthly legislative updates are provided by STA's State and Federal lobbyists and are attached for your information (Attachments A, and B). An updated Legislative Bill Matrix listing state bills of interest is available at: <https://sta.ca.gov/operations/legislative-program/current/>

Discussion:

2020 STA Legislative Platform Update

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

The draft is distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. Staff requested that the STA Technical Advisory Committee (TAC) and Transit Consortium review the Draft 2020 Legislative Platform for comment at their meetings in September. Proposed edits to the Platform are shown with tracked changes (Attachment C). The Final Draft of the STA's 2020 Legislative Platform will be placed on the November 2019 agenda of the TAC and Consortium, and forwarded to the STA Board for consideration of adoption at their December 11, 2019 meeting.

2018-19 Annual Report – State:

The focus of STA's legislative program during the second half of 2018 was on local transportation funding provided by SB1. In an effort to educate the public, staff produced Fact Sheets for the Cities of Benicia, Dixon, Rio Vista, Suisun City, Vacaville, Vallejo, and Solano County. On November 6, 2018, Solano County and California voters defeated Prop 6 and preserved SB1 funding for transportation projects and programs.

After the defeat of Prop 6, STA staff held project briefings with staff from Solano County's state legislators, and key agency staff in Sacramento, CA, on December 4, 2018, to provide status updates on STA priority projects and discussed future funding. On December 18, 2018, STA staff traveled to Sacramento, CA again to meet with staff members from California Air Resources Board (CARB), Housing and Community Development (HCD), and Office of Planning and Research (OPR) to discuss the link between transportation and housing, and potential funding and legislation.

On December 21, 2018, the Metropolitan Transportation Commission and the Association of Bay Area Governments released the CASA Compact, a regional housing proposal from the Committee to House the Bay Area. The CASA Compact contains 10 Elements to address housing Production, Protection, and Preservation (the 3 P's). In response, the STA Board requested that staff begin monitoring state legislation pertaining to housing and housing related issues, along with the potential impact to transportation funding.

To convey the potential impact of housing legislation on the Cities and County of Solano, the STA, in partnership with Solano County, organized the Solano City County Coordinating Council (4C's) Summit on Housing on February 25, 2019. Many elected officials in Solano County attended, as well as City Managers, Public Works Directors, Planning Directors, local transit operators, and members of each cities' planning commission. Bill Higgins, Executive Director of the California Association of Councils of Government (CALCOG), presented an analysis of the latest State housing bills. Steve Heminger, outgoing Executive Director of the Metropolitan Transportation Commission (MTC), explained each of the 10 CASA Compact Elements, and a local panel (David White, former Fairfield City Manager; Jeremy Craig, Vacaville City Manager; and Tim McNamara, Director of Suisun City Development Services) moderated by Sean Quinn, a consultant from the Solano Economic Development Commission, shared housing development plans opportunities and challenges within each of their respective cities.

On March 6, 2019, several members of the STA Board traveled to Sacramento to advocate on behalf of Solano County transportation projects and to share with members of the State Legislature that Solano County is building housing, but not receiving the proper credit for doing so. Board members also expressed concerns and opportunities regarding newly elected Governor Gavin Newsom's preliminary discussions related to linking transportation funding to housing production.

One of the bills introduced, which came from the CASA Compact, was Assembly Bill 1487 (AB 1487) authored by Assembly member David Chiu. As introduced, the STA flagged potential issues and a letter, signed by all seven Solano County City Mayors, was transmitted to seek amendments which would ensure representation on the proposed new Regional Governing Board, increase the return-to-source percentage, and allow a county to opt in to determine housing projects to fund within its own county. Staff also provided testimony during the Assembly Committee on Local Government hearing on March 24, 2019 to reiterate the STA's concerns and position of Seek Amendments. Late in the session, STA Board members lobbied successfully to amend AB 1413 (Gloria) to ensure Solano County remain in the bill. Both bills are currently are on the Governor's desk awaiting his signature.

Other State Legislative Activities

- Provide support letters for the following bills:
 - 2018:
 - Senate Bill 1262 (Beall) Construction Manager/General Contractor Procurements: *signed by Governor Jerry Brown*
 - 2019:
 - Assembly Bill 1413 (Gloria) Transportation: local transportation authorities: transactions and use taxes
 - Assembly Bill 252 (Daly) Department of Transportation: Environmental Review Process: Federal Program.
 - Assembly Constitutional Amendment 1 (Aguiar-Curry)
 - Senate Bill 137 (Dodd) - Federal transportation funds: state exchange programs
 - Senate Bill 152 (Beall) - Active Transportation Program Reform Act

On the Federal side, staff has worked closely with STA's lobbyist Susan Lent of Akin, Gump to monitor the reauthorization of the FAST Act and to seek funding for STA's priority projects including the I-80 Express Lanes, the I-80/I-680/SR12 Interchange, and the I-80 Westbound Truck Scales. Susan Lent presented to the STA Board in January to provide information regarding Federal grant availability, Opportunity Zones, and dredging of the Mare Island Straights. STA followed with a trip to Washington D.C. on April 30, 2019, to meet with Solano County's US Senate staff and Congressional Representatives, along with key agency members at the Department of Transportation, the Federal Transit Administration, and the Army Corp of Engineers.

Staff received twenty-one (21) support letters for the Infrastructure For Rebuilding America (INFRA) Grant; however, STA was unsuccessful in receiving this award. STA also assisted Solano County Transit (SolTrans) with support letters for the Low or No Emission (*unsuccessful*) and Bus and Bus Facilities grant applications (award announcement anticipated during September 2019). Staff also assisted the City of Vacaville with support letter for the City's Better Utilizing Investments to Leverage Development (BUILD) grant application. Award announcement for this grant must be made by November 12, 2019.

Other Federal Legislative Activities

- Provided support letter for HR 3193 (Garamendi)

Next steps/Anticipated Legislative Activities for FY2019-20:

Much of the immediate focus for the STA's legislative activities is centered on securing competitive SB1 funding for the Solano I-80 Express/HOV Lanes project. Once the Regional Measure 3 (RM3) lawsuit has cleared and funds are released, staff will also move forward with the next phase of the I-80/I-680/SR12 Interchange Project and the I-80 Westbound Truck Scales Project.

In September, staff brought forth the Draft 2020 STA Legislative Platform and the final draft will be presented for STA Board approval at the December 11, 2019 meeting. Once the Legislative Platform is approved, staff will schedule meetings in Sacramento with legislative staff to discuss STA's 2020 project and funding priorities. The STA Executive Board will follow with a trip back to Sacramento to meet with State Legislatures and potentially a trip to Washington D.C. to meet with Federal Legislators and key agencies to advocate for Solano County transportation projects.

Housing remains a focus at the regional and state level moving forward. Our state advocates and staff anticipate that many of the housing bills that were tabled during the 2019 session will resurface during the 2020 session. Specifically, Senate Bill 50 (SB 50) author, Senator Scott Wiener has vowed to push his housing bill forward.

2020 will be an important election year. In addition to the Presidential Election, US Representatives John Garamendi and Mike Thompson, California State Senator Bill Dodd, and all three Assembly Members (Jim Frazier, Cecilia Aguiar-Curry, and Timothy Grayson) will be up for re-election and it is anticipated there will be heavy campaign activity during the March primaries. There is also the potential for two regional revenue measures, one pertaining to regional housing, the other to transportation called "FASTER Bay Area".

State Legislative Update (Shaw/Yoder/Antwih, Inc.):

The Legislature concluded its 2019 session on September 13, and will reconvene on January 6th, 2020. The Governor must take final action on over 700 bills passed by the Legislature by October 13th.

The current status of bills where STA is *Seeking Amendments:*

- Assembly Bill 1413 (AB 1413) *Presented to the Governor*
- Assembly Bill 1487 (AB 1487) *Presented to the Governor*

The current status of bills that STA *Supports*:

- AB 252 (Daly) Caltrans NEPA Delegation – *Signed by the Governor on July 31, 2019*
- ACA 1 (Aguilar-Curry) Local government financing: affordable housing and public infrastructure: voter approval – *Failed to pass Assembly Floor (44-20-15)*
- SB 137 (Dodd) Federal transportation funds: state exchange programs – *Presented to the Governor*
- SB 152 (Beall) Active Transportation Program – *Held in Committee*

The current status of bills that STA *Opposes*:

- AB 1568 (McCarty) Housing law compliance: prohibition on applying for state grants – *Hearing postponed by Committee*

The current status of bills that STA are *Monitoring*:

- AB 101 Housing development and financing – *Signed by the Governor*
- AB 148 Regional transportation plans: sustainable communities strategies – *Dead*
- AB 185 California Transportation Commission: transportation policies: joint meetings – *Presented to the Governor*
- SB 87 – Transportation – *Signed by the Governor*
- AB 847 Transportation finance: priorities: housing - *Hearing canceled at the request of author*
- SB 5 Affordable Housing and Community Development Investment Program – *Presented to the Governor*
- SB 50 The Housing Accountability Act – *Held in Committee (2 year bill)*
- SB 592 – Housing Accountability Act – *Held in Committee*

Updates on the following are detailed in Attachment A:

- Legislative Update
- Amendments Taken to AB 1413 (Gloria)
- Bills of Interest

Federal Legislative Update (Akin Gump):

On September 19th, the Department of Transportation’s National Highway Traffic Safety Administration (NHTSA) and the Environmental Protection Agency (EPA) announced the One National Program Rule, which sets Federal standards for fuel efficiency and greenhouse gas emissions and revokes California’s waiver from the Clean Air Act and its authority to set its own emissions standards. Additionally, the proposed Safer Affordable Fuel-Efficient (SAFE) rule places federal highway funding at risk due to California’s failure to submit air pollution control plans, which are required under the Clean Air Act. This was followed by a lawsuit filed against the Trump Administration by California, 22 other states, and the District of Columbia. Staff will continue monitoring future developments by working with regional partners and STA’s federal legislative advocate (Susan Lent of Akin Gump).

STA’s federal legislative advocate continues to work with STA staff to craft STA’s strategic objectives to align with those of available federal transportation funds. Updates on the following are detailed in Attachment B:

- Fiscal Year 2020 Appropriations
- Fuel Economy Standards
- Prohibition on Purchase of Chinese Bus and Rail Cars

Fiscal Impact:

None.

Recommendation:

Approve the release of the STA's Draft 2020 Legislative Platform for 30-day public review and comment. *(At their September 24th and September 25th meetings, the Consortium and TAC Committees unanimously approved staff's recommendation.)*

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. STA's Draft 2019 Legislative Platform with Tracked Changes (Redline)

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September 24, 2019

TO: Board of Directors, Solano Transportation Authority

FM: Joshua W. Shaw, Partner
Matt Robinson, Legislative Advocate

RE: **STATE LEGISLATIVE UPDATE – October 2019**

Legislative Update

The Legislature finished the first year of 2019-20 Legislative Session early in the morning on Saturday, September 14, moving more than 700 bills to Governor Newsom in the final two weeks of the Legislative Session. **The Governor has until October 13 to take final action on bills sent to him in the final two weeks. The Legislature will reconvene for the second year of the 2019-20 Legislative Session on January 6.** We are tracking several bills for STA, some of which are identified under ***Bills of Interest*** below.

AB 1413 (Gloria) to Governor

As we previously reported, AB 1413 (Gloria) was initially amended to authorize the Placer County Transportation Planning Agency, the San Diego County Regional Transportation Commission, the San Diego Association of Governments, the San Diego Metropolitan Transit System, and the North County Transit District, to impose a tax applicable to only a portion of its county if two-thirds of the voters voting on the measure within the portion of the county to which the tax would apply. Thanks for the work of STA Board Members & staff, and the Solano County legislative delegation, the bill was amended in the final days of the Legislative Session to include Solano County. As required by the Senate Governance and Finance Committee, the amendments limit any tax authorized pursuant to the bill to two specific sets of contiguous cities (Benicia/Vallejo and Fairfield/Suisun). That being said, the authorization will allow Solano County to raise revenue for transportation purposes in these areas consistent with the provisions of the bill.

Bills of Interest

SB 5 (Beall) Local-State Sustainable Investment Incentive Program* - To Governor

This bill would establish the Local-State Sustainable Investment Incentive Program, which would be administered by the Sustainable Investment Incentive Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply to the Committee to participate in the program and would authorize the Committee to approve or deny applications for projects meeting specific criteria. Upon approval of a project application, the bill would require the Committee to issue an order directing the county auditor to reduce the total amount of ad valorem property tax revenue otherwise required to be contributed to the county's ERAF from the applicant by the annual reduction amount approved. The bill would require a county auditor, if the applicant is an enhanced infrastructure financing district, affordable housing authority, transit village development district, or community revitalization investment authority, to

transfer to the district or authority an amount of property tax revenue equal to the reduction amount approved by the Committee.

SB 50 (Wiener) Housing Development: Equitable Communities Incentives* - 2-year Bill

This bill would require a city, county, or city and county to grant upon request an equitable communities incentive when a development proponent seeks and agrees to construct a residential development, as defined, that satisfies specified criteria, including, among other things, that the residential development is either a job-rich housing project or a transit-rich housing project, as those terms are defined; the site does not contain, or has not contained, housing occupied by tenants or accommodations withdrawn from rent or lease in accordance with specified law within specified time periods; and the residential development complies with specified additional requirements under existing law. The bill would require that a residential development eligible for an equitable communities incentive receive waivers from maximum controls on density and automobile parking requirements greater than 0.5 parking spots per unit, up to 3 additional incentives or concessions under the Density Bonus Law, and specified additional waivers if the residential development is located within a 1/2-mile or 1/4-mile radius of a major transit stop. ***This bill was held in the Senate Appropriations Committee and is now a 2-year bill.***

SB 127 (Wiener) Complete Streets Projects on State Highways – To Governor

This bill would require the California Department of Transportation (Caltrans) to consider incorporating complete streets elements on specified portions of the state highway system that serve as surface streets in cities, towns and neighborhoods.

SB 137 (Dodd) Federal Transportation Funds: State Exchange Programs – To Governor

Existing federal law apportions transportation funds to the states under various programs, including the Surface Transportation Program and the Highway Safety Improvement Program, subject to certain conditions on the use of those funds. Existing law provides for the allocation of certain of those funds to local entities. Existing law provides for the exchange of federal and state transportation funds between local entities and the state under certain circumstances. This bill would authorize the Department of Transportation to allow the above-described federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated to the department. ***STA SUPPORTS this bill (February 13 Meeting).***

SB 152 (Beall) Active Transportation Program Funding - Dead

This bill would increase the share of active transportation (ATP) funds dedicated to regional agencies to 75 percent, distributed by population. Currently, regional agencies receive 40 percent of the funding in the ATP funds for distribution. This bill would give MTC additional resources to program for ATP projects. ***STA SUPPORTS this bill (April 10 Meeting). This bill was held in the Senate Appropriations Committee.***

SB 277 (Beall) Local Partnership Program – To Governor

This bill would direct funds set aside for the Local Partnership Program (LPP) to be apportioned by formula, versus allocated by the CTC as is current practice. The bill would direct the CTC to develop new guidelines, in conjunction with local agencies, for the apportionment of the funds. The LPP receives \$200 million annually from the Road Maintenance and Rehabilitation Account and funds are available to self-help counties with sales taxes and/or developer fees used for transportation purposes.

SB 592 (Wiener) Housing Accountability Act - 2-year Bill

This bill would amend the Housing Accountability Act (HAA) to further strengthen the law applicability to new housing development permits and disapprovals from local governments. The bill would clarify the definition of “lower density” under the HAA and applies the HAA to accessory dwelling units, new

bedrooms in an existing home, and single-family housing. In addition, it would provide that the HAA applies to any form of land use decision by a local agency, including a ministerial or use by right decision, in addition to a discretionary approval. The bill would also open local agencies up to liability for failing to comply with the HAA.

AB 185 (Grayson) HCD at CTC Meetings – To Governor

Existing law requires the CTC and the State Air Resources Board to hold at least two joint meetings per calendar year to coordinate their implementation of transportation policies. This bill would require the Department of Housing and Community Development to participate in those joint meetings.

AB 252 (Daly) Caltrans NEPA Delegation – Signed by Governor

Existing law, until January 1, 2020, provides that the State of California consents to the jurisdiction of the federal courts regarding the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the program. This bill would extend the operation of these provisions indefinitely. **STA SUPPORTS this bill (March 13 Meeting).**

AB 784 (Mullin) Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project – To Governor

This bill would exempt zero-emission transit buses from the state portion of the sales tax until January 1, 2024.

AB 1413 (Gloria) Local Sales Tax Measures – To Governor

Existing law authorizes, upon approval of two-thirds of the voters, to impose a retail transaction and use tax for specified transportation purposes. This bill would authorize certain local agencies to impose a tax applicable to only a portion of its county if two-thirds of the voters voting on the measure within the portion of the county to which the tax would apply. **STA SUPPORTS this bill (September 18).**

AB 1487 (Chiu) Regional Housing Funding* - To Governor

This bill, if amended, would enact the San Francisco Bay Area Regional Housing Finance Act and establish the Housing Alliance for the Bay Area (HABA), a regional entity governed by members of MTC and ABAG. HABA would be tasked with establishing a regional funding program to address housing needs in the Bay Area. **STA is SEEKING AMENDMENTS to this bill.**

ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval.

This constitutional amendment would lower the necessary voter threshold from a two-thirds supermajority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects. **STA SUPPORTS this measure (January 9 Meeting).**

*Bills marked with an * are being tracked by MTC as implementing elements of the CASA Compact. These bills are not sponsored by MTC. The above list does not include all bills MTC has identified as others are included in the attached matrix.*

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M E M O R A N D U M

September 23, 2019

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

During the month of September, we monitored developments in Washington and brought them to the attention of STA staff. We also assisted STA with developing its federal platform.

Fiscal Year 2020 Appropriations

Congress is working to complete the fiscal year 2020 spending bills after reaching a bipartisan budget agreement with the White House in August. The House passed 10 of the 12 appropriations bills, although it did so under the assumption that funding would be higher than the top-level funding in the budget agreement. The Senate Appropriations Committee has marked up five bills, including the Transportation Housing and Urban Development bill, but the full Senate has not yet voted to approve any bills. Because Congress will not be able to complete work on the appropriations bills before the start of fiscal year 2020 on October 1, the House passed a continuing resolution on September 19 that would fund the federal government at fiscal year 2020 levels through November 21. The Senate plans to vote on the CR this week.

On September 17, the Senate Transportation - Housing and Urban Development Appropriations Subcommittee approved a \$74.3 billion spending measure for fiscal year 2020. On September 19, the full Committee voted 31-0 to advance the bill. The bill would provide:

- \$1 billion for Better Utilizing Investments to Leverage Development (BUILD) grants (a \$100 million increase from FY 2019)
 - o Up to \$15 million can be used for planning, preparation or design of projects
 - o Up to 20% of the funds can be used for paying the subsidy and administrative costs of projects eligible for TIFIA or RRIF
- \$46.3 billion from the Highway Trust Fund for the Federal-aid Highways Program, consistent with the FAST Act
- An additional \$2.7 billion for highway programs, (a decrease of \$550 million), of which:

- \$1.25 billion is for the Surface Transportation Block Grant (STBG) program and for the elimination of hazards at railway-highway grade crossings. These funds would be available until September 30, 2023 and would be apportioned to states
- \$1.25 billion is for bridge repairs in small states with high rates of bridges not in good condition
- \$100 million is for the Appalachian Development Highway System
- \$100 million is for the Nationally Significant Federal Lands and Tribal Projects grant program
- \$10.1 billion from the Highway Trust Fund for transit formula grants, consistent with the FAST Act
- \$560 million from the general fund for transit infrastructure grants (a \$140 million decrease), including:
 - \$390 million for grants for buses and bus facilities, of which \$195 million is for formula grants and \$195 million is for competitive grants
 - \$40 million for low or no emission grants
 - \$40 million for state of good repair grants
 - \$40 million for rural area formula grants
 - \$40 million for high density state apportionments
 - \$3 million for the operation and maintenance of bus testing facilities
 - \$7 million for the demonstration and deployment of innovative mobility solutions
- \$1.978 billion for Capital Investment Grants (a \$574.7 million decrease). These funds would fully fund all current Full Funding Grant Agreement (FFGA) projects as well as new projects that have met the criteria of the CIG program. The funds include:
 - \$1.5 billion for New Starts
 - \$300 million for Core Capacity

- \$78 million for Small Starts
- \$100 million for Expedited Project Delivery

The Committee's report expresses disappointment that the Trump Administration's ten-year budget proposal does not offer solutions for the insolvency of the Highway Trust Fund. The report directs the Department of Transportation to submit a long-term surface reauthorization proposal as part of its next budget request that contains a "reliable funding mechanism." The report also "soundly rejects" any attempts to shift the financial burdens of infrastructure investment onto state and local governments. The report directs the Federal Highway Administration to work with stakeholders, including state departments of transportation, to determine how to best minimize the bureaucratic burdens of the categorical exclusion qualification process.

The report calls for investment in resilient infrastructure and directs the Department to work with state and local entities on opportunities in this area. It also directs the Secretary to encourage the use of the Department's financing programs for transit-oriented development wherever eligible by issuing clear guidance and working with applicants to ensure projects meet the congressional intent of eligibility within 60 days of the bill's enactment.

The bill stipulates that BUILD grant funding should be distributed as discretionary grants to states, local governments, transit agencies, port authorities, or any collaboration of these entities on a competitive basis for projects of significant local or regional impact. Eligible projects include, but are not limited to, highway and bridge projects, public transportation projects, passenger and freight rail transportation projects, port infrastructure investment, and projects investing in surface transportation facilities that are located on tribal land and for which title or maintenance responsibility is vested in the federal government. Grants can be between \$5 and \$25 million. No more than 10% of funds may be distributed to projects in a single state. The federal share can reach up to 80%. The Department is directed to give priority to projects that require a contribution of federal funds in order to complete their financing package. The Department is prohibited from using the federal share or an applicant's ability to generate non-federal revenue as a selection criteria. Projects must comply with federal wage rate requirements.

The Transportation Department is directed to ensure that BUILD funds are distributed equitably across geographic regions; between urban and rural areas; and among various transportation modes. At least 30% of funds must be distributed to rural projects. The minimum grant size for rural projects is \$1 million and the maximum federal is 80 percent. The Department is directed to issue a notice of funding opportunity within 60 days of the bill's passage with a submission

deadline of 90 days after the notice is issued. The Secretary is directed to make grants within 270 days of the bill's enactment.

The report directs the Federal Transit Administration (FTA) to partner with experienced transit research consortia to research best practices for deploying low-emissions public transportation vehicles in non-attainment areas. The report also directs FTA to continue to allow procurement partnerships for the Low-No Program in the same manner as in previous fiscal years. The report encourages FTA to promote greater use of the innovative procurement authorities for technologically advanced buses, including separate battery lease agreements.

The bill directs the Secretary to administer the CIG program in accordance with the FAST Act and existing federal regulations. The Committee's report expresses concern that the Department is not advancing eligible transit projects. The report expresses support for exploring the use of public-private partnerships in public transportation as authorized under the Pilot Program for Expedited Project Delivery Program.

The report also notes that the House and Senate have passed defense legislation with provisions regarding the procurement of Chinese-manufactured rail cars and buses and directs the Transportation Secretary to "swiftly effectuate" the requirements if they are passed into law.

Fuel Economy Standards

On September 19, the Department of Transportation's National Highway Traffic Safety Administration and the Environmental Protection Agency issued a final rule, referred to as the "One National Program Rule". The rule revokes California's Clean Air Act waiver, which allowed California to set more stringent standards for fuel economy and greenhouse gas emissions than federal standards and preempts California from regulating vehicle emissions and fuel economy standards. The rule will become effective 60 days after publication in the Federal Register, which has not yet occurred. The proposed Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule proposed to revoke California's Clean Air Act waiver and rollback emission and fuel economy standards for light duty vehicles in one rule; however, NHTSA and EPA decided to issue two separate rules and announced it will issue the rule to address emission and fuel economy standards for light duty passenger vehicle at a later date. On September 20, California and 22 other states and the cities Los Angeles, New York City, and the District of Columbia filed a lawsuit in federal court in Washington, D.C. challenging the rule that would revoke California's Clean Air Act waiver.

We previously reported that transportation projects could be at risk if the Trump administration rolls back emission standards and repeals California's Clean Air Act waiver, since such actions

could put the state out of compliance with its State Implementation Plan, putting a halt to projects that create new road capacity or have other emission impacts. The House Transportation-Housing and Urban Development Appropriations bill for fiscal year 2020 includes language prohibiting the Department of Transportation from advancing the SAFE Rule. However, the Senate bill does not include a similar provision. Construction groups in California are advocating for legislation that would enable the state to use previously adopted air quality models for the next 36 months so that it can continue to fund and build transportation projects.

Prohibition on Purchase of Chinese Bus and Rail Cars

On September 4, the White House Office of Management and Budget (OMB) sent a letter to Congress expressing support for provisions in the Senate defense authorization bill that would prohibit transit agencies from using federal funds to purchase buses and railcars manufactured by Chinese state-owned or subsidized companies. In its letter, OMB said the prohibition would help to ensure economic and national security. Both the House and Senate have passed their respective versions of the authorization bill, but differences between the two bills must still be resolved. As we previously reported, the House bill would prohibit transit agencies from using federal funds to purchase rail cars from Chinese owned or subsidized companies, but would not prohibit the purchase of buses from such companies. The bus company that is the target of the Senate prohibition is BYD, which has a manufacturing facility in California and claims it is not state owned or subsidized. Notably, Minority Leader Kevin McCarthy and Congresswoman Katie Hill have been vocal opponents of extending the prohibition to BYD, in light of BYD's manufacturing base in and around their districts.

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PROJECTS AND FUNDING PRIORITIES

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

Roadway/Highway:

Priority Tier 1:

- I-80 Corridor Freight and Mobility Improvements
 - I-80 Express Lanes (—Red Top Rd to I-505)
 - I-80/I-680/SR 12 Interchange
 - I-80 Westbound Truck Scales
 - I-80 Express Lanes (SR 37 to Carquinez Bridge)
 - SR 37 Corridor Improvements:
 - —Segment B and /Mare Island Interchange
 - Flood Protection and Adaptation Improvements for Segments B & C
 - Vaca Valley Parkway
 - Access to Federal Facility (Travis Air Force Base)
 - Jepson Parkway Segment 2C(Canon Road to Vacaville City Limits) and North Gate Entrance

Priority Tier 2:

- I-80 Corridor Freight and Mobility Improvements
 - I-80 Express Lanes (SR 37 to Carquinez Bridge)
 - I-80 Express Lanes (I-505 to Yolo County Line)
 - SR 37 Corridor Improvements:
 - Flood Protection and Adaptation Improvements for Segments B & C
- Parkway Blvd. Overcrossing

Transit Centers:

Priority Tier 1:

- Fairfield-Vacaville Train Station, (building/solar panels/electric vehicle charging stations, and complete parking)
- Vallejo Station Parking Structure Phase B
- SolanoExpress Bus capitol to expand service plan
- Fairfield Transportation Center Expansion – Westbound bus station

Priority Tier 2:

- Parkway Blvd. Overcrossing / Dixon Intermodal Station
- Vallejo Mare Island Strait Dredging
- Fairground Dr Park and Ride

Programs:

- Active Transportation (bike, ped, SR2S, PDA, PCA)
- Climate Change Adaptation/Alternative Fuels and Electrification (Infrastructure and Vehicles)
- Mobility Management
- Safe Routes to School
- Safe Routes to Transit

LEGISLATIVE OBJECTIVES

1. Support efforts to protect and ensure efficient, effective implementation of the various SB 1 transportation funding programs.
2. Ensure that new bridge tolls are dedicated to improve operations and mobility in Solano County. (Specifically: I-80 Express Lanes, I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales, SR 37/Mare Island Interchange, Intercity bus facilities, additional operating funds for SolanoExpress, and additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry operated by the Water Emergency Transportation Authority (WETA).
3. Seek grant funding through SB 1 competitive programs for:
 - I-80 Express Lanes (Solutions for Congested Corridors and Trade Corridor Enhancement Program)
 - I-80/I-680/SR 12 Interchange and I-80 Westbound Truck Scales (Trade Corridors Enhancement)
4. Seek grant funding through Cap and Trade competitive Transit and Intercity Rail Capitol Program (TIRCP) for:
 - Fairfield-Vacaville Train Station (~~station building~~, solar panels and charging stations; and [parking](#))
 - SolanoExpress Electrification, Capital and Operation Improvements
5. Support efforts by the SR 37 Policy Committee (County Transportation Authorities of Marin, Napa, Solano and Sonoma Counties) to develop an expedited funding, financing and project implementation strategy for the reconstruction of SR 37 and provide flood protection to withstand rising seas and storm surges, while improving mobility and safety along the route.
6. Oppose efforts to reduce or divert funding from transportation projects.
7. Support initiatives to pursue the 55% voter threshold for local transportation infrastructure measures.
8. Monitor/support/seek/sponsor, as appropriate, legislative proposals in support of initiatives that increase funding for transportation infrastructure, operations and maintenance in Solano County.
9. Monitor and participate in the implementation of state housing and jobs production and climate change legislation that impacts transportation funding, planning and projects. This includes SB2: Building Jobs and Homes Act, Executive Order S-3-05 and subsequent Executive Orders, SB 375 (the California Global Warming Solutions Act), and agency regulations such as the Housing and Community Development Department and California Air Resources Board (CARB) greenhouse gas reduction target setting.
10. Continue to participate in the development and implementation of the Regional Transportation Plan (RTP), known as Plan Bay Area, including on-going funding of investment in Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and future Priority Production Areas (PPAs).

11. Support implementation of the Capitol Corridor Strategic Plan and State Rail Plan, including:
 - Implementation of Solano County as a regional rail hub
 - Support designation of an Amtrak rail station in Solano County
 - Support safety improvements
12. Support efforts to protect and preserve funding in the Public Transportation Account (PTA), and the efforts of the California Transit Association's Transportation Development Act Task Force.
13. Support efforts to ensure Solano receives fair share of federal transportation funding from state and region.
14. Support implementation of national, state and regional freight plans that include construction of the I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12 East improvements, and Intelligent Transportation System (ITS) deployment.
15. Monitor implementation of the National Freight Program and the Nationally Significant Freight and Highway Projects Program to ensure that funds are distributed to projects that are the most critical to the safe movement of freight.
16. Support laws and policies that expedite project delivery.
17. Support establishment and operation of regional Express Lanes network that includes I-80 in Solano County and connects the Bay Area region to Sacramento.
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. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects and programs.
21. To create consistency in the application of Federal regulations (i.e. ADA), advocate for the establishment of a Federal definition establishing the threshold between maintenance and improvement in paving as "more than one-inch." This would mirror the threshold used in the State of California Streets for roads.

I. Active Transportation/Land Use

1. Promote, implement and expand active transportation and land use planning, facilities and programs (such as Safe Routes to School and Safe Routes to Transit) to support pedestrian, bicycle and multimodal use in Solano County.
2. Support legislation that provides adequate, dedicated funding for the development of transportation projects that support affordable housing and housing, and employment areas in Transit Priority Development (TPD) locations and Priority Development Areas (PDAs).
3. Support legislation that provides adequate, dedicated funding for the development of transportation projects that support employment and jobs in Solano County.
4. Support legislation and regional policy that provides qualified Commuter Carpools and Vanpools with incentives to encourage and promote ridesharing.
5. Promote innovative programs to fill commuter first/last mile gaps and Safe Routes to Transit.
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. Recognize housing affordability at the regional context and support funding programs that link transportation investment to STA's future Housing Incentive Program.

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 the Metropolitan Transportation Commission (MTC) and the Sacramento Area Council of Governments (SACOG) to ensure consistent review of projects in the two air basins.
2. Monitor and participate in the implementation of state climate change legislation. This includes Executive Order S-3-05 and subsequent Executive Orders, SB 375 (the California Global Warming Solutions Act), and agency regulations such as the California Air Resources Board (CARB) greenhouse gas reduction target setting. Continue to participate in the development and implementation of the Regional Transportation Plan (RTP), known as Plan Bay Area, including on-going funding of investment in Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs). (*Objective #9*)
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, benefit air quality or support climate change adaptation.

4. Support legislation and funding, which provides infrastructure for low, ultra-low and zero emission vehicles. Support SolanoExpress and Managed Lane Implementation Plan (MLIP)
5. Support policies that improve and streamline the environmental review process, including the establishment and use of mitigation banks and advanced mitigation programs.
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 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 funding to finance cost effective conversion of public transit fleets and transit infrastructure to alternative fuels and/or to retrofit existing fleets with latest emission technologies to meet California Air Resources Board requirements.
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.

[Monitor federal action on fuel economy standards for cars and light duty trucks to ensure that federal action does not negatively impact the advancement of any transportation projects in Solano County.](#)

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 Routes 12, 84 and 113.
2. Seek funding for vulnerability assessment, adaptation and projects implementation for sea-level rise, flood protection and climate change in relation to existing and proposed transportation facilities in Solano County, including State Route 37. *(Objective #5)*
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. Advocate for regulations that increase safety pertaining to the transport of volatile and hazardous materials.
7. Monitor implementation of the environmental streamlining provisions in FAST Act.
8. Support provisions in the FAST Act that further streamline the environmental review and permitting process.
9. Advocate for further streamlining of project delivery requirements to allow projects to advance quicker and more cost-effectively. *(Objective #16)*
10. Monitor legislation and regulatory proposals related to sustaining the Sacramento-San Joaquin Rivers Delta (Estuary) in context of rising sea levels and ecosystems functions and potential effects on transportation facilities.

V. Water Transport

1. Protect existing sources of operating and capital support for San Francisco Bay Ferry service operated by WETA which do not jeopardize transit operating funds for FAST, SolTrans, and SolanoExpress intercity bus operations, and include additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry.
2. Support efforts to increase and expand levels of service directly between Vallejo and San Francisco as well as capacity improvements at the Vallejo Station that support the increased service of Ferry Operations as a result of RM3.
3. Seek funding opportunities for passenger and freight water transport operations and infrastructure.
4. Advocate for continued Solano County representation on the WETA Board. Concurrently seek sponsorship for and support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board. *(Objective #19)*

5. Support recommendations of the Water Transit Study including Support efforts to evaluate and implement water transit options between Solano and Marin counties where feasible as an alternative to driving on the SR 37 corridor
6. Support recommendations of the Water Transit Study

VI. Funding

1. Support and protect SB 1 to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.
2. Protect Solano County's statutory portions of state highway and transit funding programs.
3. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.
4. 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.
5. 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.
6. Support efforts to protect and preserve funding in the Public Transportation Account (PTA), and the efforts of the California Transit Association's Transportation Development Act Task Force.. (Objective #12)
7. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County.
8. Support legislation that encourages public private partnerships and provides low-cost financing for transportation projects in Solano County. (Objective 20)
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 local 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. (Objective #7)
11. Seek funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.

12. Support implementation of national, state and regional freight plans that fund construction of the I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12 East improvements, and Intelligent Transportation System (ITS) deployment. *(Objective #14)*
13. Support legislation that provides funding that would allocate State ATP funds at the regional/county level by formula.
14. Ensure STA population-based funds (SB 1) continue to be distributed by formula to the county transportation authorities. *(Objective #1)*
15. Ensure that new bridge tolls are dedicated to improve operations and mobility in Solano County. (Specifically: I-80 Express Lanes, I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales, SR 37/Mare Island Interchange, Intercity bus facilities, additional operating funds for SolanoExpress, and additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry operated by the Water Emergency Transportation Authority (WETA)).
(Objective #2)
16. 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), SB 1, and any local ballot initiative raising transportation revenues. *(Objective #6)*
17. Support the authorized funding for the federal Rail Title accounts established in the FAST Act ~~of 2015~~, for which the Capitol Corridor Joint Powers Authority (CCJPA) is an eligible applicant (CRISI, SOGR)

Support a new funding authorization for rail projects in the legislation that reauthorizes the FAST Act.
18. Support a new funding authorization for rail projects in the legislation that reauthorizes the FAST Act.
- ~~18~~19. Support legislation allowing a county to create a sales tax district and/or transit district within its boundaries.
20. Support the prompt passage of legislation of multiyear surface transportation legislation that provides stable and reliable funding to address infrastructure needs.
21. Support the authorization of new funding for resilient infrastructure in the FAST Act reauthorization legislation.
22. Support the authorization of new funding for infrastructure needed to support deployment of new technologies, including autonomous vehicles.

VII. Project Delivery

1. Monitor implementation of FAST Act ~~and MAP-21~~ provisions that would expedite project delivery.

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.
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. Support 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. Support implementation of the new State Rail Plan, including making Solano County a regional rail hub, connecting the Capitol Corridor to the state high speed rail system, and exploring connection of the Sonoma Marin Area Rapid Transit ([SMART](#)) system to Solano County.
5. Support legislation to adequately fund replacement of at-grade railroad crossings with grade-separated crossings.
6. Oppose legislation that would prohibit Amtrak from providing federal funds for any state-supported Intercity Passenger Rail corridor services.
7. Advocate for accelerated Positive Train Control implementation.

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.~~
- ~~3-2.~~ 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 shared mobility options.
3. In partnership with the affected agencies and local governments, seek additional strategies and funding of programs that benefit older adults, people with disabilities, students, youth, veterans and the economically disadvantaged such as intercity paratransit operations, mobility management and other community based programs.
4. Monitor efforts to change Federal requirements and regulations regarding the use of Federal transit funds for transit operations in rural, small and large Urbanized Areas (UZAs)
5. 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. (*Objective #2*)
6. Monitor implementation of requirements in ~~the MAP-21 and~~ FAST Act 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.
8. Support funding of discretionary programs, including the Better Utilizing Investments to Leverage Development (BUILD) grant, bus and bus facilities, INFRA, Low or No Emissions, and ITS deployment.
9. Support increased funding for public transportation.

XI. Movement of Goods

1. Monitor and participate in implementation of national, state and regional freight plans that include construction of the I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12/Church Road improvements, and Intelligent Transportation System (ITS) deployment. (*Objective #14*)

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, including the use of dredging, 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 aviation, rail, and truck.
5. 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.

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DATE : September 30, 2019
TO: STA Board
FROM: Robert Guerrero, Director of Planning
RE: 2019 Solano Congestion Management Program (CMP) Update

Background:

The Congestion Management Program (CMP) is one of STA’s foundational planning documents. The 1991 legislation authorizing the creation of Congestion Management Agencies (CMAs), such as STA, authorized the creation of CMPs. Once an agency has committed to developing a CMP, it must update it every two years.

CMPs are normally developed based upon guidance from the region’s federally designated Metropolitan Planning Organization – in this case, the Metropolitan Transportation Commission (MTC). Over the last two year cycles, MTC did not issue CMP updated guidance, and has placed little emphasis on the importance of the updates. However, STA staff feels the CMP remains an important document for tracking the current operational status of the most important roadways in Solano County. The CMP also provides the basis for STA’s review of and comment upon major land use and transportation projects in the county.

Discussion:

On June 14, 2019, MTC released guidance on the 2019 CMP update. The primary guidance update since the previous iteration was to include the provisions to be consistent with MTC’s Plan Bay Area 2040 goals as described starting on page 7 of 13 in Attachment A. STA contracted with TJKM to conduct a review and update of the CMP. The updated CMP includes updated traffic counts on the CMP network as well as updates to transit and TDM pilot programs that STA and its member agencies operate. Other recent transportation planning efforts related to Priority Development Areas (PDA), Priority Conservation Areas (PCA) and Priority Production Areas (PPA) have also been incorporated in the update draft 2019 CMP. Lastly, the CMP includes a list of capital improvement projects consistent with the STA’s Regional Transportation Plan project submittal.

The Solano Napa Travel Demand Model is also being updated in parallel to this effort in order to assess new/future development impacts on the CMP network. The Model Technical Advisory Committee consisting of technical traffic engineers and planning staff from each city and the County of Solano assisted in the development of the scope and the review of the draft CMP.

Solano County’s draft CMP is due to MTC by October 31st. To meet this deadline, STA staff has worked with our consultants over the last 2 months to develop the draft 2019 CMP (Attachment B). It was distributed to the STA TAC at their September 25th meeting for review. They were requested to provide input on the draft document by October 2nd to finalize a draft for the STA Board to review at their October 9th meeting. STA staff is recommending that the STA Board release the draft CMP for public review and will continue to work with the TAC to complete a final draft for an approval recommendation at the November TAC and December Board meetings.

Fiscal Impact:

None at this time.

Recommendation:

Approve the following:

1. Release of the Draft Solano County Congestion Management Plan (CMP) for public review with a deadline for comment by November 13, 2019; and
2. Authorize transmittal of the Draft Solano County CMP to MTC.

Attachment:

A. *Click here for review:* [MTC Congestion Management Program Resolution No. 3000](#)

B. *Click here for printing and/or review:* [Draft 2019 Congestion Management Program](#)

To obtain a hard copy of the Draft 2019 CMP, please contact the STA at (707) 424-6075.



DATE: September 16, 2019
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Highway Projects Update

Background:

The STA has been working on improving the operations, safety and congestion of I-80 through Solano County since early 2000. This focus began with the 2004 I-80/I-680/I-780 Major Investment and Corridor Study. While the Study looked at the three Interstate Routes, the main focus was I-80. Since this time, several important projects been completed. This includes the re-opening McGary Road (a parallel route to I-80 between Vallejo and Fairfield), the first construction package of I-80/I-680/SR 12 Interchange, the I-80 High Occupancy Vehicle (HOV) Lanes through Fairfield, the I-80 Eastbound Cordelia Truck Scales, and the east segment of the North Connector (a parallel route to I-80 in the Suisun Valley area). The STA continues to work on other priority projects on the I-80 Corridor. These projects are in various stages of readiness.

In addition to the I-80 corridor, the STA has focused on projects along State Route (SR) 12, 29 and 113. Much of this work involves partnering with Caltrans to deliver projects that meet the needs of the local jurisdictions in addition to the greater traveling public.

Discussion:

As discussed above, the STA continues to focus on improvements to the I-80 corridor. This focus is required due to the tremendous time and financial investment needed to completed major projects. Staff is providing an overview on the status of these priority projects.

I-80 Express/HOV Lanes – SR 37 to Carquinez Bridge in the City of Vallejo

The STA completed a Project Study Report (PSR) in 2009 for 5-miles of HOV Lanes (in each direction) through this area. This PSR will be the bases for initiating the next phase, Project Approval/Environmental document (PA/ED). The PA/ED phase is expected to require a \$6M investment. Potential funding would come from Regional Measure 3 (RM 3) for this phase. Funding for the construction of the project (estimated to be \$100 M) will not happen without the resources from the added gas tax funds that were identified in Senate Bill 1 (SB 1).

I-80 Express Lanes/HOV – Red Top Rd to I-505 in the Cites of Fairfield and Vacaville

This project will convert the existing HOV Lanes to HOV/Express Lanes (Red Top Rd to Travis Blvd.) and build new HOV/Express Lanes to I-505. Additionally, the Utlatis Creek Class 1 facility gap under I-80 will also be completed. The STA has completed the design of this project. Unfortunately, it was not funded in the first round of the competitive funds from SB 1 in 2018. Nor was this project successful in the federal INFRA grant submittal in spring 2019.

However, as this project is shovel ready, STA staff is recommending that it be submitted in the next funding round to the California Transportation Commission (CTC). The CTC is expected to announce the Call for Projects for the Congested Corridors funds this fall with applications due in January 2010. The Trade Corridors Call for Projects is expected in March 2020. Funding for the construction of the project (shortfall is estimated to be \$153 M, with \$75 M is bridge toll match) will not happen without the resources from the added gas tax funds that were identified in Senate Bill 1 (SB 1).

A second strategy to deliver the project is to only deliver the I-80 HOV Lanes. This will reduce the cost of the construction and not preclude a future Express Lanes from being added. The benefit is that the Cost/Benefit Ratio will increase and the requested funding from SB1 will decrease. Both these benefits makes the project more competitive. Staff is currently estimating the cost of this option. However, if an HOV Lanes only option is used, staff is recommending that future State Transportation Improvement Program (STIP) funding be added to the funding plan. Not only will this make the project more competitive, but it will provide a fund source should there be unexpected cost overruns in construction.

I-80/I-680/SR 12 Interchange in the City of Fairfield

The I-80/I-680/SR 12 Interchange PA/ED was completed in 2012. Additionally the mitigation and permits have been completed. This decade long effort has opened the door to having the construction packages compete for funding. Construction is planned in 7 packages as funding becomes available. This project has been identified to receive \$150 M of RM 3 funds. These important funds will provide the resources necessary to elevate the individual construction packages to be shovel ready and compete for construction funding.

The next construction package of the Interchange is *Package 2A*. This Package will build a new two-lane connector from Jameson Canyon to Eastbound I-80 and braid the ramps from Jameson Canyon to I-680/Green Valley Rd. This Project is currently in design and fully funded with State Transportation Improvement Program (STIP), RM 3 and Trade Corridors funding. Based on a request from Caltrans, the STA is delivering the right-of-way for the project. Construction will begin in 2020.

Package 3 is the new two-lane connector from westbound I-80 to southbound I-680 and the completion of a complete interchanges at Suisun Valley and Green Valley Rds. The scope also includes a new partial interchange at I-680 and Red Top Rd. This project is 65% designed and in need of construction funding. The right-of-way work (utility relocation, property acquisition, business relocation and building demolition) will be funded with RM 3. Funding for the construction of the project (estimated to be \$150 to 175M) will not happen without the resources from the added gas tax funds that were identified in Senate Bill 1 (SB 1).

I-80 Westbound Cordelia Truck Scales Relocation in Solano County

This project will rebuild the existing westbound scales ½ mile to the east of the existing location. The project will also braid the scales off-ramp with the SR 12 east on-ramp. The Project received environmental clearance (CEQA) as part of the I-80/I-680/SR 12 Interchange. Additionally, this project has been identified to receive \$105 M of RM 3 funds. These important funds will provide the resources necessary to elevate this project to be shovel ready and compete for construction funding. Funding for the construction of the project (estimated need to be \$136 M) will not happen without the resources from the added gas tax funds that were identified in Senate Bill 1 (SB 1).

SR 12 East in and near the City of Rio Vista

Caltrans has a major rehabilitation project from Summerset Rd to the Rio Vista Bridge. The \$75M construction project has published the draft environmental document, and once that phase is completed, Caltrans will determine if the project will be split into two construction packages or not. The determining factor for this decision is if the portion between Summerset Rd. and downtown will take longer to deliver due to natural resources study requirements or not. The STA, City of Rio Vista and Caltrans have been closely working together to on the downtown segment. The emphasis has been on including within that segment, elements to create a complete street as envisioned in the Rio Vision report. Caltrans staff has been very collaborative to work out what the project can provide and what are additional elements that can be added to the project, but paid for locally. Staff is recommending as part of a separate staff report programming \$1M of STIP funds to the project and enter into an agreement with the City and Caltrans for the City to contribute an additional \$400,000 towards this work.

SR 37

At Fairgrounds Dr. and SR 37, STA has implemented new SolanoExpress bus stops on the on-ramps and is currently working on the design of the interchange improvements in coordination with the City of Vallejo, County of Solano, SolTrans and Six Flags. The interchange improvements is an operational improvement project that will be ready to begin construction in 2 years. The funding plan construction is reliant on RM 3 and STIP funding.

STA staff is also concurrently working in partnership with MTC, Caltrans, Napa County Transportation Authority and Sonoma County Transportation Authority to deliver congestion relief between Mare Island and SR 121 as a near term project and deliver a sea level rise mitigation project as a long term project. These projects are complicated due to the environment where SR 37 sits, in the middle of the San Pablo Bay National Refuge. The environmental work for the near term congestion relief project has just begun and is funded with bridge toll funds contributed by MTC. This team is currently working with Caltrans to resolve the delivery program along the corridor that includes projects lead by Caltrans funded with the State Highway Operation and Protection Program (SHOPP).

SR 29

STA staff and the City of Vallejo staff will be working with Caltrans on a major rehabilitation project along SR 29 in Vallejo. The intent is to work with Caltrans to deliver a complete streets project that includes elements of the City's Sonoma Blvd. Specific Plan. The innovative Plan envisions creating a sense of place for the area through calming traffic with a road diet to accommodate bikes, pedestrians, and transit in and along the corridor. Similar to the effort on SR 12 in Rio Vista, local funding will be required for elements that cannot be funded with SHOPP dollars. These elements include landscape, hardscape, enhanced lighting, and enhanced striping, signing, transit stops.

Fiscal Impact:

None at this time.

Recommendation:

Informational.

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DATE: September 15, 2019
TO: STA Board
FROM: Brenda McNichols, Accounting Technician
RE: Fiscal Year (FY) 2018-19 Abandoned Vehicle Abatement (AVA) Program
Third Quarter Report

Background:

The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administrative duties include disbursing funds collected by the State Controller's Office from the Department of Motor Vehicle (DMV) vehicle registration fee of \$1 per registered vehicle, using the funding formula of 50% based on population and 50% on vehicles abated.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Rio Vista, City of Suisun City, City of Vacaville, City of Vallejo, and County of Solano.

Discussion:

For the Third Quarter, STA received the allocation from the State Controller's Office in the amount of \$107,765 and has deducted \$3,233 for administrative costs. The STA disbursed cost reimbursement to member agencies for the Third Quarter in the total amount of \$70,786. The remaining AVA fund balance after the third quarter disbursement to the member agencies is \$33,746.

Attachment A is a matrix summarizing the AVA Program activities through the Third Quarter FY 2018-19 and is compared to the total FY 2017-18 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program. This matrix shows total program activities at 67% compared to the FY 2017-18.

The City of Fairfield has abated more vehicles to date in the third quarter.

The City of Rio Vista continues to have no report of abated vehicles for the quarter. The City of Vallejo had no report of abated vehicles for the third quarter after several attempts to contact them requesting their report.

Fiscal Impact:

None

Recommendation:

Informational.

Attachment:

- A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2018-19 and FY 2017-18

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for
FY 2018-19 and FY 2017-18
Third Quarter Ending March 31, 2019**

	FY 2018-19 (Q1 – Q3)				FY 2017-18		
	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement	% of Abated Vehicle from Prior FY	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement
City of Benicia	325	\$9,064	\$28	70%	467	\$15,438	\$33
City of Dixon	169	\$11,699	\$69	148%	114	\$8,232	\$72
City of Fairfield	2,709	\$112,232	\$41	62%	4,370	\$159,164	\$36
City of Rio Vista	0	\$0	\$0	0%	0	\$0	\$0
City of Suisun	237	\$18,654	\$79	62%	380	\$24,136	\$64
City of Vacaville	592	\$29,536	\$50	59%	1,008	\$54,245	\$54
City of Vallejo	1,861	\$63,377	\$34	76%	2,439	\$125,843	\$52
Solano County Unincorporated area	113	\$6,820	\$60	80%	141	\$9,909	\$70
Total	6,006	\$251,382	\$42	67%	8,919	\$396,967	\$45

The total remaining AVA fund available after the second quarter disbursement to member agencies is \$50,094.52. This amount is available for disbursement to member agencies utilizing the funding formula, in addition to the State Controller's Office allocation for the fourth quarter FY 2018-19.



DATE: September 26, 2019
 TO: STA Board
 FROM: Triana Crighton, Assistant 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
Federal			
1.	Federal Highway Administration (FHWA) – Nationally Significant Federal Lands and Tribal Projects (NSFLTP)	Up to \$300 million ; projects of at least \$25 million	First deadline is December 18, 2018, applications accepted on a Quarterly Rolling Basis.
2.	Department of Housing and Community Development (HCD) – Infill Infrastructure Grant Program (IIG)	Up to \$410 million	Applications due Early Winter 2019-2020
3.	Program for Arterial System Synchronization (PASS)	Up to \$3 million	Due on 4:00 PM on Wednesday, October 23, 2019
Regional			
1.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
2.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$7,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
3.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$5,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
4.	PG&E Charge Program	Pays to install 7,500 chargers in PG&E area	Due On First-Come, First-Served Basis
State			

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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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. Yellow highlighted grants have deadlines approaching soon!

Fund Source	Application Contact**	Project Types/Eligibility	Amount Available	Program Description	Call For Projects	STA Staff Contact	Potential Projects
Federal Grants							
Nationally Significant Federal Lands and Tribal Projects (NSFLTP)	Jeffrey Mann, NSFLTP Program Manager (202) 366-9494 Jeffrey.mann@dot.gov	Tribal and/or Federally Significant Land (on, adjacent to, or providing access to)	\$300 million; construction cost of at least \$25 million, projects with \$50+ million will be prioritized.	Federal funding to projects of national significance for construction, reconstruction, or rehabilitation of transportation facilities within, adjacent to, or providing access to Federal or Tribal lands.	Ongoing. Application Due On First-Come, First-Served Basis	Triana Crighton (707) 399-3230 tcrighton@sta.ca.gov	Projects involving Travis AFB
Infill Infrastructure Grant (IIG) Program	Infill Infrastructure Grant Program infill@hcd.ca.gov	Parks • Utility improvements • Streets • Sidewalks & bike lanes • Traffic signals • Site preparation • Streetscape improvements • Storm drains	Up to \$410 million	IIG provides grants to cover gap funding needs for infrastructure improvements necessary for specific residential or mixed-use infill development projects. The program funds two types of applications: Qualifying Infill Areas (QIAs) which meet infrastructure needs for multiple future housing developments within a larger area and Qualifying Infill Projects (QIPs) which meet infrastructure needs associated with a single housing development project.	Not yet open, will open in Early Winter 2019-2020.	Triana Crighton (707) 399-3230 tcrighton@sta.ca.gov	
Program for Arterial System Synchronization (PASS)	Robert Rich rich@bayareamet.ro.gov	Projects that improve arterial operations through the coordination of traffic signals and related services	Up to \$3 million	The purpose of PASS is to provide technical consultant assistance or funding to cities/counties to update traffic signal timing plans as a low-cost way to improve the safety and efficiency of arterials in the region.	Open now.	Triana Crighton (707) 399-3230 tcrighton@sta.ca.gov	Vallejo's Sonoma Blvd or Hwy 12 through Fairfield/Suisun
Regional Grants							
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	Replace high-polluting off-road equipment	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.	Ongoing. Application Due On First-Come, First-Served Basis	Triana Crighton (707) 399-3230 tcrighton@sta.ca.gov	
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Graciela Garcia ARB (916) 323-2781 ggarcia@arb.ca.gov	Low/No Carbon Vehicles	Up to \$7,000 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	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Triana Crighton (707) 399-3230 tcrighton@sta.ca.gov	

Fund Source	Application Contact**	Project Types/Eligibility	Amount Available	Program Description	Call For Projects	STA Staff Contact	Potential Projects
				the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).			
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	Low/No Carbon Engines	Approx. \$5,000 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.	Application Due On First-Come, First-Served Basis	Brandon Thomson (707) 399-3234 bthomson@sta.ca.gov	- FAST Renewable Diesel Bus Purchase
PG&E EV Charge Network	1-877-704-8723 EVChargeNetwork@pge.com	EV Infrastructure	Funds infrastructure to support 7,500 chargers in PG&E service area	PG&E plans to install 7,500 charging stations across their service area. Most of these will be at employers or multi-unit dwellings. This could be a potential avenue for funding and coordination to bring more EV infrastructure to Solano County.	January 2018 – 2020, or funds exhausted	Triana Crighton (707) 399-3230 tcrighton@sta.ca.gov	EV Charging Infrastructure
Statewide Grants							

**STA staff, Triana Crighton, can be contacted directly at (707) 399-3230 or tcrighton@sta.ca.gov for assistance with finding more information about any of the funding opportunities listed in this report



DATE: October 3, 2019
TO: STA Board
FROM: Johanna Masiolat, Clerk of the Board
RE: 2019 STA Board and Advisory Committees Meeting Schedule

Discussion:

Attached is the 2019 STA Board and Advisory Committees Meeting Schedule that may be of interest to the STA Board.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committees Meeting Schedule for Calendar Year 2019



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2019**

STA Board:	Meets 2 nd Wednesday of Every Month
Consortium :	Meets Last Tuesday of Every Month
TAC:	Meets Last Wednesday of Every Month
BAC:	Meets 1 st Thursday of every Odd Month
PAC:	Meets 1 st Thursday of every Even Month
PCC:	Meets 3 rd Thursday of every Odd Month
SR2S-AC	Meets Quarterly (Begins Feb.) on the 3 rd Wed.

DATE	TIME	DESCRIPTION	LOCATION	STATUS
(to be rescheduled)	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., July 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 18	9:30 a.m.	Consolidated Transportation Svcs. Agency (CTSA-AC)	TBD	Tentative
Thurs., July 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	Benicia City Hall	Confirmed
July 24 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 25 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
Thurs., August 1	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
August 8 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 21	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Tues., August 27	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., August 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	Rio Vista Veterans Hall	Confirmed
Tues., September 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., October 3	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., October 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 17	9:30 a.m.	Consolidated Transportation Svcs. Agency (CTSA-AC)	TBD	Tentative
No meeting due to STA's Annual Awards in November (No STA Board Meeting)		Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., November 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 13	6:00 p.m.	STA's 21 th Annual Awards	TBD	Confirmed
Wed., November 20	11:30 a.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., November 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	SolTrans Operations Facility	Confirmed
Tues., November 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., December 5	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., December 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., December 17	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., December 18	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed