



SOLANO COUNTY GRAND JURY
2013-2014

Vallejo Station Parking Structure Phase A

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I. INTRODUCTION

The Vallejo City Council adopted the Waterfront Planned Development Master Plan (WPDMP) in the desire to make the area an active and enhanced environment for residents of and visitors to Vallejo. The City Council envisions an area with parks, public spaces, shopping, dining, residential units and other amenities. This will stimulate economic development, create increased employment opportunities, and encourage new business development in the waterfront district and downtown.

The 2013-2014 Solano County Grand Jury investigated the relationship between anticipated revenues and expenses for the operation of the Vallejo Station Parking Garage Phase A.

The City of Vallejo budgeted \$145,000 for FY 2013-2014 to cover anticipated shortfalls in the revenue of the Vallejo Station Parking Garage.

The Vallejo Station Parking Structure Project (VSPS) is a major component of the Vallejo Waterfront Planned Development Master Plan. WPDMP was designed to consolidate the existing surface parking lots located along Mare Island Way from Capitol Street to Maine Street. The parking structure is designed as a joint use facility to accommodate transit-oriented use. The VSPS is located across the street from the Baylink Ferry Terminal which connects Vallejo with the San Francisco Bay Area.



II. METHODOLOGY

- Toured VSPS
- Interviewed:
 - City of Vallejo Public Works staff
 - Staff of Solano Transportation Authority
 - Member of Solano County Board of Supervisors
- Reviewed:
 - City of Vallejo Website
 - VSPS Parking Fund FY 2013-14 Adopted Budget
 - Actual monthly revenues/expenses for VSPS for FY 2012-13
 - Actual monthly revenues/expenses to date for VSPS for FY 2013-14
 - Vallejo Waterfront Project Frequently Asked Questions (FAQ)
 - VSPS data of available parking spaces
 - City of Vallejo Major Developments Update – July 1, 2005
 - Newspaper articles

III. STATEMENT OF FACTS

In August 1996, the City of Vallejo Redevelopment Agency (RDA) directed staff to solicit proposals from developers for inclusion into the WPDMP and ultimately an agreement to develop the various properties on the Vallejo waterfront.

The Waterfront/Downtown Project area is roughly 110 acres located along the waterfront between the Mare Island Causeway to the north and Solano Avenue to the south. Thirty-five (35) acres will be for public use, including a public parking garage to consolidate ferry parking and the bus transfer station. Upon project completion, parks, open space, plazas and promenades will make up roughly 28 acres of the project. A total of 562,000 square feet of retail, commercial and office space is planned, along with 1,080 residential units.

Waterfront and Mare Island redevelopment has become a community effort, with input from residents helping shape the future of what could become the most significant economic generator for the City of Vallejo.

The parking garage and transportation center serve as a model for the rest of the Bay Area, helping make Vallejo a transportation and commuter hub for the North Bay.

The Redevelopment Agency (RDA) established a Waterfront Review Panel in January 1997. The RDA approved Callahan/DeSilva Vallejo, LLC as the master developer in April 1997. From June 1997 to April 1999 the Waterfront Developer Review Panel and Callahan/DeSilva Vallejo, LLC conducted 28 community meetings, and council workshops to further develop the Master Plan. The Master Plan was then presented to the Vallejo City Council in April 1999 and approved in August 2000. Phase A of the Master Plan included a parking garage which would serve the needs of downtown retail business development and commuters using the Baylink Ferry Service connecting Vallejo with San Francisco Bay Area.

The WPDMP was set aside for many years due to the closure of Mare Island in 1996 and its financial impact on the vitality of the City of Vallejo. Ensuing environmental issues also contributed to the delay.

Triad Development, Inc. (Triad) was working with the City of Vallejo on the Hiddenbrooke Development. Impressed with the work of Triad, the City of Vallejo asked Triad to help plan and execute a revitalization of the downtown area. In October 2003, Triad and the City of Vallejo signed a Memorandum of Understanding outlining a plan to revitalize the downtown and waterfront area.

With the help of the citizens of Vallejo, many public meetings were held, ideas exchanged and widespread support was gained for this project. Final approval of the Downtown Waterfront Master Plan was unanimously approved by the Vallejo City Council in September 2005.

The design for the VSPS got underway by the Vallejo City Council awarding the design contract to Watry Design, Inc. of Redwood City, California on November 13, 2007.

A study session was conducted so that a presentation, overview and background could be made on October 28, 2008 to the Vallejo City Council. A public meeting was held on November 19, 2008 to present the project to the public and gain input on the project design. Finally, the Vallejo Station Parking Plan Phase A was approved on June 6, 2009. In January 2010, the plans and specifications were completed by Watry Design.

Funding sources for the Vallejo Station Parking Structure Phase A included:

American Recovery & Reinvestment Act of 2009	\$2,448,678
Federal Transit Authority	870,133
Federal Transit Authority Section 115	1,250,000
State Transit Improvement Program	13,128,000
Regional Measure 2 (Bridge Tolls)	6,183,316
Total.....	\$23,880,127

Construction bids were publicly read on March 18, 2010. On April 13, 2010, the Vallejo City Council adopted a resolution approving plans and specifications for Vallejo Station Parking Structure Phase A and awarded a construction contract to Howard S. Wright Constructors, Emeryville, CA for the amount of \$16,654,126.

The total approved construction budget for the project was \$23,880,127. A contingency factor of 15% (\$2,498,119) was allowed, which was well within the budgeted amount.

Construction on Vallejo Station Parking Structure project commenced on June 1, 2010.

A ribbon cutting ceremony was held on October 11, 2012.

The 750-Space VSPS opened on October 15, 2012. The WDPMP calls for the ability to meet the needs of the SolTrans Bus Terminal, the Water Emergency Transportation Authority, the Baylink Ferry Terminal, as well as to create an improved pedestrian environment.

The City of Vallejo allowed free parking until July 31, 2013 as an incentive for the public to become familiar with the new facility. A daily fee of \$5.00 or a monthly fee of \$20.00 is being charged per vehicle which commenced on August 1, 2013.

The goal of the revenue/expenditures was to reach a balance so the parking garage would be self-sufficient. In initial years parking fee revenues were estimated to be \$555,000 per year. Annual operating costs were estimated to be \$700,000. In the annual budget, the Vallejo City Council authorized a general fund subsidy of \$145,000 to bridge the gap between the projected revenues and expenditures, if necessary.

The City of Vallejo Public Works Department staff estimates projected revenue for FY 2013-2014 to be approximately \$513,000. Total expenses for FY 2013-2014 were projected to be \$642,606. A shortfall of revenue potentially exists in the amount of \$129,606. However, this shortfall will be offset by the City of Vallejo through the general fund subsidy of \$145,000.

IV. SUMMARY

The City of Vallejo has made a significant commitment to the Waterfront Planned Development Master Plan. Vallejo Station Parking Structure Phase A is a critical component of the development. Long range plans call for retail, transportation, recreation and other business support services. The project appears to be able to provide long range benefits to the City of Vallejo as well as Solano County. The proximity of the Vallejo Station Parking Structure Phase A to the Baylink Ferry Terminal provides Solano County commuters and visitors a link between Vallejo and the San Francisco Bay Area. The services provided by the City of Vallejo promote efficient parking for local businesses, their employees, commuters and special event attendees.

The operating and maintenance costs of the Vallejo Station Parking Structure Phase A will be supported by parking fees and contingency funds provided by the City of Vallejo.

V. FINDINGS AND RECOMMENDATIONS

Finding 1

Revenue from the Vallejo Station Parking Garage does not cover operational costs at this time.

Recommendation 1

Promote and expand usage of Vallejo Station Parking Garage in an effort to improve the ratio of income to expenditures to achieve self-sufficiency.

Finding 2

The daily parking fee is \$5.00 and the monthly parking fee is \$20.00.

Recommendation 2

Consider adjusting parking fees to improve the ratio of income to expenditures.

COMMENTS

The Vallejo Station Parking Structure provides an ideal location for commuters and downtown business patrons and employees to park at a reasonable rate.

The City of Vallejo is to be commended for the significant efforts to include and involve the Vallejo general public in the overall planning of this project.

The project provides an outstanding facelift to the waterfront area and to the image of the City of Vallejo that benefits not only the City of Vallejo but the entire County of Solano.

REQUIRED RESPONSES

City of Vallejo, Public Works Department (Finding 1, 2)
Vallejo City Council (Finding 2)

COURTESY COPIES

Clerk, Solano County Board of Supervisors
Vallejo City Manager