

In furtherance of the direction from Governor Newsom (Executive Order N-25-20) and Solano County Public Health (Solano County’s “Stay at Home” Order) and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the STA Board will not be convening at Suisun City Hall Council Chambers but will instead move to a remote meeting.

Join Zoom Meeting
<https://zoom.us/j/973798137?pwd=RVNUcDVxZGV5STZwem9mTiswaVhoQT09>
 Meeting ID: 973 798 137
 Password: 001774

To Participate by Phone
 Dial: 1(408) 638-0968
 Access Code: 973798137#

Click here for [Zoom Instructions](#)

Public Comments:

Public Comment may still be provided by either submitting written public comments to STA’s Clerk of the Board, Johanna Masiclat via email at jmasiclat@sta.ca.gov by 5:30 p.m. on the day of the meeting, which will be read during Public Comment or on the related item when Public Comment is called and entered into the record. Public Comment can also be requested during the meeting via the phone/computer audio when the Chair calls for Public Comment on an item. We request that you state and spell your first and last name, verify the item that you wish to speak on and then you will be allowed three minutes to address the STA Board when your name is called.

Americans with Disabilities Act (ADA):

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Đối với tài liệu gọi dịch:

Para sa mga dokumento tawag sa pagsasalin:

707-399-3203

ITEM

BOARD/STAFF PERSON

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

Chair Rowlett

<u>STA BOARD MEMBERS</u>							
Jim Spring	Lori Wilson	Elizabeth Patterson	Thom Bogue	Harry Price	Ronald Kott	Ron Rowlett (Chair)	Bob Sampayan (Vice Chair)
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	Hope Cohn	Raymond Beaty	Robert McConnell

The complete STA Board Meeting Packet is available on STA’s Website at www.sta.ca.gov
 (Note: STA Board Meetings are held at Suisun City Hall, 6:00 p.m. on the 2nd Wednesday of every month except August (Board Summer Recess) and November (Annual Awards Ceremony).)

- 2. CONFIRM QUORUM/ STATEMENT OF CONFLICT** Chair Rowlett
 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.
- 3. APPROVAL OF AGENDA**
- 4. OPPORTUNITY FOR PUBLIC COMMENT**
 (6:10 – 6:15 p.m.)
- 5. EXECUTIVE DIRECTOR'S REPORT** Daryl Halls
 (6:15 – 6:20 p.m.)
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- 6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)** Supervisor Jim Spering
 (6:20 – 6:25 p.m.)
- 7. STA PRESENTATIONS**
 (6:25 – 6:35 p.m.)
- A. Directors Reports:**
- 1. Projects**
 - a. Update of I-80/I-680/State Route (SR) 12 Interchange Project Funding** Janet Adams
 - b. List of Shovel Ready Projects**
 - 2. Planning – Legislative Update** Vincent Ma
 - 3. Programs** Ron Grassi
- 8. 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 March 11, 2020** Johanna Masiclat
Recommendation:
 Approve the Minutes of the STA Board Meeting of March 11, 2020.
Pg. 13
- B. Draft Minutes of the STA TAC Meeting of March 25, 2020** Johanna Masiclat
Recommendation:
 Approve the Draft Minutes of the STA TAC Meeting of March 25, 2020.
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- C. Fiscal Year (FY) 2019-20 Second Quarter Budget Report** Susan Furtado
Recommendation:
 Receive and file.
Pg. 25
- D. STA Bicycle Advisory Committee (BAC) New Member Appointment** Brent Rosenwald
Recommendation:
 Approve the BAC membership recommendation for Jodie Stueve to represent the City of Dixon with a three-year term to expire on May 1, 2023.
Pg. 27
- E. STA Pedestrian Advisory Committee (PAC) New Member Appointment** Triana Crighton
Recommendation:
 Approve the PAC membership recommendation for Joseph Green-Heffern to represent the City of Fairfield with a three-year term to expire on July 1, 2023.
Pg. 31
- F. Transportation and Land Use Project Manager** Robert Guerrero
Recommendation:
 Authorize the Executive Director to enter into a funding agreement with the Solano Economic Development Corporation (EDC) for a contract not to exceed \$25,000 for transportation and land use project management services shown in Attachment A.
Pg. 35
- G. Vallejo Community Based Transportation Plan (CBTP) Participatory Budgeting Project Selections** Ron Grassi
Recommendation:
 Approve the following:
 1. The Vallejo Participatory Budgeting Projects for \$400,000 of regional STAF Lifeline funding as shown in Attachment C; and
 2. Authorize the Executive Director to enter into funding agreements with the City of Vallejo and SolTrans to implement the approved PB Projects.
Pg. 37
- H. Regional Transportation Impact Fee (RTIF) Transit Facility Public Art Fund** Erika McLitus
Recommendation:
 Approve the creation of the Regional Transportation Impact Fee (RTIF) Transit Facility Public Art Fund as part of the 5% Regional Transit Funding.
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9. ACTION FINANCIAL ITEMS

A. Solano Suburban Housing Incentive Pool (SubHIP)

Recommendation:

Approve the following:

1. \$1.9 million from the Suburban Housing Incentive Pool (SubHIP) program for the Vacaville Transportation Center/Allison Drive PDA implementation project; and
2. Authorize the STA Executive Director to enter into a funding agreement with the City of Vacaville for the \$1.9 million.

(6:40 – 6:45 p.m.)

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Robert Guerrero/
Shawn Cunningham,
City of Vacaville

10. ACTION NON-FINANCIAL ITEMS

A. Solano County Comprehensive Transportation Plan (CTP): Transit Element

Recommendation:

Approve the updated Transit Element of the CTP as shown in

[Attachment A](#).

(6:45 – 6:50 p.m.)

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Robert Guerrero

B. Solano County Comprehensive Transportation Plan: Arterials, Highways and Freeways Element

Recommendation:

Approve the updated Arterials, Highways and Freeways Element of the CTP as shown in [Attachment A](#).

(6:50 – 6:55 p.m.)

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Robert Guerrero

C. Solano County Comprehensive Transportation Plan: Land Use Chapter

Recommendation:

Approve the updated Land Use Chapter of the CTP as shown in

[Attachment A](#).

(6:55 – 7:00 p.m.)

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Triana Crighton

D. Solano Comprehensive Transportation Plan (CTP): Solano Active Transportation Plan (ATP)

Recommendation:

Approve the Solano Active Transportation Plan (ATP) of the CTP as shown in

[Attachment B](#).

(7:00 – 7:05 p.m.)

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Anthony Adams

11. INFORMATIONAL – NO DISCUSSION

- | | |
|---|------------------|
| A. Legislative Update
Pg. 59 | Vincent Ma |
| B. Regional Transportation Impact Fee (RTIF) – 2st Quarter Update
FY 2019-20
Pg. 77 | Erika McLitus |
| C. Fiscal Year (FY) 2019-20 Abandoned Vehicle Abatement (AVA)
Program Second Quarter Report
Pg. 81 | Debora Harris |
| D. Summary of Funding Opportunities
Pg. 83 | Brent Rosenwald |
| E. 2020 STA Board and Advisory Committee Meeting Schedule
Pg. 85 | Johanna Masiclat |

12. BOARD MEMBERS COMMENTS

13. ADJOURNMENT

The STA Board’s next regularly scheduled meeting is at **6:00 p.m., Wednesday, May 13, 2020**, at the Suisun Council Chambers.

STA Board Meeting Schedule for Calendar Year 2020

- 6:00 p.m., Wed., May 13th**
- 6:00 p.m., Wed., June 10th**
- 6:00 p.m., Wed., July 8th**
- No Meeting in August (Board Summer Recess)**
- 6:00 p.m., Wed., September 9th**
- 6:00 p.m., Wed., October 14th**
- No Meeting November**
- 5:30 p.m., Wed., November 4, 2020 –**
STA’s 23rd Annual Awards Ceremony – City of Vacaville
- 6:00 p.m., Wed., December 9th**

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DATE: April 2, 2020
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – April 2020

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.

STA Corona Virus (CoVID 19) Response Update *

STA staff began telecommuting on March 19, 2020 and the telecommuting requirement for all STA staff has been officially extended to April 30th with staff prepared to extend month to month if warranted. The Solano Mobility Call Center staff is also telecommuting and serving customers via email and cell phones. Only essential administrative and/or finance staff is visiting the office periodically for essential tasks such as picking up mail, processing invoices and agreements, etc.

Impact on Transit Service in Solano County

Both the Capitol Corridor and SF Bay Ferry have experienced dramatic drops in ridership (ranging from 95% for the CCJPB to 98% for the Ferry) and as a result, significantly reduced service. The SF Bay Ferry have suspended many of their ferry runs, but has reduced, but not eliminated the San Francisco to Vallejo service. The Capitol Corridors has also reduced the number of daily train trips from 15 to 5 in the Oakland to Sacramento segment of the service which serves the Suisun-Fairfield Station and the Fairfield-Vacaville-Hannigan Station.

Solano County Transit (SolTrans), Fairfield and Suisun Transit (FAST) and Vacaville City Coach have all reduced their local transit service, including suspension of four local routes by FAST and two by City Coach. The four Solano Express Routes have reduced their service frequency to essentially Saturday level service. All three operators are currently not charging fares for riders and ridership drop has ranged between 75% and 90%. Dixon Redit-Ride and Rio Vista Delta Breeze have experienced ridership drops between 60% to 75%, but have not reduced service and are still collecting fares. STA staff has posted all of the transit schedule changes on the Solano Mobility website along with any adjustments to Solano Mobility programs and services.

Federal Stimulus Provides Short Term Funding for Transit

On March 27, 2020, President Trump signed the \$2 Trillion "Coronavirus Aid, Relief and Economic Security (CARES) Act" that includes \$25 billion to help the nation's transit operators respond to the COVID 19. This includes \$22.7 billion allocated to large and small urban areas and \$2.2 billion allocated to rural areas. The Bay Area region's share is projected to be \$1.3 billion. Allocation amounts for this one-time funding is scheduled to be released by the Federal Transit Agency (FTA) on April 2nd. This will include apportionments for federal large and Small

Urbanized Areas (UZAs) and rural 5310 funds. Solano County has three small UZAs (Vallejo/Benicia, Fairfield/Suisun, and Vacaville). Dixon and Rio Vista are rural operators. The Metropolitan Transportation Commission (MTC) has proposed allocating the funds in two rounds, one as soon as May, and the second later in the year. They have also proposed focusing the funding based on needs versus just formula. This approach is under discussion by the region's 25 plus transit operators.

Federal Focus Shifts to Shovel Ready Projects *

Transportation discussions in Washington DC have begun to focus on infrastructure as an opportunity to mitigate and stimulate the national economy which is reeling from the continued impacts of the COVID 19 pandemic. This has included identification of "Shovel Ready" projects. STA projects staff have developed a list of shovel ready transportation projects in preparation for this emerging discussion in Washington, DC, Sacramento, and at MTC. Staff will provide an update at the meeting.

Final Four Elements/Chapters of STA's County Transportation Plan Ready for Board Approval *

STA planning staff and consultants have prepared the final four chapters/elements of the CTP. These include the updated Land Use Chapter, and updates to the Active Transportation Element (Plan), Transit Element, and Arterial, Highways and Freeways Element. Links to the four plans have been sent out via links to all three Board CTP Subcommittees.

Vacaville Submits First Affordable Housing Project for Funding from Suburban Housing Incentive (SubHIP) Pilot Program *

Last year, the STA Board authorize staff to form the Solano Housing Investment Partnership (SolHIP) with Solano's seven cities and County. One of the early successes of this focused effort was the development of criteria for Suburban Housing Investment Program pilot. Based on this criteria, MTC programmed \$5 million for North Bay housing pilot and STA was provided \$4 million to identify one or more affordable housing projects located in Priority Development Areas (PDAs) adjacent to regional transit. The City of Vacaville has partnered with an affordable housing developer on a 99-unit project with 89 of the units affordable located in the Allison PDA adjacent to the Vacaville Transit Center (service by the Solano Express Blue Line). The City of Vacaville is requesting \$1.9 million of these funds in support of this project.

Transit Operators Recommend Funding for Public Art at Regional Transit Centers *

At the suggestion of a member of the Consortium, staff is bringing forward a recommendation to allow Public Art for Regional Transit Facilities a new eligible project for Regional Traffic Impact Fee (RTIF) transit Working Group. This Working Group is comprised of the Consortium members which makes recommendations for 5% of the RTIF funding. Working Group members unanimously agreed with this proposal with the frame work being that the revenue above the previous average \$61,000 annual revenue, would fund Art for Regional Transit facilities.

Mid-Year Budget Update and Initial Recommendation for FY 2020-21*

STA's Susan Furtado has prepared STA's mid- year (2nd quarter) budget update which highlights expenditures tracking with revenues. Impacts resulting from the CoVID 19 pandemic are not expected to come into play until the fourth quarter report. In early preparation for the FY 2020-21 budget updated scheduled to be brought to the Board in June, staff with the concurrence of the STA Board's Executive Committee, are recommending STA plan on a 15% reduction of Transit Development Act (TDA) funds and no CPI adjustment for membership contributions.

Attachment:

- A. STA Acronyms List of Transportation Terms

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

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



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
March 11, 2020

1. CALL TO ORDER

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

MEMBERS

PRESENT:

Ron Rowlett, Chair	City of Vacaville
Bob Sampayan, Vice Chair	City of Vallejo
Elizabeth Patterson	City of Benicia
Thom Bogue	City of Dixon
Harry Price	City of Fairfield
Ron Kott	City of Rio Vista
Lori Wilson	City of Suisun City
Jim Spring	County of Solano

MEMBERS

ABSENT: None.

STAFF

PRESENT: (In alphabetical order by last name.)

Anthony Adams	Project Manager
Janet Adams	Deputy Executive Director/Director of Projects
Betsy Beavers	SR2S Program Coordinator
Karin Bloesch	SR2S Senior Program Coordinator
Bernadette Curry	Legal Counsel
Triana Crighton	Assistant Planner
Susan Furtado	Accounting & Administrative Services Mgr.
Ron Grassi	Director of Programs
Robert Guerrero	Director of Planning
Daryl Halls	Executive Director
Debora Harris	Accountant I
Vincent Ma	Marketing & Legislative Program Manager
Johanna Masiclat	Office Manager/Clerk of the Board
Corester McLemore	SR2S Program Coordinator
Lloyd Nadal	Program Svcs. Division Manager
Brent Rosenwald	Planning Assistant
Brandon Thomson	Transit Mobility Coordinator
Sue Violette	SR2S Program Coordinator

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

Mike Barnbaum	Sacramento Transit Advocate
Jack Batchelor	District Rep. for Congressman John Garamendi
Greg Folsom	City Manager, City of Suisun City
George Gwynn	Suisun City Resident
Matt Medill	City of Suisun City
Matt Robinson	Shaw/Yoder/Antwih
Josh Shaw	Shaw/Yoder/Antwih
Tony Tavares	Caltrans District 4

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 Board Member Patterson, and a second by Board Member Price, the STA Board approved the *revised* agenda. (8 Ayes)

4. OPPORTUNITY FOR PUBLIC COMMENT

Mike Barnbaum provided a transit update in Sacramento and Yolo Counties.

5. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following items:

- Adoption of Equity Chapter for County Transportation Plan (CTP)
- Caltrans Update by District Director
- State Senator Dodd Introduces Bill to Authorize Tolling on SR 37 to Address Flooding and Traffic Congestion
- Various State Legislative Proposals to Potentially Impact Transit Services and Funding as Region Focuses on Transit Connectivity
- Solano County Projects for Plan Bay Area 2050 Regional Plan
- Priorities for Regional Measure 3 (RM 3) Competitive Programs
- STA Board to Award New Safe Routes to Schools (SR2S) Micro-Grants
- STA Board to Program Low Carbon Transit Program (LCTP) Funds for SolanoExpress Electrification
- Expanding College Student Fee to SolanoExpress Service Outside of Solano County
- Solano County Cities Join New Solano Housing Investment Partnership (SolHIP)

6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

MTC Commissioner and STA Board Member Jim Spering provided an update on the development of draft guidelines for the competitive programs of RM 3.

7. REPORT FROM CALTRANS

Tony Tavares, Caltrans District 4 Director, provide a presentation/update on Caltrans projects in Solano County.

8. STA PRESENTATIONS

A. Legislative Update *presented by Matt Robinson/Josh Shaw*

B. STA Presentations

- 1. Managed Lanes on the Solano I-80 Corridor** *presented by Daryl Halls*
- 2. Regional Transit Coordination** *presented by Ron Grassi*
- 3. TDM** *presented by Lloyd Nadal/Katelyn Costa*

C. Directors Reports:

- 1. Projects**
- 2. Programs**
- 3. Planning**

9. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

On a motion by Board Member Patterson, and a second by Board Member Wilson, the STA Board approved Items A through G. (8 Ayes)

A. Meeting Minutes of the STA Board Meeting of February 12, 2020

Recommendation:

Approve the Minutes of the STA Board Meeting of February 12, 2020.

B. Draft Minutes of the STA TAC Meeting of February 26, 2020

Recommendation:

Approve the Draft Minutes of the STA TAC Meeting of February 26, 2020.

C. Lifeline Program Funding Cycle 6

Recommendation:

Lifeline Program funding by the transit operators continue to be in coordination with the CTSA Advisory Committee and STA Board via the Consortium.

D. Solano Community College (SCC) Student Transportation Fee Update

Recommendation:

Approve allowing Solano Community College students to continue to ride at no additional cost with a valid Solano Community College student ID on all SolanoExpress routes, including stops outside of Solano County.

E. Low Carbon Transit Operations Program (LCTOP) Fiscal Year (FY) 2019-20 Funding

Recommendation:

Allocate Solano County FY 2019-20 LCTOP Population Based Funds for SolTrans \$595,846 (72%) and FAST \$231,718 (28%) for electrification infrastructure of the SolanoExpress fleet and distribution for FY 2020-21 LCTOP will be discussed through a cooperative process to be recommended by the Consortium to the STA Board.

F. Safe Routes to Schools (SR2S) Micro-Grant Program Project Update

Recommendation:

Approve the following:

1. Safe Routes to School Micro-Grant funding recommendations as shown in Attachment , and
2. The Executive Director to implement these funding recommendations.

G. I-80/I-680/State Route (SR) 12 Interchange Project Allocation

Recommendation:

Approve the following:

1. STA Resolution 2020-01 as shown in Attachment A; and
2. Funding Allocation Transfer Request from Metropolitan Transportation Commission (MTC) to transfer \$1,059,820 in bridge toll funds to the I-80/I-680/SR 12 Interchange – Right of Way Phase.

10. ACTION FINANCIAL ITEMS

A. Regional Measure 3 Bridge Toll Competitive Programs Priority Projects

Janet Adams reviewed and outlined the competitive programs in priority order with staff recommendation on the priority projects and funding amount to be sought for each project. She noted that STA is seeking projects that will be competitive to secure funding from these programs and that will attract RM 3 funding for projects that provide regional benefit, projects that are ready to begin construction within 3 to 5 years and projects that have high local support, including local funding to demonstrate this local support.

Board/Public Comments:

Board Member Patterson requested to amend the recommendation by adding the Park Road Improvements to list of priority projects.

Recommendation:

Approve the priority capital projects for RM 3 competitive programs as shown in Attachment C.

On a motion by Board Member Patterson, and a second by Board Member Sampayan, the STA Board approved the recommendation with amendment adding Park Road Improvement to list of priority projects. (8 Ayes)

11. ACTION NON-FINANCIAL

A. Legislative Update

Daryl Halls presented the current issues and deficiencies of the regionally significant 21-mile East-West Corridor of State Route (SR) 37. He reported on sea level rise projection and proposed interim and ultimate solutions of the relief project. He commented that tolling is needed to finance the interim project and accelerate ultimate project for Segment B. He then introduced Senator Dodd's Senate Bill (SB) 1408 - The SR 37 Toll Bridge Act which authorizes to be determined authority to collect tolls on SR 37 to leverage state and federal funding to address congestion and sea level rise.

Board/Public Comments:

Mike Barnbaum commented on the bus on shoulder highway legislation.

George Gwynn addressed his support in the legislation to toll SR 37.

Recommendation:

Support with amendments for SB 1408 (Dodd) State Route 37 Toll Bridge Act.

On a motion by Board Member Wilson, and a second by Board Member Patterson, the STA Board approved the recommendations. (8 Ayes)

B. Plan Bay Area 2050 – Draft County Discretionary Revenues and Project Submittal

Robert Guerrero distributed Regional Transportation Plan (RTP) project narrative and reviewed the recommended changes from the previous project list to the new RTP submittals. He commented that at the January TAC meeting, STA staff informed the TAC members that the original RTP project submittals would have to be revised to be consistent with the new RTP county budget assumption reduced from \$2.4 billion to \$460 million. He concluded by noting that in order to meet MTC's March 27th deadline, STA staff is requesting the STA Board approve the revised project list.

Board/Public Comments:

None presented.

Recommendation:

Approve the Solano County Regional Transportation Plan Project List as specified in Attachment A.

On a motion by Board Member Price, and a second by Board Member Patterson the STA Board approved the recommendations. (8 Ayes)

C. Comprehensive Transportation Plan (CTP) Equity Chapter Adoption

Triana Crighton presented the Equity Chapter of the CTP. She commented that the Equity Chapter was circulated through a variety of Citizen Based Advisory Committees and external equity-focused groups within the county during the comment period. She cited that positive comments were received and that no recommended changes were made to the Equity Chapter.

Board/Public Comments:

Board Member Wilson thanked staff and the Equity working group for their hard work leading up to final adoption of the Equity Chapter.

Recommendation:

Adopt the CTP Equity Chapter as shown in Attachment A.

On a motion by Board Member Wilson, and a second by Board Member Price, the STA Board approved the recommendations. (8 Ayes)

12. INFORMATIONAL – NO DISCUSSION

A. Project Delivery Update

Pg.

B. Summary of Funding Opportunities

Pg.

C. 2020 STA Board and Advisory Committee Meeting Schedule

Pg.

13. BOARD MEMBER COMMENTS

14. ADJOURNMENT

The meeting was adjourned at 7:40 p.m. The next STA Board meeting is scheduled at **6:00 p.m., Wednesday, March 11, 2020**, Suisun Council Chambers.

Attested by:



Johanna Masielat
STA Clerk of the Board

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Solano Transportation Authority

**TECHNICAL ADVISORY COMMITTEE
DRAFT Minutes for the Meeting of
March 25, 2020**

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. via Teleconference.

TAC Members

Present:	Dan Sequeira for William Tarbox	City of Benicia
	Joe Leach	City of Dixon
	Paul Kaushal	City of Fairfield
	Matt Medill	City of Suisun City
	Shawn Cunningham	City of Vacaville
	Matthew Gleason for Terrance Davis	City of Vallejo
	Matt Tuggle	County of Solano

TAC Members

Absent:	William Tarbox	City of Benicia
	Robbin Borre	City of Rio Vista
	Terrance Davis	City of Vallejo

STA Staff and

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Anthony Adams	STA
	Janet Adams	STA
	Karin Bloesch	STA
	Ada Chan	ABAG
	Triana Crighton	STA
	Ron Grassi	STA
	Robert Guerrero	STA
	Daryl Halls	STA
	Johanna Masiclat	STA
	John McKenzie	Caltrans District 4
	Erika McLitus	STA
	Nouae Vue	City of Benicia

2. APPROVAL OF THE AGENDA

On a motion by Joe Leach, and a second by Matt Tuggle, the STA TAC unanimously approved the agenda. (7 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

2020 State Highway Operations and Protection Program (SHOPP) Approved List *presented by Janet Adams*

5. CONSENT CALENDAR

On a motion Matt Gleason, and a second by Shawn Cunningham, the STA TAC approved Items A through C. (7 Ayes, 1 Absent – Rio Vista)

A. Minutes of the TAC Meeting of February 26, 2020

Recommendation:

Approve TAC Meeting Minutes of February 26, 2020.

B. Vallejo Community Based Transportation Plan (CBTP) Participatory Budgeting Project Selections

Recommendation:

Forward a recommendation to the STA TAC and Board to:

1. Approve the Vallejo Participatory Budgeting Projects on Attachment C for \$400,000 of regional STAF Lifeline funding; and
2. Authorize the Executive Director to enter into funding agreements with the City of Vallejo and SolTrans to implement the approved PB Projects.

C. Regional Transportation Impact Fee (RTIF) Transit Facility Public Art Fund

Recommendation:

Forward a recommendation to the STA Board to approve the creation of the Regional Transportation Impact Fee (RTIF) Transit Facility Public Art Fund as part of the 5% Regional Transit Funding.

6. ACTION FINANCIAL ITEMS

A. Solano Suburban Housing Incentive Pool (SubHIP)

Robert Guerrero announced that the deadline to submit Letters of Interest has been extended to April 1, 2020. Robert Guerrero and Shawn Cunningham outlined staff's recommendation of \$1.9 million from the SubHIP funding for eligible transportation projects to incentivize an affordable development at the Vacaville Transit Center (VTC)/Allison Drive PDA. Shawn Cunningham commented that the SubHIP incentive would result in 89 affordable units out of a 99 unit development adjacent to the VTC on the northern end. Robert Guerrero noted that STA staff is continuing to work with the City of Fairfield for the remaining balance of the Pilot SubHIP funding to be applied to a transportation project that supports affordable development within the Fairfield Vacaville PDA.

Recommendation:

Forward a recommendation to the STA Board to approve the following:

1. \$1.9 million from the Suburban Housing Incentive Pool (SubHIP) program for the Vacaville Transportation Center/Allison Drive PDA implementation project; and
2. Authorize the STA Executive Director to enter into a funding agreement with the City of Vacaville for the \$1.9 million.

On a motion by Shawn Cunningham, and a second by Paul Kaushal, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent – Rio Vista)

7. ACTION NON FINANCIAL ITEMS

A. Solano County Comprehensive Transportation Plan: Transit Element

Robert Guerrero provided an update on the development of the Transit Element of the Solano Comprehensive Transportation Plan (CTP). He commented that the update is primarily concentrated on updated ridership information, changes to policies and programs, recent modification to the SolanoExpress bus service, and changes to the intercity rail and regional ferry service. He commented that the Transit Element will be presented to the STA Board Transit Subcommittee at a meeting tentatively scheduled in April for their input. He concluded by stating that the goal is to have the updated Element finalized for Board approval in May along with the CTP's Land Use and Equity Chapters, Arterials, Freeways and Highways and Active Transportation Elements update.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the updated Transit Element of the Comprehensive Transportation Plan as shown in Attachment A

On a motion by Joe Leach, and a second by Matt Gleason, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent – Rio Vista)

B. Solano County Comprehensive Transportation Plan: Arterials, Highways and Freeways Element

Robert Guerrero provided an update to the development of the Arterials Element of the CTP. He commented that the update is primarily concentrated on changes in policies and fund programs, project descriptions and data on safety and congestion where needed. He noted that there are no comments have been received. He concluded by stating that the goal is to have the updated Element completed in April for Board approval in May with the CTP's Land Use Chapter.

Recommendation:

Forward a recommendation to the STA Board to adopt the CTP Equity Chapter as shown in Attachment A.

On a motion by Matt Tuggle, and a second by Matt Medill, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent – Rio Vista)

C. Comprehensive Transportation Plan (CTP) Draft Land Use Chapter

Triana Crighton reported that much of the content of this Chapter has been extrapolated through the work of the Planning Directors for the Metropolitan Transportation Commission's (MTC) Plan Bay Area 2050 process and the formation of the SolHIP. She commented that the Plan Bay Area 2050 process required cities to review their current MTC geographies, such as PDAs, and gave them the opportunity to modify their existing designations or add new ones. These designations inform where development is planned to occur. The SolHIP effort will assist the cities to evaluate where and how their priority housing development projects can be implemented.

Recommendation:

Forward a recommendation to the STA Board to approve releasing the Draft Land Use Chapter of the CTP for a 30-day public comment period.

On a motion by Joe Leach, and a second by Matt Medill, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent – Rio Vista)

D. Comprehensive Transportation Plan (CTP) Solano Active Transportation Plan (ATP)

Anthony Adams commented that following Board approval, the seven cities and the County will have the opportunity to conduct public outreach, meet with committees, amend their individual agency chapters as they see fit, and adopt them as their local plans. He concluded by stating that the Solano Active Transportation Plan once complete will guide STA’s future investments in bike and pedestrian infrastructure in Solano County.

Recommendation:

Forward a recommendation to the STA Board to approve:

1. Releasing the Solano Active Transportation Plan (ATP) of the CTP for a 30-day public comment period; and
2. *The final version of the Active Transportation Plan to include the incorporated changes.*

On a motion by Shawn Cunningham, and a second by Joe Leach, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent – Rio Vista)

8. INFORMATIONAL ITEMS – DISCUSSION

A. Regional Transportation Impact Fee (RTIF) – 2st Quarter Update FY 2019-20

Erika McLitus provided an update to the RTIF revenues for 2nd Quarter FY 2019-20. She reported that a total of \$405,839 has been collected for all RTIF districts, which is somewhat below the projected average revenue of \$500k per quarter. She concluded by noting that STA staff will continue to monitor RTIF revenue and work with the seven working groups to select suitable projects to support with available revenue

B. Legislative Update

Vincent Ma provided an update to various state and federal legislative proposals to potentially impact transit services and funding. Daryl Halls reported on the \$2 trillion emergency stimulus funding package addressing the impacts of COVID-19. He added that the funding package includes \$25 billion for public transportation nationwide, which will flow to transit agencies via the Fiscal Year 2020 shares of the following formula programs: FTA 5307, FTA 5310, FTA 5337 - State of Good Repair; and, FTA 5340.

NO DISCUSSION

C. Fiscal Year (FY) 2019-20 Abandoned Vehicle Abatement (AVA) Program Second Quarter Report

D. Summary of Funding Opportunities

9. UPCOMING TAC AGENDA ITEMS

10. ADJOURNMENT

The meeting was adjourned at 2:30 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m., Wednesday, April 29, 2020** at the STA.

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DATE: March 27, 2020
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2019-20 Second Quarter Budget Report

Background:

The Solano Transportation Authority (STA) has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. In June 2019, the STA Board adopted the FY 2019-20 Budget as part of the two-year annual fiscal year budget plan. In January 2020, the STA Board adopted the FY 2019-20 Mid-Year Budget Revision.

Discussion:

The STA revenue and expenditure activity (Attachment A) for the FY 2019-20 Second Quarter reflects the overall STA program administration and operations expenditure at \$12.65 million (43%) of the budget with total revenue received at \$14.76 (50%) of budget projections.

Revenues:

Revenues received during the Second Quarter of the Fiscal Year primarily consist of quarterly annual advances of funds and reimbursement requests. As most STA programs are funded with grants on a reimbursement basis, the reimbursements from fund sources for the Second Quarter were billed and received after the quarter ending December 31, 2019. The revenue budget highlights are as follows:

1. The State Transit Assistance Fund (STAF) allocation for transit planning activities in FY 2019-20 for \$2,257,418 was received for the Mobility and Transit Programs. STAF funding for capital projects are ongoing and consultant invoices should be reflected in the next quarterly report.
2. The One Bay Area Grant (OBAG) 2 for the funding in FY 2019-20 received the amount of \$697,575 for planning and programming of programs, such as the Model Development and Maintenance, the Comprehensive Transportation Plan (CTP), and the Countywide Active Transportation Plan (ATP). The OBAG funds for the Mobility Program of \$124,327 and for the Safe Routes to School (SR2S) Program of \$51,580.
3. The Abandoned Vehicle Abatement (AVA) Program received the amount of \$205,420 through the second quarter, which includes the amount of \$6,163 for Administration.
4. The Transportation for Clean Air Funds (TFCA) for the first half of the FY 2019-20 funding in the amount of \$181,474.
5. The Intercity Taxi Scrip/Paratransit Program received the total fare box revenue of \$57,002, which includes farebox for the Soltrans Local Taxi Program (\$2,840) and for the Amtrak/Lyft First/Last Mile Program (\$1,280) through the second quarter of the fiscal year using the PEX Card and Poynt payment system.
6. The Regional Measure (RM) 2 funds received the amount of \$6,615,920 for I-80/I-680/ SR 12 Interchange Project for the right of way acquisitions.

7. The Regional Transportation Impact Fee (RTIF) Program received the amount of \$433,702 for the first quarter allocation, which includes the amount of \$8,674 (2%) for program administration.

Expenditures:

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

1. **STA's Operation and Administration is at \$1,152,472 (58%) of budget.** The STA Operation Management and Administration budget expenditures for the Second Quarter are within budget projections.
2. **Programs for Mobility and Transit is at \$2,118,253 (35%) of budget.** The Second Quarter budget expenditures for the Mobility Program activities are within the budget projections. The Solano Intercity Taxi/Paratransit Program, the Vehicle Share Program, and the Medical Transport Program are ongoing program activities. The new SolTrans Local Taxi Program and the Soltrans/Benicia Lyft Pilot Program are ongoing, and are within the anticipated expenditures. The program plans and surveys, such as the Consolidated Short Range Transportation Plan (SRTP), the Community Based Transportation Plan (CBTP), and the Transit Ridership Survey are ongoing and consultant billings should be reflected in the next quarterly report. The Safe Routes to School (SR2S) Program is within the projected budget.
3. **Project Development is at \$8,598,084 (44%) of budget.** The State Route (SR) 37 Improvement Project, the Countywide Parking Study, and the Solano Express Capital projects are ongoing and are within its budget expenditures. The I-80/I-680/SR 12 Interchange Project funded by Regional Measure (RM) 2 for the environmental studies and construction phase, including the mitigation and right of way activities is on a reimbursement basis. The North Connector Project is still in its closeout phase for mitigation site activities.
4. **Strategic Planning is at \$778,986 (42%) of budget.** The Model Development and Maintenance, the Countywide Active Transportation Plan (ATP), the Countywide Housing Land Use, and the Rail Network Integration Plan projects are ongoing. The Solano ATP/Wayfinding (Bike/Ped) and the Electric Vehicle (EV) Implementation activities are ongoing with unexpended allocated funds carried over from FY 2018-19 for the continuation of the planning efforts.

In summary, the revenues and expenditures for the fiscal year are consistent with the FY 2019-20 budgets. The total revenue of \$14.76 million and expenditure of \$12.65 million for the second quarter ending December 31, 2019 is consistent with the projected FY 2019-20 budgets.

Fiscal Impact:

The Second Quarter Budget for FY 2019-20 is within budget projections for the Revenue received of \$14,760,222 (50%) and Expenditures of \$12,647,795 (43%).

Recommendation:

Receive and file.

Attachment:

- A. STA FY 2019-20 Second Quarter Budget Report



FY 2019-20 Second Quarter Budget Report
July 1, 2019 - December 31, 2019
April 8, 2020

REVENUES				EXPENDITURES			
STA Fund	FY 19-20 Budget	Actual Revenue	%	Operations & Administration	FY 19-20 Budget	Actual Expenditures	%
Members Contribution/Gas Tax (Reserve Accounts)	50,000	50,000	100%	Operations Management	1,844,886	1,109,845	60%
Members Contribution/Gas Tax	65,996	65,996	100%	STA Board of Directors/Administration	50,900	42,627	84%
Transportation Dev. Act (TDA) Art. 4/8	602,636	602,636	100%	Expenditure Plan	50,000		0%
TDA Article 3	86,948		0%	Contributions to STA Reserve Account	50,000		0%
TDA Article 4/4.5	903,194	753,194	83%	Subtotal	\$1,995,786	\$1,152,472	58%
State Transit Assistance Fund (STAF)	4,898,951	2,257,418	46%	Programs			
FTA 5310	225,752		0%	Programs Management & Administration	294,675	191,397	65%
MTC-SRTP	130,000		0%	Employer Program	382,136	226,615	59%
One Bay Area Grant 2 (OBAG 2):Planning/Programming	1,568,751	697,545	44%	Solano Express Marketing	204,030	73,791	36%
One Bay Area Grant 2 (OBAG 2): Programs	507,039	124,327	25%	Consolidated Short Range Transportation Plan (SRTP)	200,000	129,278	65%
One Bay Area Grant 1 (OBAG 1): Programs	51,580	51,580	100%	Transit Management Administration	154,731	76,088	49%
STIP Planning, Programming and Monitoring (PPM)	68,469		0%	Communit Based /transportation Plan (CBTP)	165,242	56,312	34%
Bay Area Toll Authority (BATA)	400,000	356,020	89%	Transit Corridor Implementation/Solano Express	279,086	116,897	42%
Transit & Intercity Rail Capital Program (TIRCP)	750,000		0%	Lifeline Program	10,267	2,289	22%
RM 2 - Admin Revenue	118,395		0%	Transit Ridership Survey	129,331		0%
Transportation for Clean Air (TFCA)	467,853	169,604	36%	Suisun/Fairfield Amtrak Operation/Maintenance	100,000	7,221	7%
Active Transportation Program (ATP)	206,068	167,243	81%	Safe Route to School Program (SR2S)	587,761	255,960	44%
California Office of Traffic Safety (OTS)	26,268	26,268	100%	Paratransit Coordinating Council (PCC)	25,000	9,670	39%
Countywide Active Transportation Program (ATP)	130,313	76,728	59%	SR2S Safety Project	26,268	22,910	87%
Yolo/Solano Air Quality Management District (YSAQMD)	105,519	60,000	57%	Solano Intercity Taxi Scrip/Paratransit Program	1,111,404	342,496	31%
Abandoned Vehicle Abatement (AVA) Program/DMV	12,000	6,163	51%	ADA in Person Eligibility Program	291,053	108,218	37%
Local Funds - Cities/County	659,600	346,281	52%	CTSA/Mobility Management Program	253,536	30,936	12%
Taxi Scrip Fare box Revenue	150,000	57,002	38%	Vehicle Share Program	75,000	27,230	36%
Partners/Sponsors	186,500	22,333	12%	Medical Transport Program	200,000	77,558	39%
Interest		97,355	0%	Countywide Travel Training/Transit Ambassador Program	240,880	95,674	40%
Subtotal	\$12,371,832	\$5,987,693	48%	One Stop Transportation Call Center Program	331,808	154,889	47%
STA Office Building - Capital				Soltrans Local Taxi Program	140,000	2,050	1%
Local Fund - Cities/County	6,000,000	1,214,381	20%	Transit Coordination/Programs	585,131	92,829	16%
Interest		47,123	0%	Soltrans/Benicia Lyft Pilot Program	100,000	2,482	2%
Subtotal	\$6,000,000	\$1,261,504	21%	Solano Senior & People with Disabilities Plan Implementation/Committee	105,016	15,463	15%
Transportation Funds for Clean Air (TFCA) Program				Subtotal	\$5,992,355	\$2,118,253	35%
Transportation for Clean Air (TFCA)	364,493	181,474	50%	Project Development			
Interest		8,409	0%	Project Management/Administration	142,409	127,396	89%
Subtotal	\$364,493	\$189,883	52%	SR 37 Improvement Project	417,931	365,624	87%
Abandoned Vehicle Abatement (AVA) Program				Countywide Parking Study	320,160	158,712	50%
Department of Motor Vehicle (DMV)	400,000	199,257	50%	Solano Projects Website Updates	15,683	10,491	67%
Interest		740	0%	Solano Express Capital	2,000,000	299,701	15%
Subtotal	\$400,000	\$199,997	50%	Jepson Parkway Project	47,359	39,270	83%
Jepson Parkway Project				I-80/I-680/SR 12 Interchange Project	8,221,004	6,729,060	82%
Local Fund - Cities/County	47,359	30,326	64%	Fairgrounds Improvement Project	1,000,000	211,137	21%
Interest		17,033	0%	I-80 Express Lanes Project	250,000	2,095	1%
Subtotal	\$47,359	\$47,359	100%	North Connector-East Project	50,000	3,860	8%
I-80/I-680/SR 12 Interchange Project				Regional Transportation Impact Fee (RTIF) Program	877,902	10,771	1%
RM 2 Funds	8,221,004	6,624,370	81%	DMV Abandoned Vehicle Abatement (AVA) Program	400,000	100,647	25%
Interest		(8,450)	0%	STA Office Building - Capital	6,000,000	539,320	9%
Subtotal	\$8,221,004	\$6,615,920	80%	Subtotal	\$19,742,448	\$8,598,084	44%
I-80 Express Lanes Project				Strategic Planning			
RM 2 Funds	250,000		0%	Planning Management/Administration	172,823	137,962	80%
Interest		(525)	0%	Events	14,596	10,195	70%
Subtotal	\$250,000	(\$525)	0%	Model Development/Maintenance	233,005	35,898	15%
North Connector East Project Closeout/Mitigation				Comprehensive Transportation Plan (CTP)/PDA Follow Up	234,877	159,505	68%
RM 2 Funds	50,000		0%	Countywide Active Transportation Plan (ATP)	331,049	171,598	52%
Interest		166	0%	Countywide Housing Land Use	125,000	33,441	27%
Subtotal	\$50,000	\$166	0%	Rail Network Integration Plan	300,000	44,867	15%
Fairgrounds Improvement Project				Solano ATP/Wayfinding (Bike/Ped)	31,435	2,702	9%
Federal Earmark	250,000	14,581	6%	Electric Vehicle (EV) Implementation	44,723		0%
Local Funds - County/Vallejo	750,000		0%	Transportation Funds for Clean Air (TFCA) Programs	364,493	182,818	50%
Interest		9,609	0%	Subtotal	\$1,852,001	\$778,986	42%
Subtotal	\$1,000,000	\$24,190	2%	TOTAL, ALL EXPENDITURES			
Regional Transportation Impact Fee (RTIF) Program				\$29,582,590	\$14,760,222	\$12,647,795	43%
Regional Impact Fee	877,902	433,702	49%	TOTAL, ALL REVENUE			
Interest		333	0%	\$29,582,590	\$14,760,222	\$12,647,795	43%
Subtotal	\$877,902	\$434,035	49%				

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DATE: March 25, 2020
TO: STA Board
FROM: Brent Rosenwald, Planning Assistant
RE: STA Bicycle Advisory Committee (BAC) New Member Appointment

Background:

The Solano Transportation Authority's (STA) Bicycle Advisory Committee (BAC) acts to advise the STA Board on planning, funding and implementation of countywide significant bicycle facilities and programs.

The BAC's membership consists of representatives from the seven cities, the County, Solano Community College, and one member-at-large. The representatives are nominated either by their respective city council, or mayor before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board. Appointments are for up to a 3-year term. These positions are voluntary. Preference is given to non-elected citizens and who are not employed by member agencies.

Discussion:

The City of Dixon has had a vacant spot for BAC representative since the departure of longtime member Jim Fisk at the end of 2018. Jodie Stueve has been recommended and nominated by the Dixon City Council to serve as the new Dixon BAC representative (Attachment A). Through the addition of Ms. Stueve, the BAC will be able to operate with every member agency of the STA fully represented.

Fiscal Impact:

None.

Recommendation:

Approve the BAC membership recommendation for Jodie Stueve to represent the City of Dixon with a three-year term to expire on May 1, 2023.

Attachment:

- A. City of Dixon Nomination Letter

MAYOR THOM BOGUE
VICE MAYOR STEVEN C. BIRD
COUNCILMEMBER JIM ERNEST



COUNCILMEMBER DEVON MINNEMA
COUNCILMEMBER SCOTT PEDERSON
CITY TREASURER WESLEY ATKINSON

March 2, 2020

Ms. Jodie Stueve
835 Green Drive
Dixon, CA 95620

Dear Ms. Stueve:

On January 21, 2020, the City Council confirmed your appointment to the Solano Transportation Authority Bicycle Advisory Committee (BAC), with a three-year term expiring on May 1, 2023.

The City Council appreciates your acceptance of this appointment and sincerely hopes you will enjoy serving on this Committee. If you have any questions, please contact me at 707-678-7000.

Sincerely,

A handwritten signature in black ink that reads "Thom Bogue". The signature is written in a cursive style.

Thom Bogue
Mayor for the City of Dixon

cc: Solano Transportation Authority Planning Assistant

City of Dixon



DATE: March 24, 2020
TO: STA Board
FROM: Triana Crighton, Assistant Planner
RE: STA Pedestrian Advisory Committee (PAC) New Member Appointment

Background:

The Solano Transportation Authority's (STA) Pedestrian Advisory Committee (PAC) acts to advise the STA Board on planning, funding and implementation of countywide significant pedestrian facilities and programs.

Each calendar year, STA staff works with the PAC to create a work plan to guide the agendas and work products of PAC meetings for the upcoming year. In 2019, the PAC assisted in allocating \$635,000 in Transportation Development Act Article 3 (TDA-3) funds, producing the popular Top 10 Walks and Hikes in Solano County promotional brochure, and providing input and direction for the Solano Active Transportation Plan.

Membership consists of representatives from the seven cities, the County, Solano Community College, and one member-at-large. The representatives are nominated either by their respective city council, or mayor before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board. Appointments are for up to a 3-year term. These positions are voluntary. Preference is given to non-elected citizens and who are not employed by member agencies.

Discussion:

In regards to membership, the City of Fairfield has had a vacant spot for PAC representative since former PAC member Tamer Totah resigned at the end of 2019. Fairfield resident Joseph Green-Heffern has submitted a Statement of Interest for the PAC vacancy – Mr.Green-Heffern will offer a new perspective to the PAC, especially as a retired civil engineer. In his Statement of Interest, he acknowledges the importance of equitable infrastructure, which will be key to his contributions on the PAC. Mr.Green-Heffern walks and bikes daily in this communities and neighboring communities and has an invested interest in improving active transportation in Fairfield and the county overall,

Fiscal Impact:

None.

Recommendation:

Approve the PAC membership recommendation for Joseph Green-Heffern to represent the City of Fairfield with a three-year term to expire on July 1, 2023.

Attachments:

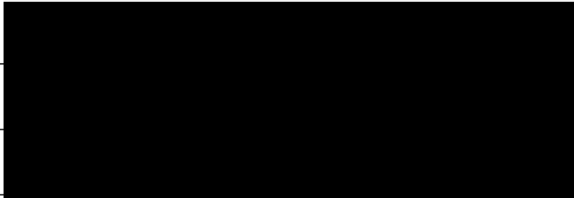
- A. Statement of Interest
- B. City of Fairfield Nomination Letter

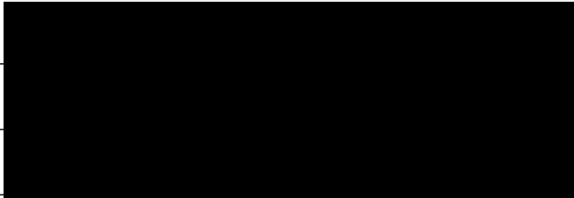
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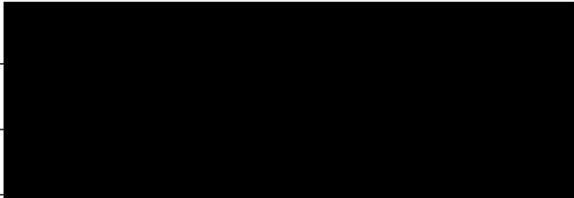
PEDESTRIAN ADVISORY COMMITTEE (PAC) NOMINATION/STATEMENT OF INTEREST FORM

Please fill out the fields below. This nomination form is intended to state your interest. Completion of this form does not guarantee appointment to any position.* For a complete list of vacancies and the application form, please visit STA's website at www.sta.ca.gov.

Nominee: Joseph Green-Heffern

Address: 

Phone: 

E-mail: 

Vacancy Interested in for Consideration: Fairfield Rep, Pedestrian Advisory Committee

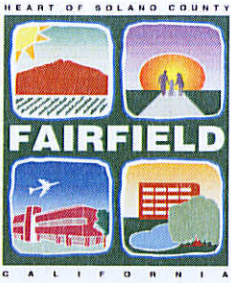
Please provide a brief statement regarding your interest [or nominee's interest] in participating with the PAC:

As a retired civil engineer, I understand the importance of infrastructure that is sustainable and works for all people. Walkable and bikeable streets are important to building more livable communities without as much reliance on automobiles. This is also important in improving access to and use of transit that can reduce traffic congestion and VMT (vehicle miles travelled) that is vital to reducing greenhouse gases and limiting climate change.

As a Fairfield resident who bikes and walks daily, I have an interest in improving active transportation not only within the City boundaries, but also to neighboring communities and recreation areas. This will require close cooperation with Solano County and other communities so that active transportation modes and connections to transit are viewed holistically. The recently developed Draft ATP is a welcome starting point in this direction, however implementation will still need to be tailored to fit on-the-ground opportunities and constraints in each community. As a member of the Pedestrian Advisory Committee, I will endeavor to bring a long-term vision balanced with near-term pragmatism as input to STA and City staff moving forward.

Please submit form to: Triana Crighton, Planning Assistant, Solano Transportation Authority, One Harbor Center, Suite 130, Suisun City, CA, 94585, by email tcrighton@sta.ca.gov or fax to (707) 424-6074. If you have questions, please contact Triana Crighton at (707) 399-3230.

*To serve as a representative, nominee must be a resident of the City, County, or fit the agency requirements. City, County, or agency must formally nominate an individual for STA Board consideration for appointment through a Council action and/or Letter of Nomination.



Mayor Harry T. Price

March 4, 2020



Home of Travis Air Force Base

COUNCIL

- Mayor Harry T. Price 707.428.7395
Vice-Mayor Pam Bertani 707.429.6298
Councilmembers 707.429.6298

- Catherine Moy
Chuck Timm
Rick Vaccaro

- City Manager Stefan T. Chatwin 707.428.7400

- City Attorney Gregory W. Stepanich 707.428.7419

- City Clerk Karen L. Rees 707.428.7384

- City Treasurer Arvinda Krishnan 707.428.7036

DEPARTMENTS

- City Manager's Office 707.428.7400

- Community Development 707.428.7461

- Finance 707.428.7036

- Fire 707.428.7375

- Human Resources 707.428.7394

- Parks & Recreation 707.428.7465

- Police 707.428.7362

- Public Works 707.428.7485

Johanna Masiclat, Clerk of the Board
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585-2473

RE: Nomination for Appointment to the Solano Transportation Authority (STA) Pedestrian Advisory Committee

Dear Ms. Masiclat:

This letter is to confirm the City of Fairfield's nomination of Mr. Joseph Green-Heffern as the City of Fairfield's representative to serve a three-year term on the STA Pedestrian Advisory Committee.

For questions regarding the City's nomination, please contact Paul Kaushal at 707-428-7477.

Sincerely,

[Handwritten signature of Harry T. Price]

HARRY T. PRICE
Mayor

Attachment: PAC Nomination/Statement of Interest Form



DATE: March 27, 2020
TO: STA Board
FROM: Robert Guerrero, STA Planning Director
RE: Transportation and Land Use Project Manager

Background:

The Solano Transportation Authority formed the Solano Housing Investment Partnership (SolHIP) on June 12, 2019 to strengthen the agency's transportation and land use implementation. The SolHIP has since worked to recognize Solano cities' and County housing capacity and continues to seek solutions for housing production countywide, particularly affordable housing, to meet the Regional Housing Need Allocation and Priority Development Area implementation.

Related to the SolHIP effort, STA contracted with Solano Economic Development Corporation (EDC) for part time transportation and land use project management services to assist in obtaining Housing Incentive Pool funding from the Metropolitan Transportation Commission (MTC). The result of this effort led to MTC setting aside \$4 million for Solano County to create a pilot funding program called the Suburban Housing Incentive Pool (SubHIP) program. The SubHIP pilot program is focused on incentivizing affordable housing development in Priority Development Areas (PDA). The scope of work for this effort concluded in December 2019.

Discussion:

The SolHIP includes participation and financial contributions from the STA, all seven cities, and the County of Solano. The current budget and scope of work is anticipated to be completed by December 2020. The work product will include a funding and implementation plan for each participating agency to develop priority housing projects. However, there is another opportunity to obtain additional funding from the region to continue the SolHIP partnership effort through an allocation from the Bay Area Regional Early Action Plan (REAP).

The MTC/Association of Bay Area Governments (ABAG) is estimated to have \$18 million in discretionary REAP funding available for planning activities. STA staff proposes to contract with Solano EDC for additional transportation and land use project management services to assist in obtaining regional REAP funding. In addition, the updated scope of work includes facilitating discussions with developers and SolHIP members as well as tracking and analyzing housing and jobs development legislation. This effort to help the STA and its member agencies obtain REAP funding and manage the development of the planning activities is estimated at \$25,000. Attachment A includes the complete proposed scope of work.

Fiscal Impact:

\$25,000 from Transportation Development Act funding previously budgeted as part of the STA's Comprehensive Transportation Plan Update and is in the current STA budget.

Recommendation:

Authorize the Executive Director to enter into a funding agreement with the Solano Economic Development Corporation (EDC) for a contract not to exceed \$25,000 for transportation and land use project management services as shown in Attachment A.

Attachment:

- A. Scope of Work for Transportation and Land Use Project Management Services

SCOPE OF WORK

Transportation Land Use Project Manager Scope of Work

Objective:

- Assist in implementing housing and employment production that supports current and future Priority Development Area (PDA) and Priority Production Areas
- Assist STA and participating Solano County cities in making Solano County more competitive for the Suburban Housing Investment Pool (SubHIP) Program, SB 2 funding and other potential housing and jobs production grants.

Scope:

Facilitate discussions with Solano County and city staff, policy makers and developers to:

1. Review and assess Solano County PDAs and prioritize development locations in participating cities housing production potential.
2. Work with STA and participating cities to identify transportation infrastructure and preliminary cost estimates that supports identified prioritized PDA locations from participating cities.
3. Meet with participating developers and city staff for further input on priority development locations within PDAs and identified supportive transportation infrastructure projects.
4. Review ABAG Priority Production Area (PPA) designation criteria and assist in identifying and recommending PPA locations consistent with Solano Economic Development Corporation's Moving Solano Forward.
5. Assist in tracking applicable housing and jobs legislation.
6. Participate with STA's Solano Housing Investment Partnership (SolHIP)
7. Assist in developing a work plan for requesting Regional Early Action Planning (REAP) funds

Budget: \$25,000



DATE: March 24, 2020
TO: STA Board
FROM: Ron Grassi, Director Programs
RE: Vallejo Community Based Transportation Plan (CBTP) Participatory Budgeting Project Selections

Background:

The Metropolitan Transportation Commission's (MTC) 2001 Lifeline Transportation Network Report identified transit needs in economically disadvantaged communities throughout the San Francisco Bay Area. In addition, the Environmental Justice Report for the 2001 Regional Transportation Plan also identified the need for MTC to support local planning efforts in low-income communities throughout the region.

To advance the findings of these studies, MTC initiated and has been funding community-based transportation planning studies in low-income communities throughout the Bay Area. The objective of the community-based planning process was to develop a plan through a collaborative process that identifies transportation gaps, proposes and prioritizes strategies to address the gaps, and identifies potential funding sources and project leads for implementation. This process ensured that the low-income population directly affected by the transportation plan is guiding the process.

The new Vallejo Community Based Transportation Plan (CBTP) process began in May 2019. The purpose of the CBTP is to identify and find solutions to transportation challenges for communities of concern within Vallejo. Vallejo was one of two cities selected by MTC (San Francisco was the other due to its participatory budgeting process). Communities of concern are neighborhoods with a high percentage of low-income households and other underrepresented groups and had been identified by MTC (Attachment A). MTC also allocated \$400,000 of State Transit Assistance (Lifeline) funds for projects identified through a Participatory Budgeting (PB) process. STA has facilitated the implementation of Community Based Transportation Plan (CBTP) in Dixon, Suisun City, Downtown Fairfield, East Fairfield, Vacaville and Vallejo.

Prior to community outreach beginning, the STA and consultant team established two committees to guide and assist this effort. The first was a Steering Committee was established and began meeting monthly in June to provide overall guidance. It consists of the STA, City of Vallejo, SolTrans, County of Solano, Fighting Back Partnership (FBP) and consultants. The second was a Community Engagement and Participation Committee (CEPC) of key Vallejo community stakeholders was also established to assist with outreach.

Discussion:

The Vallejo CBTP community outreach kicked off in July 2019 with a Transportation Forum. Input on transportation challenges and solutions was received. A survey was introduced (hard copy and on-line). Promotion to the broader community began through multiple avenues and input continued to be collected into September 2019. With the assistance of the CEPC, surveys were distributed at numerous events and half a dozen focus groups were also held.

From the data collected through the surveys, focus groups and outreach, transportation challenges were identified. Projects that addressed the challenges were developed that could be achieved within the Participatory Budgeting funding parameters. The project specifics were developed by the City of Vallejo Public Works and SolTrans. In total, 16 projects were identified for public voting (Attachment B).

Voting to prioritize the 16 projects began at the October 24, 2019 Transportation Expo. The 16 projects were displayed with a project description, the issue they were addressing, how they benefited the community, and the estimated project cost. After the event, community voting continued on-line until November 18, 2019.

The Vallejo community public was invited to vote by allocating the \$400,000 among the 16 projects. Estimated project costs ranged from \$10,000 to \$250,000. There was not a priority ranking of projects beyond this allocation. An estimated 140 individuals voted on-line and 60 at the Expo. Projects selected through the PB Process reflect community input.

The community project voting was presented to a three-member STA Board CBTP Ad Hoc Review Committee consisting of Vallejo Mayor Bob Sampayan, Vallejo Council Member Katy Miessner and SolTrans and STA Board Member Lori Wilson. The CBTP Ad Hoc Committee reviewed the list of priority projects and recommended six projects for PB funding (Attachment C).

Projects that were not selected for funding through this process will remain in the CBTP along with additional projects to address the transportation challenges raised by the community. The Vallejo CBTP recommended PB funding allocations that were recommended by the Ad Hoc Committee are what is being recommended to the STA Board for funding.

Fiscal Impact:

The Vallejo Community Based Transportation Plan and Participatory Budgeting Process was funded with \$95,000 provided by MTC and \$100,000 of State Transit Assistance Funds (STAF) allocated by the STA Board as a match. Projects are funded with \$400,000 of STAF Lifeline funding allocated to STA by MTC.

Recommendation:

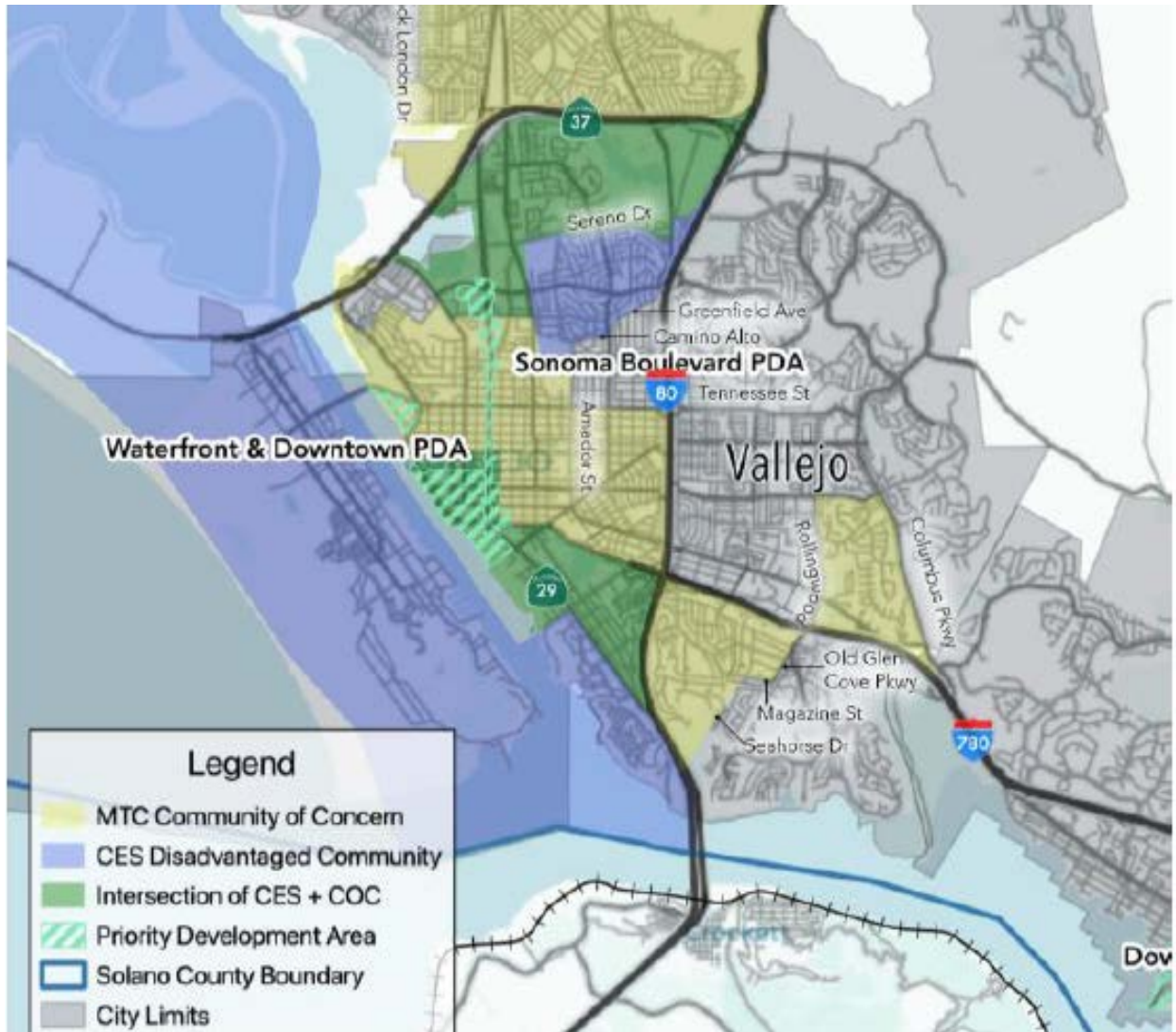
Approve the following:

1. The Vallejo Participatory Budgeting Projects for \$400,000 of regional STAF Lifeline funding as shown in Attachment C; and
2. Authorize the Executive Director to enter into funding agreements with the City of Vallejo and SolTrans to implement the approved PB Projects.

Attachments:

- A. Vallejo Communities of Concern
- B. Participatory Budgeting (PB) Projects
- C. Recommended PB Projects for Funding

Vallejo Communities of Concern



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Vallejo CBTP Projects

Project A. Transit Centers Lyft/Uber designated meeting zones (Cost: \$10K)

Install designated meeting zones for Lyft/Uber rides at Curtola Park and Ride and downtown Vallejo Transit Center. (Project Sponsor: SolTrans)

Project B. SolTrans System Maps at Bus Shelters (Cost: \$20K)

Install SolTrans 4' x 4' system route maps at 2-3 dozen of the busiest bus stop shelters. These maps would show the SolTrans bus routes. (Project Sponsor: SolTrans)

Project C. Bus Stop and Shelter Lighting Improvements (Cost: \$20K)

Install additional solar lighting throughout the SolTrans bus system. This project would fund adding solar lighting to approximately 10 bus stops. (Project Sponsor: SolTrans)

Project D. Radar Speed Feedback Signs (Cost: \$30K)

Purchase and install a pair of radar speed feedback signs on city streets. (Project Sponsor: City of Vallejo)

Project E. Redwood St Mid-Block Crosswalk Improvements (Cost: \$50K)

Upgrade the existing crosswalk and signing to increase visibility between Sonoma Blvd. and Sacramento Street. This is a mid-block crosswalk on a curve connecting housing and retail. This project will re-stripe the crosswalk and install a more visible flashing beacon. (Project Sponsor: City of Vallejo)

Project F. Broadway St - New Sidewalk (Cost: \$50K)

Construct a paved sidewalk on the westside of Broadway St between Delaware St and Texas St. (Project Sponsor: City of Vallejo)

Project G. Jordan St Striping (Cost: \$60K)

Install striping along Jordan St. as a strategy to direct vehicles and reduce travel speeds. (Project Sponsor: City of Vallejo)

Project H. Bus Stop Landscape Improvements (Cost: \$60K)

This project would fund new landscaping at approximately 20 bus stops. (Project Sponsor: SolTrans)

Project I. Porter St - New Sidewalk and Street Crossing Improvements (Cost: \$120K)

Install over 400 feet of sidewalk on the east side of Porter St near Magazine St. (Project Sponsor: City of Vallejo)

Project J. Specialized Bus Shelters on Sonoma Blvd and Florida/Springs Rd. (Cost: \$150K)

Install approximately 5 initial specialized bus shelters on Sonoma Blvd. and Florida/Springs Rd. in preparation for Bus Rapid Transit (BRT) service in these corridors. (Project Sponsor: SolTrans)

Project K. Fairgrounds Dr. -Pathway Lighting (Whitney-Borges) (Cost: \$170K)

Install lighting along an existing paved pathway on the westside of Fairgrounds Dr. between Whitney Ave. and Borges Ln. (Project Sponsor: City of Vallejo)

<p>Project L. SolTrans Real-Time Transit Information System (Cost: \$200K) Install a real-time transit information system at bus stops throughout the SolTrans system. This includes electronic signs and maps to give SolTrans riders information on bus routes and arrivals. (Project Sponsor: City of Vallejo)</p>
<p>Project M. Benicia Rd - New Sidewalk and Street Crossing Improvements (Cost: \$210K) Install over 500 feet of sidewalk, curb and gutter on the north side of Benicia Rd near Columbus Pkwy. (Project Sponsor: SolTrans)</p>
<p>Project N. Fairgrounds Dr. - New Sidewalk (Corcoran-Borges) (Cost: \$210K) Construct a new paved sidewalk over 1000 feet in length on the westside of Fairgrounds Dr. between Corcoran Ave. and Borges Ln. (Project Sponsor: City of Vallejo)</p>
<p>Project O. Enhanced Bus Shelters and Public Art (Cost: \$240K) There are two major elements to the project: four enhanced bus shelters and public art. The enhanced bus shelters would be designed to reflect the characteristics of the neighborhood offering not only functionality but also an artistic element. Public art could enhance the streetscape and also be functional. (Project Sponsor: SolTrans)</p>
<p>Project P. Additional Bus Shelters and Benches at SolTrans Bus Stops (Cost: \$250K) Install at least 5 additional shelters with benches and at least 10 additional benches at bus stops that currently don't have them throughout Vallejo that serve the communities of concern. (Project Sponsor: SolTrans)</p>

CBTP Priority Project List (Ad Hoc Committee recommended)

Project	Description	Original Project Estimate	Revised Project Estimate	Agency Lead
1	Bus Stop and Shelter Lighting Improvements (C)	\$ 20,000	\$230,000	SolTrans
2	Additional Bus Shelters and Benches at SolTrans Bus Stops (P)	\$250,000		
3	SolTrans System Maps at Bus Shelters (B)	\$ 20,000		
4	Bus Stop Landscape Improvements (H)	\$ 60,000		
5	Redwood St Mid-Block Crosswalk Improvements (E)	\$ 50,000	\$ 50,000	City of Vallejo
6	Porter St – New Sidewalk and Street Crossing Improvements (I)	\$120,000	\$120,000	
	TOTAL	\$520,000	\$400,000	

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DATE: March 26, 2020
TO: STA Board
FROM: Erika McLitus, Project Assistant
RE: Regional Transportation Impact Fee (RTIF) Transit Facility Public Art Fund

Background:

The STA and the County of Solano coordinates on the collection and management of the Regional Transportation Impact Fee (RTIF), a transportation component of the County's Public Facilities Fee (PFF). The County Board of Supervisors added a \$1,500 per dwelling unit equivalent dedicated to the RTIF program as part of the PFF at on December 3, 2013. The RTIF collection formally began on February 3, 2014 with nearly \$7.1 million collected as of the end of the 1st Quarter of Fiscal Year (FY) 2019-20.

As is required by law, every five years the County must update the Nexus study for the PFF. The most recent study was completed in April 2019. As part of this update, a recommendation was presented by County staff to increase the amount collected for RTIF from \$1,500 to \$2,500 for each dwelling unit equivalent (DUE), without increasing the total PFF. This recommendation was presented to various stakeholder groups, including the STA Board, STA TAC, developer groups, and City Managers. The Board of Supervisors passed the updated PFF, with an increased RTIF amount on August 6, 2019. The updated PFF schedule of fees became effective starting on October 6, 2019. With this increase to \$2,500 per DUE, the RTIF revenue is projected to average over \$2M per year, well above the historic average of \$1.2M per year.

Seven RTIF Working Groups were created to administer the RTIF funds for transportation projects that address development growth. Five of the seven RTIF Working Groups are geographically situated with the City of Fairfield (3 of 5) and the County of Solano (5 of 5) located in multiple Working Groups. The remaining two working groups were created separately with 10% of the overall revenue dedicated (5% each) to projects in the unincorporated County area and regional transit related projects.

Discussion:

The RTIF Transit Working Group (WG) #6 representatives last met on November 19, 2019, after the Consortium meeting. At this meeting, STA staff discussed the current balance and project commitments for WG #6. Revenue for WG #6 is currently committed to the SR 37/Fairgrounds Dr SolanoExpress Bus Stop. As of the end of FY 2018-19, \$134k had been saved towards the \$300k project commitment. STA staff informed the working group that the Solano Board of Supervisors voted to increase the RTIF amount from \$1,500 to \$2,500 per dwelling unit. This increase is expected to grow the annual average of revenue for WG #6 from \$61k to \$102k.

Beth Kranda, Executive Director at SolTrans, suggested making the purchase of Public Art for Regional Transit Facilities a new project priority for WG #6 and working group members unanimously agreed with this proposal. The group discussed the benefits of programming the

additional RTIF monies from the recent increase of the RTIF portion of the PFF to the art initiative versus using the additional revenue to accelerate the repayment of the SolanoExpress SR 37/Fairgrounds Drive project. After substantial deliberation, WG #6 decided that new additional revenue, above the previous average \$61k annual revenue, would fund Art for Regional Transit facilities.

In the near future, the working group will discuss development of an art policy recommendation in depth to establish basic guidelines, addressing questions such as:

- Is there a call for projects?
- Should funds be distributed annually or by art project?
- Should funds be on a rotating basis for each transit operator, or simply upon request?

All recommended art purchase/projects proposed by RTIF Working Group #6 will require review and approval by the STA TAC and Board.

At their March 25th meeting, the STA TAC unanimously voted to forward a recommendation to the STA Board to approve the creation of the Regional Transportation Impact Fee (RTIF) Transit Facility Public Art Fund as part of the 5% Regional Transit Funding.

Fiscal Impact:

None.

Recommendation:

Approve the creation of the Regional Transportation Impact Fee (RTIF) Transit Facility Public Art Fund as part of the 5% Regional Transit Funding.



DATE: March 27, 2020
TO: STA Board
FROM: Robert Guerrero, Director of Planning
RE: Solano Suburban Housing Incentive Pool (SubHIP)

Background:

The SubHIP is a portion of a larger Bay Area wide Housing Incentive Pool (HIP) program that the Metropolitan Transportation Commission (MTC) adopted in October 2018. The MTC HIP program originally had a total of \$76 million set aside for Bay Area cities to compete based on the number of housing permits or housing units built by 2022. Several urban Bay Area Cities would've received the greater portion of the \$76 million under the criteria, with suburban counties such as Solano County being less likely to access these funds. This prompted Solano County MTC Commissioner, Supervisor Jim Spering to work with STA staff and three Solano cities with the most housing development potential around PDAs to offer an alternative criterion to reflect the suburban challenges in developing affordable housing projects. The attached MTC memo provides additional details on the program including their guidelines on project eligibility (Attachment A).

In October 2019, the Metropolitan Transportation Commission (MTC) approved Resolution 4348 that directed \$5 million in Suburban Housing Incentive Pool (SubHIP) funding to the four North Bay Counties (Napa, Marin, Solano and Sonoma). The purpose of the program is to assist in expediting affordable housing projects. Out of the \$5 million, \$4 million is dedicated to Solano County for eligible transportation infrastructure projects that support affordable housing projects in Priority Development Areas (PDA) or Transit Priority Areas (TPA) (Attachment A). The STA is required to submit eligible project proposals to MTC by June 1, 2020.

STA staff has been coordinating with the cities of Fairfield and Vacaville to include an affordable component to their PDA projects at the Fairfield Vacaville Train Station PDA and the Allison PDA adjacent to the Vacaville Transit Center respectively. Both PDAs have large and multiple housing development planned and were the focus of the \$4 million SubHIP pilot program.

Discussion:

STA staff is recommending \$1.9 million from the SubHIP funding for eligible transportation projects to incentivize an affordable housing development at the Vacaville Transit Center (VTC)/Allison Drive PDA. The SubHIP incentive would result in 89 affordable units out of a 99-unit development adjacent to the VTC on the northern end. A map with the proposed transportation projects and the 99-unit housing site is attached (Attachment B).

STA staff is continuing to work with the City of Fairfield for the remaining balance of the Pilot SubHIP funding to be applied to a transportation project that supports affordable development within the Fairfield Vacaville PDA. STA has also released a request for Letters of Interest to all seven cities and the County for additional SubHIP process. The original deadline of April 1st was extended to May 1st due to the current adjustments related to the COVID-19 pandemic.

The STA Technical Advisory Committee reviewed and approved this item unanimously at their March 25, 2020 meeting.

Fiscal Impact:

A total of \$4 million is available for the STA to program through the SubHIP Pilot Program. \$1.9 million is recommended for transportation improvements that support a future development at the Vacaville Transportation Center/Allison Drive PDA which would result in 89 affordable units.

Recommendation:

Approve the following:

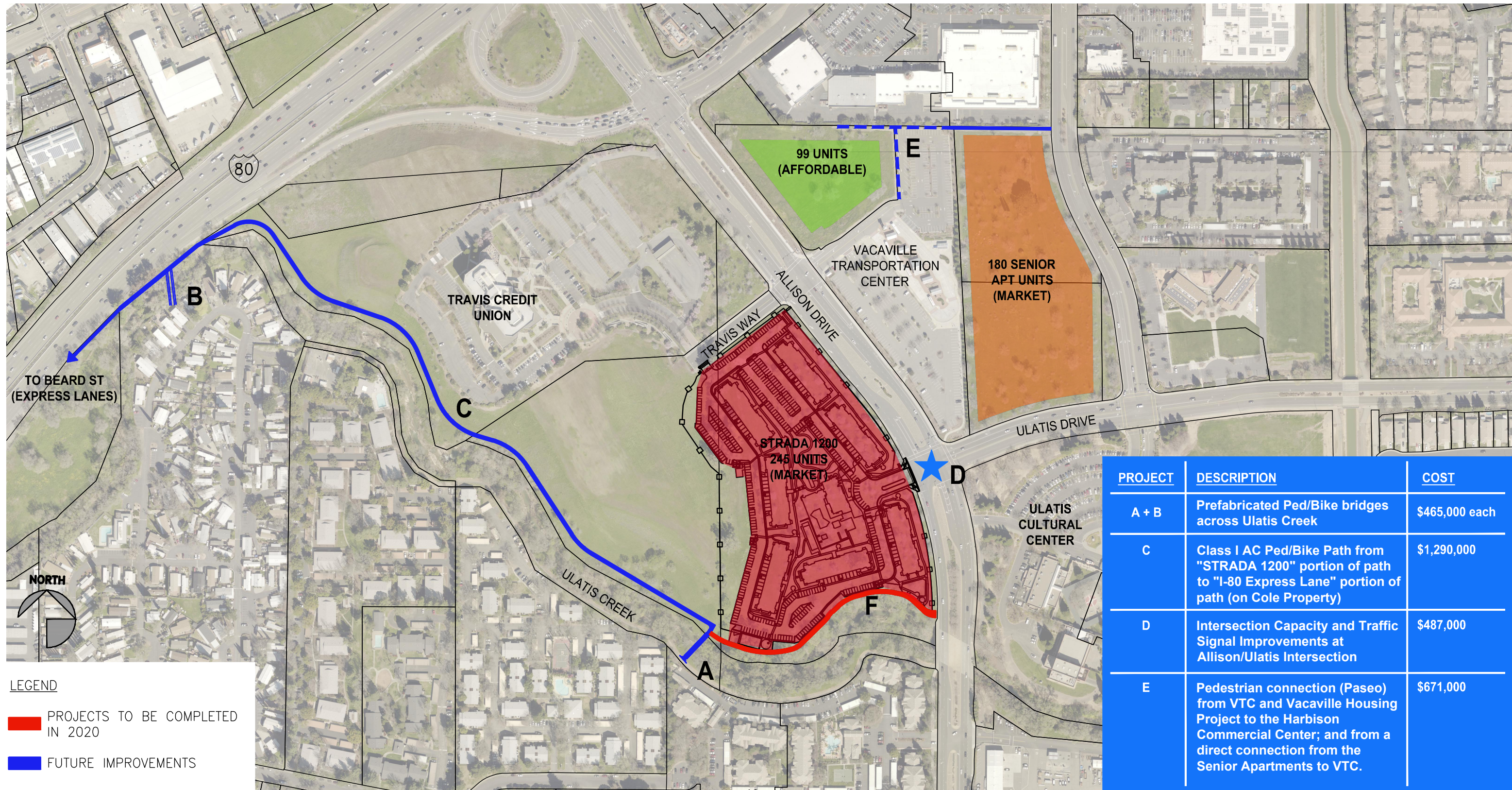
1. \$1.9 million from the Suburban Housing Incentive Pool (SubHIP) program for the Vacaville Transportation Center/Allison Drive PDA implementation project; and
2. Authorize the STA Executive Director to enter into a funding agreement with the City of Vacaville for the \$1.9 million.

Attachment:

- A. Map of Allison Drive Transit Improvements and Planned Housing Development
- B. Description of Vacaville Project



ALLISON DRIVE TRANSIT ORIENTED IMPROVEMENTS



LEGEND

█ PROJECTS TO BE COMPLETED IN 2020

█ FUTURE IMPROVEMENTS

PROJECT	DESCRIPTION	COST
A + B	Prefabricated Ped/Bike bridges across Ulatis Creek	\$465,000 each
C	Class I AC Ped/Bike Path from "STRADA 1200" portion of path to "I-80 Express Lane" portion of path (on Cole Property)	\$1,290,000
D	Intersection Capacity and Traffic Signal Improvements at Allison/Ulatis Intersection	\$487,000
E	Pedestrian connection (Paseo) from VTC and Vacaville Housing Project to the Harbison Commercial Center; and from a direct connection from the Senior Apartments to VTC.	\$671,000

City of Vacaville – Allison Drive Priority Development Area
Suburban Housing Incentive Pool Program (SubHIP)
Brief Project Description

The City’s proposed affordable housing project north of the Vacaville Transportation Center (VTC) is currently has a funding shortfall of approximately \$3 million. The Project is located immediately adjacent to the Vacaville Transportation Center and will have access to local and regional quality express bus service. As part of a larger sustainable transit oriented development, the project is also located conveniently within a ½ mile to shops and eateries along Harbison Drive retail and Vacaville’s Ulatis Cultural Center which includes a performance arts theatre and library. This development project is part of a mix of development currently being implemented around the VTC, including the Allison Drive 1,200 unit Strata market rate apartments and Harbison Drive 160 unit Senior apartments. The VTC affordable housing project will support the VTC and will help the City reach its Regional Housing Needs Allocation targets.

City of Vacaville Affordable Housing Development

Units:	99
Income Level:	89 units @ Very Low/Moderately Low/Low/ Income 10 units @ Market Rate
Entitlement:	Planning/Financing Phase



DATE: March 27, 2020
TO: STA Board
FROM: Robert Guerrero, STA Planning Director
RE: Solano County Comprehensive Transportation Plan: Transit Element

Background:

The Comprehensive Transportation Plan (CTP) is nearly complete with the Equity Chapter completed last month and the four remaining elements being presented to the Board this month. The Arterial, Highways and Freeways Element, Transit and Rideshare Element and Active Transportation Element were the three core foundations of the CTP and were previously adopted by the STA Board at different times in prior years.

The Transit and Rideshare Element was designed to serve the following purposes:

- Define what is meant by Transit and Rideshare
- Compare the Transit and Rideshare system in place today with the system desired by 2040, and find the most important gaps between the current reality and the future vision
- Identify and prioritize projects and programs to maintain the current system while filling in the most critical gaps
- Identify the resources that can help both maintain and expand the Transit and Rideshare system, establish policies to help allocate these resources, and identify milestones and performance measures to guide us on our way
- Coordinate Transit and Rideshare activities with other aspects of the Solano CTP

The current Transit Element was adopted by the STA Board on January 11, 2017 and is most relevant to the SolanoExpress Consortium. STA staff proposed to have a small update of the Transit Element in January 2020 to include updated transit projects, programs and ridership information in order to coincide with the completion of the CTP's Land Use and Equity Chapters.

Discussion:

STA Staff presented the updated Transit Element at the January 29, 2020 Consortium meeting for review and comments. The update is primarily concentrated on updated ridership information, changes to policies and programs, recent modification to the SolanoExpress bus service, and changes to the intercity rail and regional ferry service. A deadline was set for February 14th for any further input and comments. At this time no comments were received. Staff is now recommending the Board approve the updated CTP Transit Element.

The SolanoExpress Intercity Transit Consortium and STA Technical Advisory Committee reviewed and unanimously approved this item at their March 24th and March 25th meetings respectively.

Fiscal Impact:

None.

Recommendation:

Approve the updated Transit Element of the CTP as shown in [Attachment A](#).

Attachment:

A. *Click here for immediate review and printing:* Transit Element: [Link](#)



DATE: March 27, 2020
TO: STA Board
FROM: Robert Guerrero, STA Planning Director
RE: Solano County Comprehensive Transportation Plan: Arterials, Highways and Freeways Element

Background:

The Comprehensive Transportation Plan (CTP) is nearly complete with the Equity Chapter completed last month and the four remaining element being presented to the Board this month. . The Arterial, Highways and Freeways Element, Transit and Rideshare Element and Active Transportation Element were the three core foundations of the CTP and were previously adopted by the STA Board at different times in prior years. The Arterials, Highways and Freeways Element was previously adopted by the STA Board on June 13, 2018.

As stated in Chapter 2 of the Arterials, Highways and Freeways Element, the element serves as the “*foundational document for planning and maintaining the major roadway network that connects Solano’s communities with each other and with the broader region.*” In summary, the Element defines the roadway system in Solano County, as well as current and planned status of projects along each roadway network. The Element also identifies goals and objectives for future infrastructure and funding. Lastly, performance measures and milestones were included as part of the later chapters of the Element.

Discussion:

STA staff has updated the 2018 Arterials, Highways and Freeways Element to coincide with the completion of the CTP Land Use and Equity Chapters. The goal of the update is to include relevant changes since it was originally adopted by the Board, but not to completely rewrite it. The update is primarily concentrated on changes in policies and fund programs, project descriptions and data on safety and congestion where needed.

A copy of the draft updated Arterial’s Element was provided at the January 29th TAC meeting, with the updated project list presented. The STA TAC reviewed the Arterials Element again at their March 25th meeting and unanimously approved the item. Staff is now recommending approval of this Element.

Fiscal Impact:

None.

Recommendation:

Approve the updated Arterials, Highways and Freeways Element of the CTP as shown in [Attachment A](#).

Attachment:

Click here for immediate review and printing: [_Arterials, Highways and Freeways Element: Link](#)

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DATE: March 17, 2020
TO: STA Board
FROM: Triana Crighton, Assistant Planner
RE: Solano County Comprehensive Transportation Plan: Land Use Chapter

Background:

The Comprehensive Transportation Plan (CTP) is nearly complete with the Equity Chapter completed last month and the four remaining element being presented to the Board this month. The CTP serves as STA’s primary long range planning document that guides and prioritizes the STA’s investments in transportation. Aside from the plan’s primary three main elements (Active Transportation Element; Arterials, Highways, and Freeways Element; and the Transit & Rideshare Element), STA added a new chapter–Equity Chapter. The Equity Chapter has been successfully created and developed by the STA Board.

In December 2011, the STA Board approved the Land Use Chapter with the primary purpose of the Land Use Chapter is to assess housing & jobs production within Solano County’s Priority Development Areas (PDAs), as well as summarize the history and investments within the PDAs. The Chapter explores how STA has and can utilize transportation funds to leverage housing production in PDAs. The work done in this Chapter is especially important as the Bay Area grapples with the current housing crisis. Solano County has a unique affordability of housing among the Bay Area counties, and this Land Use Chapter helps to tell the story of how strategic housing growth in Solano County’s PDAs, near high quality transit service, can help.

STA has explored coordinating transportation and Land Use in the past – specifically through the Solano Transportation for Livable Communities (TLC) Plan in 2004. The TLC Plan focused on the relationship between transportation and land use by supporting “smart growth” projects in Solano County. The Plan revolved around 10 Smart Growth Principles such as “Create a Range of Housing Opportunities and Choices” and “Create Walkable Communities”. Many of the project areas highlighted in the TLC Plan are currently located within PDAs. Additionally, STA developed a land use chapter in 2010 that primarily focused on demographic context information in Solano County and a 2012 Transportation for Sustainable Communities Plan that was primarily an update to the 2004 TLC Plan. The Updated 2020 Land Use Chapter builds upon these past plans but emphasizes the transportation and land use relationships in PDAs and other new designations.

Discussion:

Work on this updated Chapter began in December 2018 and a draft has been completed and reviewed by STA Staff, the TAC at their January 29th meeting, and the Planning Directors at their January 16th meeting. Minor edits have been made to the Chapter since their review, hence it is being brought back to the TAC for approval. Much of the content of this Chapter has been extrapolated through the work of the Planning Directors for the Metropolitan Transportation Commission’s (MTC) Plan Bay Area 2050 process and the formation of the SolHIP. The Plan

Bay Area 2050 process required cities to review their current MTC geographies, such as PDAs, and gave them the opportunity to modify their existing designations or add new ones. These designations inform where development is planned to occur. The SolHIP effort will assist the cities to evaluate where and how their priority housing development projects can be implemented.

The Chapter also breaks down STA's work and investments within PDAs and introduces and reviews existing federal, state, and regional land use and transportation policies and legislation – these were in need of update from the previous Land Use Chapter as new legislature passes and opportunities to designate new geographies arise.

The STA TAC approved the recommendation to forward the Land Use Chapter update to the STA Board at their March 25, meeting.

Fiscal Impact:

None.

Recommendation:

Approve the updated Land Use Chapter of the CTP as shown in [Attachment A](#).

Attachment:

A. *Click here for immediate review and printing:* Land Use Chapter: [Link](#)



DATE: March 27, 2020
TO: STA Board
FROM: Anthony Adams, Project Manager
RE: Comprehensive Transportation Plan (CTP) - Active Transportation Element and incorporation of Solano Active Transportation Plan (ATP)

Background:

The CTP serves as STA's primary long range planning document that guides and prioritizes the STA's investments in transportation. An element of the CTP is the Active Transportation Element, which guides STA's investment in bike/pedestrian related projects and programs. As STA staff, member agencies, and the STA Board are in the process of adopting a new plan, it is planned that the new Active Transportation Element will utilize the Solano ATP as the basis for goals and projects.

The Solano ATP is meant to be viewed as a guiding document and will be used as the basis from which future bike/ped projects are selected and prioritized. The CTP's Active Transportation Element, which is undergoing an update, is expected to borrow heavily from the goals, policies, and projects presented in the Solano ATP. The Solano ATP will be a living document that can be amended annually with new projects and priorities based on the requests of the seven cities and the county.

Discussion:

The Solano Active Transportation Plan will result in prioritized bicycle and pedestrian projects on both a countywide and local jurisdictional scale. These project priority lists come as a result of a model that was developed by DKS Associates. The model weighs local outreach feedback on active transportation priorities and thus creates a jurisdictionally relevant projects list.

Contained within the draft plan was a comprehensive look at the County as a whole and accomplished the following:

- Held two public outreach events in each jurisdiction
- Collected data on active transportation facilities that will be imported into GIS and shared amongst the member agencies.
- Conducted a needs and gaps analysis, safety data analysis, and attractor/generator analysis for each jurisdiction to identify projects.
- Provided each jurisdiction with a tailor made Active Transportation Plan that can be adopted by each City and the County of Solano, if desired.

The Draft Solano County Active Transportation Plan (ATP) was approved by the STA Board for a 60-day public comment period at their January 8, 2020 meeting.

STA collected numerous comments from member agency staff and the public during this public review process. A comment matrix, including how each comment was addressed, is included as Attachment A. Following Board approval, the seven cities and the County will have the opportunity to conduct further public outreach, meet with committees, amend their individual agency chapters as they see fit, and adopt them as their local plans.

The Active Transportation Element will incorporate the goals, projects, and programs that are recommended as part of the Solano ATP.

At the March 25th TAC meeting, members unanimously forwarded a recommendation to the STA Board to approve the Solano Active Transportation Element of the CTP incorporating comments received from the 60 – day comment period.

Fiscal Impact:

None at this time, however, this Solano Active Transportation Plan once complete will guide STA’s future investments in bike and pedestrian infrastructure in Solano County.

Recommendation:

Approve the Solano Active Transportation Plan (ATP) of the CTP as shown in Attachment B.
Attachments:

- A. Solano Active Transportation Plan: 60-Day Public Comments Received Matrix [Link](#)
- B. Final Solano Active Transportation Plan: [Link](#)



DATE: March 27, 2020
TO: STA Board
FROM: Vincent Ma, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On December 11, 2019, the STA Board approved its 2020 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2020.

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

Discussion:

On March 4th, California Governor Gavin Newsome declared a State of Emergency in response to the COVID-19 (Coronavirus) Pandemic. The California Legislature followed on March 17th by passing emergency funding of \$500 million - \$1 billion and adjourned until April 13th. Solano County issued a countywide Shelter at Home Health Order and Directive on March 18th and on March 19th, Governor Newsom issued a statewide Stay at Home Order. In order to comply with these orders, the STA closed public access to the office and staff is telecommuting.

Once the Legislature returns from recesses, the priorities will most likely be: 1) COVID-19 Response, 2) Housing/Homelessness, 3) State Budget, and 4) Wildfire Recovery. One bill that will not be considered when the Legislature reconvenes is the FASTER Bay Area mega-measure. The FASTER Bay Area Group announced on March 17th, that it would no longer seek a 2020 ballot measure due to the additional challenge of COVID-19. Staff will continue to monitor Assembly Bill 2057 (AB 2057): The Bay Area Seamless Transit Act, Assembly Bill 1350 (AB 1350): Free Youth Transit Passes, and Assembly Bill 2012 (AB 2012): Free Senior Transit Passes.

STA staff will continue monitoring legislation related to Impact Fees, most notably, Assembly Bill 3145 (AB 3145), authored by Assembly Member Tim Grayson, which would cap the amount that cities or counties would be able to change for impact fees at 12 percent. Additionally, staff will continue to monitor Senator Bill Dodd's Senate Bill 1408 (SB 1408) the State Route 37 Toll Bridge Act, which the STA Supports with Amendments. Should this bill not pass this year it would need to be reintroduced for the 2021-22 Legislative Cycle.

COVID-19 will also likely impact the Governor's May Revise of the State Budget, and the Department of Finance issued a letter on March 24th anticipating a significant reduction in expected revenues for Fiscal Year 2019-20 and FY2020-21. (Attachment C)

State Legislative Update (Shaw/Yoder/Antwih/Schmelzer/Lange):

STA's state legislative advocate (Matt Robison and Josh Shaw) is working with staff to monitor the impact of COVID-19 on local and regional transit systems within Solano County and in conjunction with the California Transit Association (CTA), is seeking \$1 billion in emergency state aid (Attachment B).

Updates on the following are detailed in Attachment A:

- Legislative Update
- Governor's Department of Finance Signals Tough Economic Times Ahead
- COVID-19 Significantly Impacting Bay Area Transit
- FASTER Bay Area / Seamless Bay Area
- Free Transit Legislation
- Bills of Interest

Federal Legislative Update (Akin Gump):

On March 27th, the President signed the \$2.2 trillion emergency spending bill, the Coronavirus Aid, Relief, and Economic Security (CARES) Act which allocates a minimum of \$1.25 billion to California and \$25 billion to transit providers. The CARES Act is the third phase of federal Coronavirus relief legislation. The first phase was passed on March 6th – Coronavirus Preparedness and Response Supplemental Appropriations Act, and the second phase was passed on March 18th – Families First Coronavirus Response Act.

Both the House and Senate are working surface infrastructure bills before existing legislation expires on September 30th and there is a possibility that the next Coronavirus relief bill will include an infrastructure spending package. Staff will continue monitoring along with STA's federal legislative advocate (Susan Lent of Akin Gump).

Updates on the following are detailed in Attachment D:

- Supplemental Appropriation in Response to COVID-19 Pandemic
- FY 2021 Appropriations
- Federal Grants
- Transportation Legislation
- Transit Security Training
- Emissions Standards
- National Environmental Policy Act Reform
- Regional Infrastructure Accelerator Program

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. State Legislative Update
- B. California Transit Association Letter
- C. California Department of Finance Letter
- D. Federal Legislative Update



March 25, 2020

TO: Board of Directors, Solano Transportation Authority

FM: Joshua W. Shaw, Matt Robinson & Michael Pimentel, Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – April 2020**

Legislative Update

On March 16, in an effort to contain the spread of COVID-19, the California Legislature elected to recess until April 13 (note: the Legislature was scheduled to be on Spring Recess from April 2-13). Legislative offices have been conducting business remotely and members to continue to meet on issues via conference call and web-based tools. Prior to the scheduled return, the Legislature, along with Governor Newsom's Administration, will determine whether it is safe to reconvene or if the Legislature should continue to work remotely for a longer period. If the return date is extended, it will likely impact most policy bills introduced earlier this year. Some committee chairs have begun to signal their desire to see only essential bills heard – bills dealing with COVID-19 response, wildfire recovery, and housing & homelessness.

Governor's Department of Finance Signals Tough Economic Times Ahead

The Department of Finance signaled that the state's fiscal outlook will be significantly impacted by COVID-19 and issued a letter to all agency and department heads, and a similar letter to legislative leaders. The letter states, in part,

"Due to rapidly deteriorating economic conditions resulting from the COVID-19 pandemic, the Department of Finance now anticipates potentially significant corresponding reductions to expected revenues. The impact on revenues could be immediate, affecting the 19-20 fiscal year, and will certainly produce impacts for the upcoming 2020-21 fiscal year and beyond.

As a result, the Department of Finance will now reevaluate all budget changes within the context of a workload budget, based on the merits of each proposal, and ultimately subject to the availability of funding."

We expect a very constrained budget process leading up to adoption of the 2020-21 State Budget with very little room, if any, for new programs.

COVID-19 Significantly Impacting Bay Area Transit

The COVID-19 outbreak and subsequent social distancing/shelter in place protocols have wreaked havoc on Bay Area transit systems. Most systems are seeing ridership drops of 60-90 percent and operations have been scaled back substantially. However, because transit is a lifeline service, systems are expected to keep running. The California Transit Association's initial estimates show that transit agencies require *at least* \$1 billion in new emergency state funding to offset an actual and anticipated four to six months of direct costs and passenger fare revenue losses associated with COVID-19, starting from the time the first county-level shelter at home orders were issued. The funding need is pronounced at every transit agency in the state; however, it is especially acute for several of the state's largest transit agencies, specifically those which rely on farebox and user revenues disproportionately to support their operating budgets – e.g. BART, Caltrain, and the transit services operated by the Golden Gate Bridge, Highway and Transportation District. Though, we know the impacts are being felt by all systems, including those operating in Solano County.

FASTER Bay Area / Seamless Bay Area

As the Board is aware, there has been a significant effort in the Bay Area to implement a new funding source for transportation by way of a nine-county sales tax measure that would generate an estimated \$100 billion over 40 years, known as FASTER Bay Area. The measure is proposed to fund primarily large-scale, mass transportation infrastructure projects throughout the Bay Area (e.g. second transbay crossing for at least BART, additional Caltrain improvements, regional express bus/managed lanes, subway improvements, etc.). After a lot of deliberation and stakeholder engagement, it became clear that it would be a challenge to finalize the plan in time for the November 2020 ballot. The COVID-19 outbreak only made matters worse as the Bay Area's economy and transportation system have been hit hard. On March 17, the FASTER proponents released a document stating:

*FASTER will continue to work towards passing legislation to authorize a Bay Area ballot initiative **but we will no longer be proposing that it be eligible for the November 2020 ballot.** This change will give us more time to work with the Bay Area's transit operators, elected officials, stakeholders, and the broader public.*

Given all that's happening with COVID-19, it is unlikely that SB 278 (Beall) will move forward this year. However, Senator Beall may still have an interest in setting up a 2022 ballot measure.

In addition to FASTER Bay Area, stakeholders in the Bay Area have been pushing for several policy changes meant to improve the operation and effectiveness of the region's transit agencies. Known as Seamless Bay Area, the proposal would, through legislation, require transit agencies to establish set region-wide fares and coordinate scheduling, system mapping, and data collected/shared. The legislation would also create regional transit task force to further study and make recommendations on the items above. AB 2057 (Chiu), currently a "spot bill," will need to be amended in the coming weeks to contain many of these items. Given that this bill will likely have fiscal impacts on transit agencies in the wake of the COVID-19 crisis, it is unknown if legislation like this will move forward.

Free Transit Legislation

There are several pieces of legislation that would require transit agencies to offer free transit to a specific segment of the population, or risk losing access to state funding. Three bills are currently in

process – AB 1350 (Gonzales), AB 2012 (Chu), and AB 2176 (Holden) – and would all target specific transit ridership demographics: riders under the age of 18; seniors 65 and older; and college students, respectively. The California Transit Association has been surveying transit systems, to get a better understanding of the fiscal impacts the bills will have. We believe the authors of the bills recognize the fiscal strain the legislation would place on transit systems and will need to scale back the bills. Again, however, with the recent COVID-19 impact on transit, it is hard to fathom a path forward for these bills (or any for that matter) that have negative fiscal impacts on transit systems.

Bills of Interest

SB 278 (Beall) FASTER Spot Bill

This bill represents the legislative vehicle for a potential FASTER Bay Area framework and expenditure plan.

SB 757 (Allen) State Highway Relinquishment

State law describes the authorized routes on the state highway system and allows routes that have been deleted from the system to be considered for relinquishment by the California Transportation Commission to a local agency. The bill would require Caltrans to report to the Commission on which state highway routes or segments primarily serve regional travel and do not facilitate interregional movement of people and goods. The bill would also authorize the Caltrans to identify in the report which of those routes and segments are the best candidates for relinquishment and to allow for the relinquishment of those segments to local agencies through an administrative process.

SB 1408 (Dodd) SR 37 Tolling

This bill would require an unspecified authority to operate and maintain tolling infrastructure on State Route 37 between its intersections with Route 121 in the County of Sonoma and Walnut Avenue in the County of Solano. The bill would authorize the authority to issue bonds payable from the revenues derived from those tolls. The bill would authorize those toll and bond revenues to be used for specified purposes, including near-term and long-term improvements to the segment of State Route 37 and the Sonoma Creek Bridge to improve the roadway's mobility, safety, and long-term resiliency to sea level rise and flooding. The bill would require the authority to update and approve an expenditure plan for those toll and bond revenues on an annual basis beginning on July 1 following implementation of a toll. The bill would require the authority to develop and implement an equity program for the toll bridge to reduce the impact of the toll on low-income drivers.

AB 2057 (Chiu) Seamless Bay Area

This bill represents the legislative vehicle for a potential Seamless Bay Area framework, with the stated intent of requiring future regional funds for public transportation in the nine-county San Francisco Bay area to be conditioned on advancing institutional reforms that improve accountability and establish a seamlessly integrated regional transit system, so that these funds are responsibly spent and advance state mobility and environmental goals.

AB 2237 (Berman) – Contracting Limits

This bill would raise the limit for contracts no subject to competitive bidding from \$75,000 to \$150,000 for county transportation agencies in the Bay Area, including the Solano Transportation Authority. **We recommend the Board SUPPORT this bill.**

AB 3145 (Grayson) Mitigation Fee Cap

This bill would prohibit a city or county from imposing a mitigation fee or exaction if the total dollar amount they would impose on a proposed housing development is greater than 12 percent of the city or county's median home price, unless approved by the Department of Housing and Community Development.

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.



Connecting us.

March 21, 2020

The Honorable Gavin Newsom, Governor
State of California
State Capitol, Suite 1173
Sacramento, CA 95814

The Honorable Toni Atkins, President Pro Tempore
California State Senate
State Capitol, Room 205
Sacramento, CA 95814

The Honorable Anthony Rendon, Speaker
California State Assembly
State Capitol, Room 209
Sacramento, CA 95814

RE: Need for Emergency Relief Funding to California's Public Transit Agencies

Governor Newsom, President Pro Tem Atkins and Speaker Rendon:

On behalf of the member agencies in the California Transit Association and all who still need public transportation right now, I respectfully **urge you to provide at least \$1 billion in emergency state funding to California's transit agencies**, to offset an actual and anticipated four to six months of direct costs and revenue losses associated with the COVID-19 pandemic. This level of support, which we urge you to begin providing through SB 89 (Budget and Fiscal Review) [Chapter 2, Statutes of 2020], as well as in a supplemental budget appropriation, is essential to preventing immediate and severe disruptions to transit service that would limit mobility for the most economically distressed Californians and further undermine our economy.

Additional state support beyond this will be necessary over the mid- to long-term to help transit agencies regain their footing once the pandemic subsides and more riders return.

California's public transit agencies face an existential crisis. For the past two weeks, we have watched as transit ridership has plummeted – for the obvious and needed reasons related to preserving the public's health, stopping the further spread of the virus, and adherence to the Governor's and various local orders. The fare revenue losses and the escalating costs of our industry's front-line efforts to protect the public's health now threaten the fiscal solvency and operational capacity of transit agencies statewide. Unfortunately, we know the worst is yet to come. Already, and in the days and weeks ahead, Californians' response to the various "stay at home" orders, which we again acknowledge as appropriate and needed during this public health crisis, will result in fewer daily boardings, further skepticism about the safety of public transit for even essential trips, and millions of dollars in weekly lost fare revenue.

As an association representing public officials, we know that – in the absence of immediate action by the state government and in the face of continued inaction by the federal government – these trends will require transit to cease to function as it has historically. In fact, as we write this letter, transit agencies across the state are suspending or dramatically curtailing much of their service, they are deferring payments to contractors, and/or furloughing employees; and if emergency funding is not forthcoming, several agencies will begin to shut down service entirely.

Alarming, such contingency actions are imminent at our state's largest agencies, which rely most heavily on farebox revenue to support their operating budget. Shutdown of these systems will further slow economic activity in our largest urban centers, and, strand essential workers who must still use transit to get to their jobs. **The \$1 billion initial investment we urge you to provide to transit agencies today is necessary to stave off the most severe actions on the horizon.**

Given the Legislature's current recess and the urgency of our request, we urge Governor Newsom to provide a portion of this funding immediately through appropriation from SB 89. We believe such action is appropriate since the Department of Homeland Security's CISA guidance recognizes transit workers as essential to maintain the continuity of operations of a critical infrastructure sector, and, public transit provides a critical mobility option to health care workers, members of law enforcement, first responders and other safety personnel who are vital to our state's COVID-19 response.

Upon the Legislature's return, we urge Pro Tem Atkins and Speaker Rendon to provide an immediate supplemental budget appropriation to California's transit agencies that addresses the balance of our \$1 billion request and that ensures they can operate for *at least* the next six months.

Over the mid- to long-term, we will need to engage with you and your offices more fully about the future of transit in California. We are clear-eyed that, as we possibly enter recessionary times, the funding needs of California's transit agencies are likely to grow as ridership continues to decline and as vital funding sources, like local-option sales taxes and the Transportation Development Act's county-level Local Transportation Funds, are undercut by the expected drop in consumer spending. Additionally, regardless of the duration of the crisis, transit agencies will face challenges with rehiring and retraining employees and recapturing lost transit riders. As such, **the state must begin to prepare to provide additional supplemental funding in future months, likely on the same order as the short-term emergency funding, to address these long-term needs.**

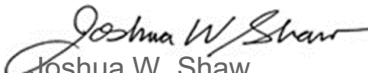
We very much appreciate the communication Governor Newsom recently transmitted to congressional leaders requesting aide for transit agencies, and we urge you all to continue noting public transportation's need as you work with your national partners.

We will continue to communicate with you and your staff to highlight *in detail* the impacts of the pandemic on California's transit agencies and our citizens who most need vital public transit service right now. Please know that emergency funding for public transportation – delivered as early in this crisis as possible – is critically important as we work to maintain essential lifeline services in our communities.

If you have any questions about this request, please contact me at 916-893-9299.

Thank you for your consideration.

Sincerely,


Joshua W. Shaw
Executive Director

cc: The Honorable Jim Beall, Chair, Senate Transportation Committee
The Honorable Holly Mitchell, Chair, Senate Budget and Fiscal Review Committee
The Honorable Jim Frazier, Chair, Assembly Transportation Committee
The Honorable Phil Ting, Chair, Assembly Budget Committee
David Kim, Secretary, California State Transportation Agency, State of California
Members, Executive Committee, California Transit Association

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BUDGET LETTER

	NUMBER: 20-08
SUBJECT: 2020 BUDGET CHANGE LETTERS AND MAY REVISION	DATE ISSUED: March 24, 2020
REFERENCES:	SUPERSEDES: BL 20-04, BL 19-19

TO: Agency Secretaries
 Department Directors
 Departmental Budget and Accounting Officers
 Department of Finance Budget and Accounting Staff

FROM: DEPARTMENT OF FINANCE

This BL informs agencies and departments of revisions to the 2020-21 Budget Change Letter (Spring Finance Letter) process previously established in BL 20-04, as well as budget policy criteria described in BL 19-19.

Background

On March 4, 2020, the Governor declared a state of emergency to help the state prepare and respond to COVID-19. Since then, state departments have been engaged in numerous and various response activities and the Legislature appropriated up to \$1.1 billion General Fund to support these and local efforts. Despite the sustained efforts, the virus continues to spread and is impacting nearly all sectors of California's economy. Among these impacts is a severe drop in economic activity, with corresponding negative effects on anticipated revenues. The impact on revenues could be immediate, affecting the 19-20 fiscal year, and will certainly produce impacts for the upcoming 2020-21 fiscal year and beyond.

Evaluation of Spring Finance Letters and May Revision Requests

As a result of the conditions noted above, the Department of Finance will now reevaluate all budget changes within the context of a workload budget, based on the merits of each proposal, and ultimately subject to the availability of funding. This includes all Spring Finance Letter requests, all potential adjustments to be included in the May Revision, as well as previously approved adjustments incorporated in the Governor's Budget. This reevaluation applies to all support and local assistance adjustments, inclusive of Capital Outlay and information technology projects. It also applies to all funds and all departments, including those departments not directly under the Governor's authority.

Government Code Section 13308.05 defines a workload budget as "the budget year cost of currently authorized services, adjusted for changes in enrollment, caseload, or population, or all of these changes and any of the following:

- (a) Statutory cost-of-living adjustments.
- (b) Chaptered legislation.
- (c) One-time expenditures.
- (d) The full-year costs of partial-year programs.

- (e) Costs incurred pursuant to constitutional requirements.
- (f) Federal mandates.
- (g) Court-ordered mandates.
- (h) State employee merit salary adjustments.
- (i) State agency operating expense and equipment cost adjustments to reflect price increases."

As indicated above, the Department of Finance will reevaluate both Spring Finance Letter requests and already approved adjustments included in the Governor's Budget within this definition of workload budget. This definition is intended to provide a general framework for evaluating both new and existing proposals and adjustments. Resource constraints may ultimately force a prioritization even within this definition. As a result, agencies and departments should have no expectation of full funding for either new or existing proposals and adjustments. The only exception to this new evaluation criteria will be proposals or adjustments necessary to support the emergency response to COVID-19. New requests which fall outside these parameters will not be reviewed.

BL 20-04 had established a deadline of March 27, 2020, to discuss any proposed May Revision adjustments with your Program Budget Manager. Given the timing of this BL issuance, agencies and departments should work with their Program Budget Manager to establish acceptable alternative timelines for the discussion and submission of May Revision requests.

If you have questions regarding this BL, please contact your Program Budget Manager.

/s/ Keely Bosler

KEELY BOSLER
Director

Attachment

M E M O R A N D U M

March 30, 2020

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

During the month of March, we monitored developments in Washington and brought them to the attention of STA. We also monitored and reported on a Senate Banking, Housing, and Urban Affairs Committee hearing on public transportation. On March 4, we submitted comments on behalf of STA to the White House Council on Environmental Quality (CEQ) regarding proposed reforms to National Environmental Policy Act (NEPA) regulations.

Coronavirus Aid, Relief and Economic Security Act

President Trump signed into law on March 27 the Coronavirus Aid, Relief and Economic Security (CARES) Act. The CARES Act is a \$2 trillion stimulus package to address the impacts of COVID-19. The law includes labor provisions and tax benefits to aid workers and keep them employed, loans for businesses, funding to address the health impacts of the Virus, a stabilization fund for state and local governments and supplemental appropriations for various federal departments and agencies. The following are key highlights:

- \$25 billion in federal transit funds to be apportioned through the §5307 urbanized area formula, the §5311 rural formula, the §5337 state of good repair formula, and the §5307 high-density state and rapid-growth state formula, in their relative proportions to each other. California should receive about \$3.76 billion, including \$2.37 billion in urbanized area funds, \$1.18 billion in State of Good Repair (fixed guideway) funds, \$87.2 million in rural funds and \$128.3 million in rapid-growth state formula funds. Funds may be used for operating expenses related to the response to the Coronavirus, including, beginning on January 20, 2020, reimbursement for operating costs to maintain service and lost revenue due to the Coronavirus, including the purchase of personal protective equipment, and paying the administrative leave of operations personnel due to reductions in service. Funds will not require a match.
- \$150 billion Coronavirus Relief Fund which will be distributed to states based on population with each state getting a minimum of \$1.25 billion. Local governments can get funding directly by making a certification. The funds may be used to pay for costs

Solano Transportation Authority
March 30, 2020
Page 2

related to responding to the Coronavirus that were not budgeted and incurred between March 1 and December 30, 2020.

- Supplemental appropriations for a number of other federal Department and agency programs that may benefit Solano County and its cities, including Department of Housing and Urban Development, Department of Health and Human Services, Department of Justice Office of Justice Programs, Federal Emergency Management Agency, Department of Commerce Economic Development Administration and Department of Agriculture.

Senate Environment and Public Works (EPW) Committee Chairman John Barrasso (R-WY) attempted to include his Committee's surface transportation reauthorization bill in the CARES Act. While Senate Appropriations Committee Chairman Richard Shelby (R-AL) supported the request, congressional leadership focused the CARES Act on responding to direct impacts of the Coronavirus. Members of Congress are discussing the potential of moving a fourth stimulus bill that could include infrastructure funding and the surface transportation legislation.

FY 2021 Appropriations

Transportation Secretary Elaine Chao testified on the Trump Administration's fiscal year (FY) 2021 budget request before the House Transportation, Housing, and Urban Development (THUD) Appropriations Subcommittee on February 27. Subcommittee Chairman David Price (D-NC) and full Committee Chairwoman Nita Lowey (D-NY) criticized the Administration's proposed cuts to Amtrak and transit. Price called on the Administration to work cooperatively with Congress on a funding solution to pay for infrastructure spending in fiscal year 2021 and beyond.

Ranking Member Diaz-Balart expressed concern that transit agencies are confused about new requirements forbidding them from using federal money to buy railcars and buses from Chinese companies. Secretary Chao shared that the Federal Transit Administration (FTA) and the Office of the U.S. Trade Representative (USTR) are working to confirm which countries' products are impacted by the procurement provisions. While the procurement prohibition is designed to target Chinese companies, the legislative language more broadly refers to "nonmarket economy countries" that are on USTR's priority watch list. FTA later added that it will issue guidance in the next few months and will assist agencies with dealing with issues such as service warranties and spare parts for existing Chinese rolling stock.

During a Senate THUD Appropriations Committee hearing on March 5, Chairwoman Susan Collins (R-ME) expressed disappointment that the Administration's surface transportation

Solano Transportation Authority
March 30, 2020
Page 3

reauthorization proposal does not include a funding source. Ranking Member Jack Reed (D-RI) called the proposal an “inadequate commitment to surface transportation.”

The next step is for Congress to draft and mark up the appropriations bills. House appropriators initially planned to begin subcommittee markups on April 21 followed by the first full committee mark up and adoption of subcommittee allocations on April 28. The House has planned a subcommittee markup of the THUD bill on May 12 and a full Committee markup on May 19. It is unclear if the House will follow this markup schedule due to the COVID-19 pandemic.

Senate Appropriations Committee Chairman Richard Shelby (R-AL) said his Committee plans to mark up their bills before August. Chairman Shelby has suggested the Committee may hold virtual hearings in the event that the Senate enters an extended recess after passing a COVID-19 stimulus package. Shelby has said the Committee’s markup timeline will not be impacted by the pandemic.

Federal Grants

On March 2, FTA announced the award of \$423.3 million in FY 2019 funding for the Grants for Buses and Bus Facilities Program. FTA made 318 awards, including eight in California. Solano County Transit received \$1.8 million to plan, construct, and install electrical charging infrastructure to accommodate an all-electric bus fleet.

On March 3, FTA announced the availability of \$8.5 million in FY 2020 funding for the Helping Obtain Prosperity for Everyone (HOPE) Program. FTA will award grants for planning, engineering, and technical studies or financial planning to improve transit services in areas experiencing long-term economic distress. Eligible applicants must be located in a county with more than 20 percent of the population living in poverty for 30 years or more. Applications are due by May 4.

On March 13, FTA announced the availability of funds under its Emergency Relief Program to provide assistance to transit agencies for expenses related to COVID-19 if the state governor has declared a state of emergency. Transit agencies may use federal formula funds for emergency-related capital and operating expenses and FTA will reimburse operating expenses with an 80 percent federal share. FTA is also allowing transit agencies to request temporary relief from federal requirements if the governor has declared a state of emergency. Governor Gavin Newsom declared a state of emergency for California on March 4.

On March 16, FTA announced the award of \$20.3 million in Integrated Mobility Innovation (IMI) program grants. IMI supports projects that use innovative technologies and processes to

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improve access to public transportation, increase public transportation efficiency, and enhance the overall rider experience. Twenty-five projects in 23 states received grants. San Joaquin Regional Transit District, the only California recipient, received \$306,000 to create standard payment integration and trip planning apps across local and regional transit providers.

On March 18, FTA announced the availability of \$11 million in FY 2019 research funds for the Accelerating Innovative Mobility (AIM) Challenge Grant Program in the form of cooperative agreements. The program aims to foster innovative transit technologies, practices, and solutions that incentivize travelers to choose public transportation, promote economic development in communities, and enhance public-private partnerships to improve personal mobility. FTA will competitively award AIM Challenge Grants for projects that can accelerate the development, implementation, and adoption of innovative technologies, practices, and service models to improve mobility and enhance the rider experience with a focus on innovative service delivery models, creative financing, novel partnerships, and integrated payment solutions. The AIM Initiative also includes the launch of a national network of innovative transit agencies (AIM Incubators) to test new mobility solutions and broadly share the results with the public transit industry. AIM Challenge Grant recipients selected through this funding opportunity will be designated as the inaugural class of AIM Incubators. FTA may award additional grants if funding is available prior to the announcement of project selections. Applications are due by April 17.

Transportation Legislation

On March 9, Representative Jim Langevin (D-RI) introduced the bipartisan Transportation Workforce Investment Act, which would bolster the nation's infrastructure workforce by prioritizing strategic long-term planning and investments in career and technical education as well as on-the-job training. The bill would establish a transportation education and training program to provide competitive grants to improve the transportation workforce. It would also expand the surface transportation workforce grant program and create a task force on the future of the transportation workforce.

On March 11, the Senate Commerce, Science, and Transportation Committee advanced Senator Gary Peters' (D-MI) bipartisan Promoting Service in Transportation Act. As we previously reported, the legislation would direct the Department of Transportation to deploy public awareness campaigns highlighting job opportunities in the transportation sector to help fill existing and future workforce shortages. House Aviation Chairman Rick Larsen (D-WA) introduced similar legislation in the lower chamber in November 2019. The House bill has not advanced since its introduction.

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Transit Security Training

On March 23, The Transportation Security Administration (TSA) issued a final rule requiring owner/operators of higher-risk freight railroad carriers, public transportation agencies (including rail mass transit and bus systems), passenger railroad carriers, and over-the-road bus companies, to provide TSA-approved security training to employees performing security-sensitive functions. The training curriculum must teach employees how to observe, assess, and respond to terrorist-related threats and incidents. TSA also expanded its requirements for security coordinators and reporting of significant security concerns to include bus operations. The rule is effective beginning June 22, 2020.

Emissions Standards

In a February 26 letter, Senate EPW Ranking Member Tom Carper (D-DE) called on the Environmental Protection Agency's (EPA) inspector general to investigate whether EPA violated federal requirements when drafting its fuel efficiency rulemaking. The letter raises concerns about whether Trump Administration appointees concealed comments that are critical of the draft final Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule.

During a hearing on the Transportation Department's FY 2021 budget request on February 27, House THUD Appropriations Chairman Price expressed disappointment with the One National Program, arguing that the rulemaking is "deeply flawed." Price urged the Administration to "reverse course" on the rulemaking. Transportation Secretary Chao did not address the One National Program rulemaking during the hearing. However, she told Senator Diane Feinstein (D-CA) during a Senate THUD hearing on March 5 that California does not have the right to achieve higher standards than those in the SAFE Vehicles Rule. Chao argued that Obama-era emissions standards were unrealistic for manufacturers.

National Environmental Policy Act Reform

On March 9, the U.S. District Court for the Western District of Virginia rejected the Southern Environmental Law Center's suit to block CEQ's rewrite of NEPA regulations. The Court's order allows CEQ to proceed with the notice and comment period for its proposed reforms.

On March 11, a coalition of twenty attorneys general, including California Attorney General Xavier Becerra, warned of upcoming legal battles should CEQ move forward with its rulemaking. They argued that CEQ has failed to offer reasoned explanation for its changes and criticized the Council's proposal to overhaul existing guidance. The coalition disagreed with CEQ's proposal that an agency's failure to comply with NEPA could be addressed by

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compliance with the statute and does not require intervention by the courts. They also opposed redefining when agency action could be subject to judicial review.

On March 11, House Transportation and Infrastructure Committee Chairman Peter DeFazio (D-OR) sent a letter to CEQ opposing the proposed rule. DeFazio called on CEQ to reconsider and withdraw the proposal. He expressed particular concern regarding the rulemaking's short comment period and limited public engagement. He also criticized CEQ's proposal to remove the requirement that federal agencies account for cumulative environmental impacts and indirect effects. DeFazio said the CEQ proposal fails to address infrastructure funding, which he argued is the "true source" of delays to permitting infrastructure.

House Transportation Ranking Member Sam Graves (R-MO) submitted comments to CEQ praising the proposed changes, arguing that they will allow for agencies to efficiently carry out reviews of proposed transportation and infrastructure projects without compromising environmental protections. Graves offered support for reforming NEPA review timelines; limiting the size of environmental documents; emphasizing early coordination with stakeholders and federal agencies; and eliminating vague and outdated sections of the regulations.

Regional Infrastructure Accelerator Program

On February 28, the Transportation Department issued a request for information seeking input from stakeholders on how best to develop the Regional Infrastructure Accelerators program authorized in the Fixing America's Surface Transportation (FAST) Act. The program would assist entities in developing improved infrastructure priorities and financing strategies for the accelerated development of projects that are eligible for funding under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program. Information gathered from this request will help inform the development of the Regional Infrastructure Accelerators program and the approach to designating and funding Regional Infrastructure Accelerators that will serve a defined geographic area and act as a resource to qualified entities in the geographic area in accordance with the FAST Act. Stakeholders are encouraged to respond by March 28.



DATE: March 26, 2020
TO: STA Board
FROM: Erika McLitus, Project Assistant
RE: Regional Transportation Impact Fee (RTIF) – 2st Quarter Update FY 2019-20

Background:

The STA and the County of Solano coordinate on the collection and management of the Regional Transportation Impact Fee (RTIF), a transportation component of the County's Public Facilities Fee (PFF). The County Board of Supervisors added a \$1,500 per dwelling unit equivalent dedicated to the RTIF program as part of the PFF at on December 3, 2013. The RTIF collection formally began on February 3, 2014 with nearly \$7.1 million collected as of the end of the 1st Quarter of Fiscal Year (FY) 2019-20.

Seven RTIF Working Groups were created to administer the RTIF funds for transportation projects that address development growth. Five of the seven RTIF Working Groups are geographically situated with the City of Fairfield (3 of 5) and the County of Solano (5 of 5) located in multiple Working Groups. The remaining two working groups were created separately with a 10% off the top revenue dedication (5% each) for both the unincorporated County area and transit related projects. The selected RTIF eligible transportation projects for each Working Group are the following:

1. Working Group District 1- Jepson Parkway
2. Working Group District 2- SR 12 Rio Vista Complete Streets
3. Working Group District 3- SR 37/Fairgrounds Drive SolanoExpress Bus Stop
4. Working Group District 4- Green Valley Overcrossing (Needs Updating)
5. Working Group District 5- SR113 Advanced Traffic and Rail Safety Study
6. Transit Working Group District 6- SR 37/Fairgrounds Drive SolanoExpress Bus Stop
7. County Unincorporated Working Group District 7- SR113 Advanced Traffic and Rail Safety Study (Needs Updating)

The RTIF Working Groups meet at least once annually to provide a status update on the program and the selected project.

As is required by law, every five years the County must update the Nexus study for the PFF. The most recent study was completed in April 2019. As part of this update, a recommendation was presented by County staff to increase the amount collected for RTIF from \$1,500 to \$2,500 for each dwelling unit equivalent (DUE), without increasing the total PFF. This recommendation was presented to various stakeholder groups, including the STA Board, STA TAC, developer groups, and City Managers. The Board of Supervisors passed the updated PFF, with an increased RTIF amount on August 6, 2019. The updated PFF schedule of fees became effective starting on October 6, 2019.

Discussion:

RTIF Revenues for 2nd Quarter of FY 2018-19

With this increase to \$2,500 per dwelling unit equivalent, the RTIF revenue is projected to average over \$2M per year, well above the historic average of \$1.2M per year. The new rate became effective on October 6, 2019, so the second quarter of FY 2019-20 is the first period to reflect the increased RTIF revenue collection. Solano County has received RTIF checks from each member agency for FY 2019-20 Q2; a total of \$405,839 has been collected for all RTIF districts, somewhat below the projected average revenue of \$500k per quarter. See Attachment A for a summary of revenue collected by each district for Q1 and Q2 of FY 2019-20.

RTIF District 1, the Jepson Corridor, has generated the most revenue in FY 2019-20 and is on track to surpass its \$776,500 total revenue collection in FY 2018-19. However, Districts 2, 3, 4, and 5 have collected less revenue than anticipated. Notably, RTIF District 5 generated no revenue in Q2 which will make it difficult for the district to match the \$152,590 in RTIF revenue generated in FY 2018-19. The recent increase in the RTIF portion of the PFF may mitigate the initial lull in RTIF revenue collection for FY 2019-20. STA staff will continue to monitor RTIF revenue and work with the seven working groups to select suitable projects to support with available revenue.

Fiscal Impact:

None to the STA Budget. Funding is provided by the Solano County Regional Transportation Impact Fee (RTIF).

Recommendation:

Informational.

Attachments:

- A. RTIF Revenue History by District

RTIF Revenue History by District					
	FY 2019-20 1st Quarter	FY 2019-20 2nd Quarter	Grand Total		
RTIF Collection	\$433,702	\$415,336	\$7,680,027		
Interest			\$2,574		
2% STA Administration	\$8,674	\$8,307	\$153,601		
RTIF Revenue for Eligible Projects					
			Total	Remaining	
			Disbursements	Funds	
RTIF Revenue for Eligible Projects	\$425,028	\$407,029	\$7,916,922		
District 1 Jepson Corridor	\$266,803	\$318,876	\$4,047,899	\$1,410,616	\$2,637,282
District 2 SR 12 Corridor	\$74,894	\$1,058	\$736,381	\$121,481	\$614,900
District 3 South County	\$1,323	\$28,524	\$324,729	\$60,000	\$264,729
District 4 Central County	\$9,688	\$17,868	\$1,395,199	\$1,648,000	\$37,210
District 5 SR 113	\$29,817	\$0	\$621,022	\$183,571	\$437,451
District 6 Transit (5%)	\$21,251	\$20,351	\$395,846	\$208,128	\$187,718
District 7 County Road (5%)	\$21,251	\$20,351	\$395,846	\$121,760	\$274,086
Total RTIF Revenue Received for Eligible Projects:	\$425,028	\$407,029	\$7,916,922	\$3,385,557	\$4,531,366

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DATE: March 27, 2020
TO: STA Board
FROM: Debora Harris, Accountant 1
RE: Fiscal Year (FY) 2019-20 Abandoned Vehicle Abatement (AVA) Program
Second 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 Second Quarter, STA received the allocation from the State Controller's Office in the amount of \$96,107.96 and has deducted \$2,883.29 for administrative costs. The STA disbursed cost reimbursement to member agencies for the Second Quarter in the total amount of \$81,480.89. The total remaining AVA fund balance after the second quarter disbursement to the member agencies is \$11,743.83. This amount will be included with the disbursement in the third quarter utilizing the funding formula.

The Cities of Dixon, Fairfield, Vacaville and Vallejo have shown a decrease in the number of vehicles that were abated during the second quarter compared to last fiscal year.

The City of Rio Vista continues to have no report of abated vehicles for the quarter.

Attachment A is a matrix summarizing the AVA Program activities through the Second Quarter FY 2019-20 and is compared to the total FY 2018-19 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2019-20 and FY 2018-19

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for
FY 2019-20 and FY 2018-19
Second Quarter Ending December 31, 2019**

Member Agency	FY 2019-20 (Q2)				FY 2018-19		
	# 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	242	\$7,007	\$29	54%	449	\$14,953	\$33
City of Dixon	116	\$6,765	\$58	69%	169	\$11,398	\$72
City of Fairfield	2,471	\$78,074	\$32	63%	3,893	\$158,589	\$36
City of Rio Vista	0	0	0	0%	0	\$0	\$0
City of Suisun	5	\$425	\$85	1%	361	\$24,060	\$64
City of Vacaville	659	\$30,894	\$47	79%	830	\$45,268	\$54
City of Vallejo	1276	\$54,139	\$42	39%	3,237	\$144,752	\$52
Solano County Unincorporated area	36	\$2,623	\$73	18%	202	\$9,332	\$70
Total	4,805	\$179,928	\$37	53%	9,141	\$408,352	\$45

The total remaining AVA fund available after the second quarter disbursement to member agencies is \$11,743.83. This amount is available for disbursement to member agencies utilizing the funding formula, in addition to the State Controller's Office allocation for the third quarter FY 2019-20.



DATE: March 25, 2020
 TO: STA Board
 FROM: Brent Rosenwald, Planning Assistant
 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.	Department of Transportation- Better Utilizing Investment to Leverage Development (BUILD)	Up to \$ 1 Billion	Due on May 18, 2020
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
5.	Volkswagen Mitigation Trust Fund for Zero Emission Transit and Shuttle Buses	Up to \$65 Million	Due On First-Come, First-Served Basis
6.	TDA Article 3 Funding	Up to \$483,604	Proposals due June 30, 2020
7.	Bay Area Air Quality Management District TFCA Funds	Up to \$128,801	Proposals due on April 20 th
8.	Yolo Solano Air Quality Management District CAF Funds	Up to \$340,000	Proposals due on April 10 th
State			
1.	Active Transportation Cycle 5 Funds	Up to \$440 Million	Proposals due June 15, 2020

Action:

None.

Recommendation:

Informational.

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DATE: March 31, 2020
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: 2020 STA Board and Advisory Committees Meeting Schedule

Discussion:

Attached is the 2020 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 2020



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2020**

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
Wed., January 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., January 9	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Thurs., January 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	Joseph Nelson Community Center	Confirmed
Thurs., January 23	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	Suisun City Hall	Confirmed
Tues., January 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., January 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., February 6	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., February 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Tues., February 25	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., February 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 5	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., March 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulati Community Center	Confirmed
Tues., March 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., March 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., April 2	6:00 p.m.	Pedestrian Advisory Committee (PAC)	Canceled	Confirmed
Wed., April 8	6:00 p.m.	STA Board Meeting	Via Zoom Meeting	Confirmed
Thurs., April 23	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	Canceled	Canceled
Tues., April 28	1:30 p.m.	Intercity Transit Consortium	Via Zoom Meeting	Confirmed
Wed., April 29	1:30 p.m.	Technical Advisory Committee (TAC)	Via Zoom Meeting	Confirmed
Thurs., May 7	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., May 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., May 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., May 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	SolTrans O&M Facility	Confirmed
Tues., May 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., May 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., June 4	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., June 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., June 23	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., June 24	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., July 2	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., July 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	Benicia City Hall	Confirmed
Thurs., July 23	9:30 a.m.	Consolidated Transportation Svcs. Agency (CTSA-AC)	TBD	Tentative
July 24 (No Meeting)	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
July 25 (No Meeting)		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., August 6	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 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Tues., August 25	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., August 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 3	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	SolTrans O&M Facility	Confirmed
Tues., September 29	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., October 1	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., October 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 22	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
Wed., November 4	6:00 p.m.	STA's 23 rd Annual Awards	Ulati Community Center	Confirmed
Thurs., November 5	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 18	1:30 a.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., November 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	Suisun Senior Center	Confirmed
Tues., November 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., December 3	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., December 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., December 15	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., December 16	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed