

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://us02web.zoom.us/j/7966534239>

Meeting ID: 796 653 4239

To Participate by Phone

Dial: 1(408) 638-0968

Access Code: 7966534239#

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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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

STA BOARD MEMBERS

Jim Spering	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

STA BOARD ALTERNATES

Erin Hannigan	Mike Segala	Lionel Largaespada	Steve Bird	Chuck Timm	Hope Cohn	Raymond Beaty	Robert McConnell
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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)**

MTC Commissioner

Jim Spering

(6:20 – 6:25 p.m.)

7. STA PRESENTATIONS

(6:25 – 6:40 p.m.)

A. Presentation on STA Draft Overall Work Plan

Daryl Halls

**B. Proposed STA Board – June Workshop: Future of Transit in
Solano County – Post CoVID 19 Pandemic**

Jim Spering/

Daryl Halls

C. Directors Reports:

1. Projects

Janet Adams

2. Planning

Robert Guerrero

3. Programs

Ron Grassi/Lloyd Nadal

8. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

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

(6:40 – 6:45 p.m.)

A. Meeting Minutes of the STA Board Meeting of April 8, 2020

Johanna Masiclat

Recommendation:

Approve the Minutes of the STA Board Meeting of April 8, 2020.

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B. Draft Minutes of the STA TAC Meeting of April 29, 2020

Johanna Masiclat

Recommendation:

Approve the Draft Minutes of the STA TAC Meeting of April 29, 2020.

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**C. Marin Clean Energy's Agreement for the California Electric Vehicle
Infrastructure Project (CALeVIP) Application**

Triana Crighton

Recommendation:

Authorize the Executive Director to sign the conditional MOU with Marin Clean Energy for the purpose of proceeding with the CALeVIP funding application.

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D. Cordelia Hills Sky Valley Federal Earmark Repurposing

Erika McLitus

Recommendation:

Authorize the Executive Director to :

1. Enter into a funding agreement with Solano County and the Solano Land Trust to exchange \$428,000 in federal HPP funds for \$428,000 local funds ; and
2. Enter into an amended agreement with Solano County and the City of Vallejo to amend the fund sources for the SR 37/Fairgrounds Dr. Project and to provide \$428,000 in local funds for the repurposing of the Cordelia Hills Sky Valley federal earmark.

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E. Funding Exchange Agreement for the Heart of Fairfield Utilization of Federal Surface Transportation Program Funding Recommendation:

Erika McLitus

Authorize the Executive Director to enter into a modified Funding Exchange Agreement with the City of Fairfield for the Heart of Fairfield reflecting the terms specified in Attachment A.

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

Anthony Adams

Recommendation:

Approve the Final Solano Active Transportation Plan: [Link](#)

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G. Advance FY 2020-21 STAF Funds for SolanoExpress Bus Repayment and Reconciliation of funding for FY 2018-19

Ron Grassi

Recommendation:

Approve the following:

1. SolTrans to claim \$1.2 million of STAF population funds for bus repayment originally scheduled for FY 2020-21; and
2. FAST to claim \$397,530 of STAF population funds owed as part of the Solano Express FY 2018-19 Reconciliation.

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H. Plan Bay Area Regional Transportation Fund Request Letter

Robert Guerrero

Recommendation:

Approve a letter requesting regional transportation funds for projects identified in this staff report.

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9. ACTION FINANCIAL ITEMS

A. 2020 Surface Transportation Improvement Program (STIP) Programming Amendment

Janet Adams

Recommendation:

Reprogram \$16.7M in future STIP funds from Solano I-80 Managed Lanes to I-80/I-680/SR12 Interchange Phase 2 of the 2020 STIP for Solano County.

(6:45 – 6:50 p.m.)

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B. Solano Suburban Housing Incentive Pool (SubHIP)/Fairfield Affordable Housing Project

Robert Guerrero/
Paul Kaushal

Recommendation:

Approve the following:

1. \$2.1 million from the Suburban Housing Incentive Pool (SubHIP) program for the Fairfield Vacaville Train Station PDA Implementation project in support of Affordable Housing project; and
2. Authorize the STA Executive Director to enter into funding agreements with the City of Fairfield and MTC for \$2.1 million of SubHIP funds.

(6:50 – 6:55 p.m.)

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C. Fiscal Year (FY) 2020-21 Intercity Funding Agreement and FY 2018-19 Reconciliation

Mary Pryor

Recommendation:

Approve the following:

1. The SolanoExpress reconciliation for FY 2018-19 as specified in Attachments D (FAST) and E (SolTrans);
2. The FY 2020-21 SolanoExpress ITF Agreement Amounts per transit operator as specified in Attachment I; and
3. Authorize the Executive Director to request that MTC shift up to \$150,000 in RM-2 funds from the Green Express to the Blue Line for FY 2019-20 and FY 2020-21.

(6:55 – 7:00 p.m.)

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10. ACTION NON-FINANCIAL ITEMS

A. SolanoExpress Service Plan for Fiscal Year (FY) 2020-21

Daryl Halls and
Jim McElroy,
Project Manager

Recommendation:

Approve the Partial Service Restoration Plan criteria as described in Attachment B defined as follows:

1. Return to pre-pandemic span of service;
2. Generally target once per hour frequency within available resources; and
3. Retain core route network that includes the Blue, GX, Red and Yellow lines providing both connections outside of Solano County and one trip travel within Solano County to key destinations; to be implemented on or before the FY2020-21 fiscal year; and, direct the Executive Director to provide ongoing performance reporting and general updates on effectiveness.

(7:00 – 7:10 p.m.)

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B. Legislative Update

Vincent Ma

Recommendation:

SUPPORT Assembly Bill 2237 (AB 2237) - Bay Area County

Transportation Authorities: contracting

(7:10 – 7:15 p.m.)

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C. Bay Area Regional Early Action Planning (REAP) Grants

Robert Guerrero and
Sean Quinn, Solano EDC

Recommendation:

Authorize the STA Executive Director to submit the Regional Early Action Planning (REAP) Grants Proposal to ABAG as specified in Attachment A.

(7:15 – 7:20 p.m.)

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D. STA's Overall Work Plan for FY 2020-21 and FY 2021-22

Daryl Halls

Recommendation:

Approve the STA's Overall Work Plan for FY 2020-21 and FY 2021-22 as shown in Attachment A.

(7:20 – 7:25 p.m.)

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11. INFORMATIONAL – NO DISCUSSION

A. California Transportation Commission (CTC) Grant Deliverable and Schedule Changes due to COVID-19

Anthony Adams/
Erika McLitus

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B. Active Transportation Program (ATP) Cycle 5 Priorities and Discussion

Erika McLitus

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C. Project Delivery Update

Erika McLitus

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D. STA Solano Napa Activity Based Model (SNABM) Update

Brent Rosenwald

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E. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2020-21

Daryl Halls/
Susan Furtado

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F. Summary of Funding Opportunities

Brent Rosenwald

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G. 2020 STA Board and Advisory Committee Meeting Schedule

Johanna Masiclat

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12. BOARD MEMBERS COMMENTS

13. ADJOURNMENT

The STA Board's next regularly scheduled meeting is at **6:00 p.m., Wednesday, June 10, 2020.**

STA Board Meeting Schedule for Calendar Year 2020

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



DATE: May 6, 2020
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – May 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 May 31st with staff prepared to extend month to month if warranted. The Solano Mobility Call Center staff continues to telecommute and serve customers via email and cell phones. Staff has begun preparing for a return to the office, once the Governor and Solano County lifts the shelter at home directive. 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.

Post CoVID 19 Budget and Service Plan for Solano Express *

The four SolanoExpress Routes were significantly reduced in response to the CoVID 19 Pandemic. Total service hours were essentially cut half (80,000 annual hours system cut to 37,000 hours). This reduced service frequency and span of service. Service frequency, which had been increased to approximately every half hour in Fiscal Year (FY) 2019-20, has been scaled back to generally provide hourly to every two hours in frequency. Currently, fares are not being collected on the four SolanoExpress routes or the local fixed routes operated by Solano County Transit (SolTrans), Fairfield and Suisun Transit (FAST) or Vacaville City Coach. STA's staff and consultant team has analyzed the SolanoExpress service cuts, the estimated loss of revenues and projected available resources for the remainder of FY 2019-20. In addition, an updated SolanoExpress budget has been developed for the remainder of FY 2019-20 and an initial SolanoExpress budget developed for FY 2020-21. This has been projected to provide enough resources to fund a total of 40,000 hours of SolanoExpress service for FY 2020-21 (based on a budget of \$7.8 million) for the Red, Blue, Yellow and Green Lines. Concurrently, STA's SolanoExpress consultant team has developed a modified service plan based on the projected 40,000 annual service hours for FY 2020-21. This information has been provided by STA to staff from SolTrans and FAST so that they can prepare their own transit budgets for FY 2020-21, which rely significantly on the SolanoExpress resources, and so they can prepare to implement the recommended service changes in a timely manner following approval by the STA Board. STA staff and consultants are monitoring the various funding sources that funds the SolanoExpress service and will work with SolTrans and FAST to monitor the revised service as it is implemented. Staff anticipates returning to the Board in either July or September for any SolanoExpress budget or service changes.

Federal CARES Act Rounds 1 and 2 to Provide Short Term Funding for Transit

In April, the Metropolitan Transportation Commission (MTC) approved the allocation of \$780 million of \$1.3 billion in Coronavirus Aid, Relief and Economic Security (CARES) Act funding available to the Bay Area's 24 urban/suburban transit operators (5307 recipients). \$5.081 million was allocated to Solano County's three fixed route transit operators and an additional \$413,000 is to be allocated to Solano's two rural transit operators (5311 recipients) Dixon and Rio Vista. The San Francisco Bay Ferry (that provides service to Vallejo) was allocated \$12.5 million. At the same meeting, MTC formed a new Blue Ribbon Transit Recovery Task Force comprised of MTC Commissioners, public transit executives, and various stakeholders with the purpose of: 1. Address the public transportation crisis caused due to the CoVID 19 Pandemic, 2. Make recommendations related to future funding actions by the Commission, and 3. Consider the Bay Area transit's post CoVID 19 future and to chart a course that will keep the transit service operating and position the transit network to serve the region's residents and economy. MTC's Chairman Scott Haggerty has appointed Solano County's MTC representative Jim Spering to serve as chair of the Task Force. One of the Task Force's first tasks will be to recommend to the Commission allocation of the remaining amount of the region's CARES Act funds estimated at \$504 million.

Reprogramming of 2020 State Transportation Improvement Program (STIP) Funds for I-80/I-680/SR 12 Interchange Package 2 Construction *

STA is partnering with Caltrans to deliver package 2 of the I-80/I-680/SR 12 Interchange Project. The Project experienced increased construction costs due to unforeseen conditions and requirements. Staff is recommending reprogramming \$16.7 million of Solano's STIP funds from the I-80 Managed Lanes Project to the I-80/I-680/SR 12 Interchange to fully fund the construction which is scheduled for a allocation vote by the California Transportation Commission in August of 2020 with construction to begin shortly thereafter.

Approval of Active Transportation Plan *

STA staff and consultants have prepared the final draft of the Solano Active Transportation Element (Plan), an element of the County Transportation Plan. This Plan focuses on the Solano County's bike and pedestrian network and was partially funded by a grant provided from Caltrans. A link to the plan has been provided.

Fairfield Submits Second Affordable Housing Project for Funding from Suburban Housing Incentive (SubHIP) Pilot Program *

Last year, the STA Board authorized 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 provided \$4 million for STA to identify one or more affordable housing projects located in Priority Development Areas (PDAs) adjacent to regional transit. Last month, the STA Board approved \$1.9 million for an 89 unit affordable housing project in the City of Vacaville. This month, the City of Fairfield is submitting a request for the remaining \$2.1 million for a 190 affordable housing project located in the Rail Station PDA located an estimated ½ mile from the Fairfield Vacaville Hannigan Station.

Submittal of Bay Area REAP Grant Funding Request *

The State of California has provided local government with Local Early Action Planning (LEAP) grants funding and regional planning agencies with Regional Early Action Planning (REAP) planning grants. Solano County's eight local agencies are slated to receive collectively \$1.795 million in LEAP funds and the Association of Bay Area Governments (ABAG) is scheduled to receive \$23.7 million of REAP grant funds. In an effort to continue to support the SolHIP process, staff is requesting authorization to submit a REAP grant request to ABAG. The scope of work with three potential funding levels based on the amount of work is provided for consideration by the STA Board.

Approval of STA's Overall Work Program for FYs 2020-21 and 2021-22 *

Attached is the STA's draft OWP for FYs 2020-21 and 2021- 22 for consideration by the Board. The OWP contains a total of 48 work items that include plans, projects and programs. Following adoption by the STA Board in June, staff will endeavor to budget the resources necessary to implement these tasks. The FY 2020-21 budget is scheduled to be brought to the Board in June and the FY 2021-22 budget is targeted for September 2020.

Attachment:

- A. STA Acronyms List of Transportation Terms

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A

AADT	Average Annual Daily Traffic
ABAG	Association of Bay Area Governments
ACTC	Alameda County Transportation Commission
ADA	American Disabilities Act
ADT	Average Daily Traffic
APDE	Advanced Project Development Element (STIP)
AQMD	Air Quality Management District
ARRA	American Recovery and Reinvestment Act
ATP	Active Transportation Program
ATWG	Active Transportation Working Group
AVA	Abandoned Vehicle Abatement

B

BAAQMD	Bay Area Air Quality Management District
BAC	Bicycle Advisory Committee
BACTA	Bay Area Counties Transportation Agencies
BAIFA	Bay Area Infrastructure Financing Authority
BART	Bay Area Rapid Transit
BATA	Bay Area Toll Authority
BCDC	Bay Conservation & Development Commission
BUILD	Better Utilizing Investments to Leverage Development

C

CAF	Clean Air Funds
CalSTA	California State Transportation Agency
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CCAG	City-County Association of Governments (San Mateo)
CCCC (4'Cs)	City County Coordinating Council
CCCTA (3CTA)	Central Contra Costa Transit Authority
CCJPA	Capitol Corridor Joint Powers Authority
CCTA	Contra Costa Transportation Authority
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMIA	Corridor Mobility Improvement Account
CMAQ	Congestion Mitigation & Air Quality Program
CMGC	Construction Manager/General Contractor
CMP	Congestion Management Plan
CNG	Compressed Natural Gas
CPI	Consumer Price Index
CTA	California Transit Agency
CTC	California Transportation Commission
CTP	Comprehensive Transportation Plan
CTSA	Consolidated Transportation Services Agency

D

DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation

E

ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EV	Electric Vehicle

F

FAST	Fairfield and Suisun Transit
FAST Act	Fixing America's Surface Transportation Act
FASTER	Freedom. Affordability. Speed. Transparency. Equity. Reliability.
FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies

FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FPI	Freeway Performance Initiative
FTA	Federal Transit Administration

G

GARVEE	Grant Anticipating Revenue Vehicle
GHG	Greenhouse Gas
GIS	Geographic Information System

H

HIP	Housing Incentive Program
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Plan

I

INFRA	Infrastructure for Rebuilding America
ISTEA	Intermodal Surface Transportation Efficiency Act
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation System

J

JARC	Jobs Access Reverse Commute Program
JPA	Joint Powers Agreement

L

LATIP	Local Area Transportation Improvement Program
LCTOP	Low Carbon Transit Operations Program (LCTOP)
LEV	Low Emission Vehicle
LIFT	Low Income Flexible Transportation Program
LOS	Level of Service
LS&R	Local Streets & Roads
LTR	Local Transportation Funds

M

MAP-21	Moving Ahead for Progress in the 21 st Century
MAZ	Micro Analysis Zone
MIS	Major Investment Study
MLIP	Managed Lanes Implementation Plan
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTAC	Model Technical Advisory Committee
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System

N

NCTPA	Napa County Transportation & Planning Agency
NEPA	National Environmental Policy Act
NHS	National Highway System
NOP	Notice of Preparation
NVTA	Napa Valley Transportation Authority

O

OBAG	One Bay Area Grant
OPR	Office of Planning and Research
OTS	Office of Traffic Safety

P

PAC	Pedestrian Advisory Committee
PCA	Priority Conservation Area
PCC	Paratransit Coordinating Council
PCI	Pavement Condition Index
PCRP	Planning & Congestion Relief Program
PDS	Project Development Support
PDA	Priority Development Area
PDT	Project Delivery Team
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 Virtual Meeting of
April 8, 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

MEMBERS

ABSENT:

Jim Spering	County of Solano
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STAFF

PRESENT: (In alphabetical order by last name.)

Anthony Adams	Project Manager
Janet Adams	Deputy Executive Director/Director of Projects
Bernadette Curry	Legal Counsel
Triana Crighton	Assistant Planner
Cecilia de Leon	Admin Assistant
Susan Furtado	Accounting & Administrative Services Mgr.
Ron Grassi	Director of Programs
Robert Guerrero	Director of Planning
Daryl Halls	Executive Director
Vincent Ma	Marketing & Legislative Program Manager
Erika McLitus	Project Assistant
Johanna Masiclat	Office Manager/Clerk of the Board
Debora Harris	Accountant
Neil Quintanilla	Marketing Assistant
Brent Rosenwald	Planning Assistant

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

Shawn Cunningham	City of Vacaville
George Gwynn	Resident, Suisun City

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 Wilson, and a second by Board Member Patterson, the STA Board approved the agenda to include several amendments as shown below in ~~strike through~~ **bold italics**. The amended agenda was approved by the following roll call vote.

AYES: Bogue, Kott, Patterson, Price, Rowlett, Sampayan, and Wilson
NOES: None
ABSENT: Spering
ABSTAIN: None

✓ Agenda Item 8.A

STA Board Meeting Minutes of March 11, 2020

Amend the meeting minutes to reflect the request made by Board Member Patterson to direct STA staff to come back to the STA Board with a Policy relating to utility relocation costs by local agencies on STA projects.

✓ Agenda Item 8.H

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

Recommendation:

Approve the creation of the Regional Transportation Impact Fee (RTIF) Transit Facility Public Art Fund as part of the 5% Regional Transit Funding *and direct staff to develop a policy that will incorporate the use of the funds in future transit projects that will serve new development.*

✓ Agenda Item 10.C

Solano County Comprehensive Transportation Plan: Land Use Chapter

Recommendation:

Approve the updated *releasing the* Land Use Chapter of the CTP as shown in Attachment A *for 30-day public comment period.*

✓ Agenda Item 10.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.~~
Set comment period deadline of April 17th for Solano Active Transportation Element and Active Transportation Plan.

4. OPPORTUNITY FOR PUBLIC COMMENT

George Gwynn complimented STA staff for their efforts in providing a user-friendly way to participate in tonight's Board meeting and maintaining transparency.

5. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls verbal update on the following items:

- STA Corona Virus (CoVID 19) Response Update
- Impact on Transit Service in Solano County
- Federal Stimulus Provides Short Term Funding for Transit
- Federal Focus Shifts to Shovel Ready Projects
- Final Four Elements/Chapters of STA's County Transportation Plan Ready for Board Approval
- Vacaville Submits First Affordable Housing Project for Funding from Suburban Housing Incentive (SubHIP) Pilot Program
- Transit Operators Recommend Funding for Public Art at Regional Transit Centers
- Mid-Year Budget Update and Initial Recommendation for FY 2020-21

6. **REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)**
None presented.

7. **STA PRESENTATIONS**

A. Directors Reports:

1. **Projects** *presented by Janet Adams*
 - a. **Update of I-80/I-680/State Route (SR) 12 Interchange Project Funding**
 - b. **List of Shovel Ready Projects**
2. **Planning – Legislative Update** *presented by Vincent M*
3. **Programs**

8. **CONSENT CALENDAR**

The Consent Calendar Items A through H was approved *as amended shown below in bold italics* by the following roll call votes.

AYES: Bogue, Kott, Patterson, Price, Rowlett, Sampayan, and Wilson
NOES: None
ABSENT Sperling
ABSTAIN None

A. Meeting Minutes of the STA Board Meeting of March 11, 2020

The meeting minutes was amended to reflect the request made by Board Member Patterson to direct STA staff to come back to the STA Board with a Policy relating to utility relocation costs by local agencies on STA projects.

Recommendation:

Approve the Minutes of the STA Board Meeting of March 11, 2020.

B. Draft Minutes of the STA TAC Meeting of March 25, 2020

Recommendation:

Approve the Draft Minutes of the STA TAC Meeting of March 25, 2020.

C. Fiscal Year (FY) 2019-20 Second Quarter Budget Report

Recommendation:

Receive and file.

D. STA Bicycle Advisory Committee (BAC) New Member Appointment

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.

E. STA Pedestrian Advisory Committee (PAC) New Member Appointment

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.

F. Transportation and Land Use Project Manager

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.

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

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.

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

Recommendation:

Approve the creation of the Regional Transportation Impact Fee (RTIF) Transit Facility Public Art Fund as part of the 5% Regional Transit Funding *and direct staff to develop a policy that will incorporate the use of the funds in future transit projects that will serve new development.*

9. 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, City of Vacaville Public Works Director, presented 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 outlined the City's proposal for a funding swap and 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 Rail Station PDA.

Board/Public Comments:

None presented.

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.

On a motion by Board Member Patterson, and a second by Board Member Bogue, the STA Board approved the recommendation by the following roll call votes.

AYES:	Bogue, Kott, Patterson, Price, Rowlett, Sampayan, and Wilson
NOES:	None
ABSENT	Spering
ABSTAIN	None

10. ACTION NON-FINANCIAL

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

Robert Guerrero presented the Transit Element of the Solano 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.

Board/Public Comments:

None presented.

Recommendation:

Approve the updated Transit element of the CTP.

On a motion by Board Member Bogue, and a second by Board Member Price, the STA Board approved the recommendation by the following roll call votes.

AYES:	Bogue, Kott, Patterson, Price, Rowlett, Sampayan, and Wilson
NOES:	None
ABSENT	Spering
ABSTAIN	None

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

Robert Guerrero presented 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.

Board/Public Comments:

None presented.

Recommendation:

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

On a motion by Board Member Wilson, and a second by Board Member Patterson, the STA Board approved the recommendation by the following roll call votes.

AYES:	Bogue, Kott, Patterson, Price, Rowlett, Sampayan, and Wilson
NOES:	None
ABSENT	Spering
ABSTAIN	None

C. Solano County Comprehensive Transportation Plan: 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 participating agencies to evaluate where and how their priority housing development projects can be implemented.

Board/Public Comments:

Board Member Patterson requested that staff add to the goals and identify reducing vehicle miles traveled to comply with the CEQA requirement and state requirement under SB 375.

Recommendation:

Approve ~~the updated~~ **releasing the** Land Use Chapter of the CTP as shown in Attachment A **for a 30-day public comment period.**

On a motion by Board Member Patterson, and a second by Board Member Sampayan, the STA Board approved the recommendation as amended shown above ~~striketrough~~ **bold italics** by the following roll call votes.

AYES:	Bogue, Kott, Patterson, Price, Rowlett, Sampayan, and Wilson
NOES:	None
ABSENT	Spering
ABSTAIN	None

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, 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.

Board/Public Comments:

Board Member Patterson requested staff to make sure to have the links available for viewing.

Recommendation:

~~Approve the Solano Active Transportation Plan (ATP) of the CTP as shown in Attachment B.~~ **Set comment period deadline of April 17th for Solano Active Transportation Element and Active Transportation Plan.**

On a motion by Board Member Patterson, and a second by Board Member Wilson, the STA Board approved the recommendation as amended shown above ~~striketrough~~ **bold italics** by the following roll call votes.

AYES:	Bogue, Kott, Patterson, Price, Rowlett, Sampayan, and Wilson
NOES:	None
ABSENT	Spering
ABSTAIN	None

11. INFORMATIONAL – NO DISCUSSION

A. Project Delivery Update
Pg.

B. Summary of Funding Opportunities
Pg.

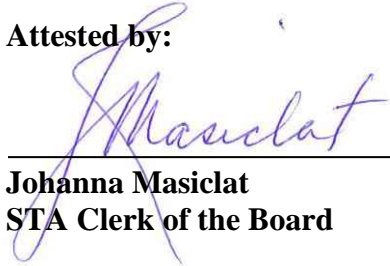
C. 2020 STA Board and Advisory Committee Meeting Schedule
Pg.

12. BOARD MEMBER COMMENTS

ADJOURNMENT

- 13.** The meeting was adjourned at 6:25 p.m. The next STA Board meeting is scheduled at **6:00 p.m., Wednesday, May 13, 2020** tentatively via Zoom.

Attested by:



Johanna Masiclat
STA Clerk of the Board

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Solano Transportation Authority

TECHNICAL ADVISORY COMMITTEE
DRAFT Minutes for the Meeting of
April 29, 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 Zoom Meeting.

TAC Members

Present:	William Tarbox	City of Benicia
	Joe Leach	City of Dixon
	Paul Kaushal	City of Fairfield
	<i>*Matt Medill (arrived after Item 6.A)</i>	<i>City of Suisun City</i>
	Shawn Cunningham	City of Vacaville
	Terrance Davis	City of Vallejo
	<i>*Matt Tuggle (arrived after Item 6.A)</i>	<i>County of Solano</i>

TAC Members

Absent:	Robin Borre	City of Rio Vista
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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
	Matt Gleason	City of Vallejo
	Ron Grassi	STA
	Robert Guerrero	STA
	Daryl Halls	STA
	Johanna Masiclat	STA
	John McKenzie	Caltrans District 4
	Erika McLitus	STA
	Dan Sequeira	City of Benicia
	Nouae Vue	City of Benicia

2. APPROVAL OF THE AGENDA

On a motion by Terrance Davis, and a second by Shawn Cunningham, the STA TAC unanimously approved the agenda with the exception to move Agenda Item 8.F, Legislative Update from Information No Discussion to Agenda Item 7.C Action Non-Financial. (5 Ayes, 3 Absent – Cities of Rio Vista and Suisun City, County of Solano)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

None presented.

5. CONSENT CALENDAR

On a motion Terrance Davis, and a second by William Tarbox, the STA TAC unanimously approved Items A through C. (5 Ayes, 3 Absent – Cities of Rio Vista and Suisun City, County of Solano)

A. Minutes of the TAC Meeting of March 25, 2020

Recommendation:

Approve TAC Meeting Minutes of March 25, 2020.

B. Advance FY 2020-21 STAF Funds for SolanoExpress Bus Repayment and Reconciliation of funding for FY 2018-19

Recommendation:

Forward a recommendation to the STA Board to authorize:

1. SolTrans to claim \$1.2 million of STAF funds for SolanoExpress bus purchase repayment originally scheduled for FY 2020-21; and
2. FAST to claim \$397,530 of STAF owed as part of the Solano Express FY 2018-19 Reconciliation.

C. Marin Clean Energy's Agreement for the California Electric Vehicle Infrastructure Project (CALeVIP) Application

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to sign the conditional MOU with Marin Clean Energy for the purpose of processing with the CALeVIP funding application.

6. ACTION FINANCIAL ITEMS

A. Cordelia Hills Sky Valley Federal Earmark Repurposing

Erika McLitus reviewed the repurposing and swapping process of local funds with federal earmark funds using fund sources for the SR 37/Fairgrounds Drive Project. She noted that the STA will act as a partner to the County and the Solano Land Trust by repurposing the remaining \$428,000 in federal HPP funds for use in the SR 37/Fairgrounds Drive Project, which includes pedestrian and bicycle improvements. In exchange for the HPP funds, and STA will provide \$428,000 in local funds to assist the County and the Solano Land Trust in delivering the following projects as identified. She proceeded by stating that without this swap the County or Land Trust would have to come up with \$85,600 in local funds to match these proposed projects, and because the Fairgrounds Dr project already is federalized and has a substantial local funding requirement, this funding swap effectively saves the County \$85,600. However, the repurposing to this project must happen by fall 2020 in order for the STA to be able to fulfill the swap.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to:

1. Enter into a funding agreement with Solano County and the Solano Land Trust to exchange \$428,000 in federal HPP funds for \$428,000 local funds ; and
2. Enter into an amended agreement with Solano County and the City of Vallejo to amend the fund sources for the SR 37/Fairgrounds Dr. Project and to provide \$428,0000 in local funds for the repurposing of the federal earmark.

On a motion Terrance Davis, and a second by Shawn Cunningham, the STA TAC unanimously approved the recommendation. (5 Ayes, 3 Absent – Cities of Rio Vista and Suisun City, County of Solano)

B. 2020 Surface Transportation Improvement Program (STIP) Programming Amendment

Janet Adams reviewed the funding shortfall on I-80/I-680/SR 12 Interchange Phase 2. She outlined the proposed funding swap to be coordinated by the STA with MTC and Caltrans.

- STA Reprograms \$16.7M in future STIP funds from Solano I-80 Managed Lanes project to I-80/I-680/SR12 Interchange phase 2.
- MTC will loan STA future bridge toll funds in the amount of \$16.7M to be used on the application for the Solano I-80 Managed Lanes project.
- When RM3 is resolved MTC will commit funds from the regional Express Lanes program to pay back the \$16.7M loan to STA.

Recommendation:

Forward a recommendation to the STA Board to reprogram \$16.7M in future STIP funds from Solano I-80 Managed Lanes to I-80/I-680/SR12 Interchange Phase 2 of the 2020 STIP for Solano County.

On a motion Shawn Cunningham, and a second by William Tarbox, the STA TAC unanimously approved the recommendation. (5 Ayes, 3 Absent – Cities of Rio Vista and Suisun City, County of Solano)

C. Solano Suburban Housing Incentive (SubHIP)/Fairfield Affordable Housing Project

Robert Guerrero and Paul Kaushal, City of Fairfield, reviewed STA staff's recommendation and the City of Fairfield's request of \$2.1 million from the SubHIP funding for eligible transportation projects to incentivize an affordable housing development at near the Fairfield Vacaville Train Station PDA, called the One Lake Apartments. They noted that the SubHIP incentive would result in 190 units of all affordable units one half mile from the train station and would extend Fairfield's adjacent linear park.

Recommendation:

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

1. \$2.1 million from the Suburban Housing Incentive Pool (SubHIP) program for the Fairfield Vacaville Train Station PDA Implementation project in support of Affordable Housing project; and
2. Authorize the STA Executive Director to enter into funding agreements with the City of Fairfield and MTC for \$2.1 million of SubHIP funds.

On a motion Paul Kaushal, and a second by Joe Leach, the STA TAC unanimously approved the recommendation. (5 Ayes, 3 Absent – Cities of Rio Vista and Suisun City, County of Solano)

**Matt Medill, City of Suisun City and Matt Tuggle, County of Solano joined the meeting.*

D. Fiscal Year 2020-21 Intercity Funding Agreement and FY 2018-19 Reconciliation

Mary Pryor reviewed the Intercity Funding Agreement and FY 2018-19 Reconciliation scheduled for STA Board approval at their meeting in May 2020. She outlined the annual funding process which includes a reconciliation of planned/budgeted intercity revenues and expenditures to actual revenues and expenditures. She commented that the operating plans are currently under development with FAST and SolTrans, and are subject to change. She added that in the coming weeks and months, STA staff and the transit operators will be discussing other potential service changes that could impact the number of service hours for FY 2020-21, and that the financial impacts of any significant changes would be addressed by the Consortium and STA Board during the year. The FY 2021-22 Intercity Funding Agreement process will include the reconciliation of actuals for FY 2020-21.

Recommendation:

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

1. The SolanoExpress reconciliation for FY 2018-19 as specified in Attachments D (FAST) and E (SolTrans); and
2. The FY 2020-21 SolanoExpress ITF Agreement Amounts per transit operator as specified in Attachment H.

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

7. ACTION NON-FINANCIAL ITEMS

A. STA's Overall Work Plan for FY 2020-21 and FY 2021-22

Daryl Halls presented the STA's Draft OWP for FYs 2020-21 through FY 2021-22 and outlined the plans, projects and programs contained in the current OWP have been updated to reflect milestones achieved in FY 2019-20.

Recommendation:

Forward a recommendation to the STA Board to approve the STA's Overall Work Plan for FY 2020-21 and FY 2021-22 as shown in Attachment A.

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

B. SolanoExpress Service Plan for FY 2020-21

Jim McElroy reviewed the development of a proposed SolanoExpress Partial Service Restoration Plan. He noted that STA staff recommends approval of the Plan criteria which generally yields the results in service span, frequency, and coverage. He added that if approved, STA staff, with SolTrans and FAST staff, will implement the service changes as soon as possible, possibly prior to the new fiscal year, in order to restore span of service for peak period critical travel for essential workers. He concluded by stating that STA and consultants staff will monitor

implementation and performance, will report back to the STA Board and funding partners, and make proposals to adjust as more information about resources and travel demands become available.

Recommendation:

Forward a recommendation to the STA Board to approve the SolanoExpress Partial Service Restoration Plan criteria as described in Attachment B defined as follows:

1. Return to pre-pandemic span of service;
2. Generally target once per hour frequency within available resources; and
3. Retain core route network that includes the Blue, GX, Red and Yellow lines providing both connections outside of Solano County and one trip travel within Solano County to key destinations; to be implemented on or before the FY2020-21 fiscal year; and, direct the Executive Director to provide ongoing performance reporting and general updates on effectiveness.

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

C. Legislative Update

Vince Ma introduced the Assembly Bill 2237 (AB 2237) - Bay Area County Transportation Authorities: contracting, was introduced by Assembly Member Marc Berman. This bill would allow county transportation authorities, such as the STA, to raise to limit on contracts requiring a competitive bid process from \$75,000 to \$150,000. Staff is recommending that the TAC forward a recommendation to the STA Board to *SUPPORT* AB 2237 as it aligns with STA’s 2020 Legislative Platform, Legislative Objective #16: “Support laws and policies that expedite project delivery.”

Recommendation:

Forward a recommendation to the STA Board to SUPPORT Assembly Bill 2237 (AB 2237)

On a motion 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. California Transportation Commission (CTC) Grant Deliverable and Schedule Changes due to COVID-19

Anthony Adams outlined CTC’s adjustments to funding and delivery programs. In preparation for ATP Cycle 5, he asked each member agency to confirm whether or not their jurisdiction will be applying for each project, whether they have a committed local match, and have a discussion for how STA staff and the agencies can coordinate on these applications.

B. Active Transportation Program (ATP) Cycle 5 Priorities and Discussion

Erika McLitus commented that ATP Cycle 5 began their Call for Projects on March 26, 2020. She commented that the \$440 million in funding will be available for programming in fiscal years 2021-22, 2022-23, 2023-24, and 2024-25, however, due to the statewide Shelter-in-Place Order issued in response to COVID-19, the California Transportation Commission (CTC) announced on April 8, 2020 that they are extending the statewide ATP Cycle 5 Call for Projects.

NO DISCUSSION

C. Project Delivery Update

D. STA Solano Napa Activity Based Model (SNABM) Update

E. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2020-21

F. Solano Mobility Programs Update

G. Summary of Funding Opportunities

9. UPCOMING TAC AGENDA ITEMS

10. ADJOURNMENT

The meeting was adjourned at 2:35 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m., Wednesday, May 27, 2020**, tentatively scheduled as a Zoom Meeting



DATE: May 4, 2020
TO: STA Board
FROM: Triana Crighton, Assistant Planner
RE: Marin Clean Energy's Agreement for the California Electric Vehicle Infrastructure Project (CALeVIP) Application

Background:

At the February 2020 STA Board Meeting, the STA Board approved an authorization to allow the STA Director to sign a Letter of Intent for the agency's partnership with Marin Clean Energy (MCE) for a joint application for CALeVIP funds. CALeVIP is funded by the California Clean Energy Commission and implemented by the Center for Sustainable Energy, a non-profit energy program administration and advisory services organization that has partnered with the California Air Resources Board, California Energy Commission, California Public Utilities Commission, and more in the past. Submitting the application on behalf of Solano County, Contra Costa County, Marin County, and Napa County is Marin Clean Energy -- a public agency and not-for-profit electricity provider that gives customers the choice of having 50% to 100% of their electricity supplied from clean, renewable sources such as solar, wind, bioenergy, and hydroelectric at competitive rates. They serve customers in Benicia, Vallejo, and Unincorporated Solano; Fairfield also recently voted to request membership.

Following the signed Letter of Intent provided by STA and other involved CTAs, MCE submitted their application to administer the CALeVIP funds for Solano, Contra Costa, Marin, and Napa.

Discussion:

MCE's application has now proceeded to Phase II of the review process -- part of this process requires the signature of a conditional Memorandum of Understanding (MOU) (Attachment A). The MOU includes a clause that it will only be enacted if the MCE's proposal is chosen by the California Clean Energy Commission. If the grant is awarded, STA already committed \$125,000 of Transportation Fund for Clean Air (TFCA) funds for EV infrastructure projects which will be matched by CALeVIP funds -- resulting in \$250,000 for EV infrastructure in the county for the FY 2020-21.

The TAC approved the forwarding of this recommendation at their April 29th meeting.

Fiscal Impact:

If MCE's proposal is chosen, this will result in \$900,000 in CALeVIP funds for any jurisdiction in Solano for EV infrastructure and \$125,000 per year for four years in EV infrastructure funds for any MCE customers, provided by MCE as a match. This is in addition to STA's committed EV funds of \$100,000 for the FY 20-21 TFCA cycle (\$125,000 if CALeVIP is awarded). STA will continue to prioritize EV infrastructure funding in the future TFCA cycles.

Recommendation:

Authorize the Executive Director to sign the conditional MOU with Marin Clean Energy for the purpose of proceeding with the CALeVIP funding application.

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DATE: May 4, 2020
TO: STA Board
FROM: Erika McLitus, Project Assistant
RE: Cordelia Hills Sky Valley Federal Earmark Repurposing

Background:

The Cordelia Hills-Sky Valley Plan was introduced as a federal earmark project in 2008. The County of Solano collaborated on this project with the STA and the Solano Land Trust to acquire open space lands in the Cordelia Hills Sky Valley area, which included construction of driveway access, parking, and pedestrian path improvements on the Brown property as an addition to Lynch Canyon Open Space Park. The Project was funded through a \$2.4M federal SAFETEA-LU high-priority project (HPP) funding grant for a transportation enhancement project in this area, including the upgrade of pedestrian and bicycle corridors. Today, a total of \$428,009 remains unspent from the original \$2.4M HPP funds, and the remaining balance must be repurposed to fund another federal project. The STA intends to find a project which upgrades pedestrian and bicycle corridors near the Cordelia Hills Sky Valley Area to honor the intent of the original earmark. STA staff has met with Solano County and the Solano Land Trust to discuss the best course of action for repurposing the funds.

Discussion:

The County, STA and the City of Vallejo are currently working on a major operational improvement project that include pedestrian and bicycle improvements to Fairgrounds Drive at State Route (SR) 37 in Vallejo. This project is currently in the design phase and is already federalized and can accept repurposed federal HPP funds and honors the criteria of the original earmark. This repurposing of funds will not add additional funding to the SR 37/Fairgrounds Dr. Project, but will swap local funds back to Solano County for purposes as stated in this staff report. Along with the Solano Land Trust, all parties wish to collaborate on a new addition and access improvements to enhance public access to the Lynch Canyon Open Space Park and provide for mobile restrooms to use at parks countywide. The specific improvements are:

1. Acquire mobile public restrooms to facilitate larger public events at the County parks
2. Acquire additional adjacent open space land as an expansion to the Lynch Canyon Open Space Park
3. Update and amend the Lynch Canyon Management Plan (LCMP) to incorporate changes to public access, operations, capital projects, maintenance, and resource management. Seek grants to implement the updated LCMP.

Staff recommends entering into a joint funding agreement to facilitate these public access enhancements in the near term by exchanging local and federal funds to commit towards these efforts.

Under the proposed agreement, the County would agree to solicit bids and purchase mobile public restrooms for Project 1 at an approximate cost of \$75,000. The mobile public restrooms will be used for County events and may also be loaned, upon request, to STA and the Solano Land Trust for use at other public events in Solano County. Project 1 is scheduled to be completed in 2020.

The Land Trust will purchase an adjacent land block directly adjacent to Lynch Canyon for \$353,000 associated with Project 2. This purchase will occur upon the receipt of the funds.

The County will assist the Solano Land Trust with staff resources, consulting services, and funding on Project 3, generating the updated LCMP which is scheduled to be completed in 2021. The Solano Land Trust and the County will work together to determine shared costs in implementing the LCMP once complete.

STA will act as a partner to the County and the Solano Land Trust by repurposing the remaining \$428,000 in federal HPP funds for use in the SR 37/Fairgrounds Drive Project, which includes pedestrian and bicycle improvements. In exchange for the HPP funds, STA will provide \$428,000 in local funds to assist the County and the Solano Land Trust in delivering the following projects as identified.

As these funds are a federal earmark, the local match requirement is 20%. This means that without this swap, the County or Land Trust would have to come up with \$85,600 in local funds to match these proposed projects. Because the Fairgrounds Dr project already is federalized and has a substantial local funding requirement, this funding swap effectively saves the County \$85,600. However, the repurposing to this project must happen by fall 2020 in order for the STA to be able to fulfill the swap.

At their April 29th meeting, the STA TAC unanimously voted to forward a recommendation to the STA Board to approve the HPP funding swap.

Fiscal Impact:

No overall impact as STA will be swapping local funds with federal earmark funds in the same amount.

Recommendation:

Authorize the Executive Director to :

1. Enter into a funding agreement with Solano County and the Solano Land Trust to exchange \$428,000 in federal HPP funds for \$428,000 local funds ; and
2. Enter into an amended agreement with Solano County and the City of Vallejo to amend the fund sources for the SR 37/Fairgrounds Dr. Project and to provide \$428,0000 in local funds for the repurposing of the Cordelia Hills Sky Valley federal earmark.



DATE: April 27, 2020
TO: STA Board
FROM: Erika McLitus, Project Assistant
RE: Funding Exchange Agreement for the Heart of Fairfield Utilization of Federal Surface Transportation Program Funding

Background:

As the Congestion Management Agency (CMA) and County Transportation Agency (CTA) for Solano County, the Solano Transportation Authority (STA) coordinates project funding commitments between project sponsors and funding agencies. This coordination can include exchanging or swapping funds to advance projects or match projects to the most suitable federal, state, or regional funding source.

In October 2018, the STA Board authorized the Executive Director to enter into a Funding Exchange Agreement with the City of Fairfield for the Heart of Fairfield project as described in the City's Priority Development Area (PDA) Plan. STA and the City of Fairfield agreed to utilize \$1,394,000 of federal Surface Transportation Program (STP) funds for the Project to advance the improvements, which will be repaid with the City of Fairfield's local funds in the amount of \$1,254,600 through annual payments to STA. The repayment is to be calculated initially in two installments over two years, but the annual payment cannot exceed 25% of the Tax Increment Financing (TIF) received by the City over the preceding twelve months.

Discussion:

The City of Fairfield recently sent official notice to STA that the City intends to utilize \$1.4M of STP funds as specified in the 2018 Funding Exchange Agreement for the Heart of Fairfield project. City staff requested STA's concurrence to utilize the funding on pavement maintenance work on Cadenasso Drive, an arterial street that provides access to the Fairfield Transportation Center and is located within the Heart of Fairfield Specific PDA Plan.

Due to an increase in the estimated cost of the related West Texas Complete Streets Project, the \$1.4M in federal STP funds is no longer sufficient to fund a meaningful first phase of improvements. In order to allow staff adequate time to obtain Environmental clearance and to prepare the plans, specifications, and cost estimates for the work on Cadenasso Drive, City of Fairfield staff requested that the funding obligations specified in the Funding Exchange Agreement be shifted to Fiscal Year (FY) 2021-22 with utilization in FY 2022-23.

Pending approval and authorization from the STA Board, staff recommends modifying the existing Funding Exchange Agreement with the City of Fairfield to support the delivery of the Cadenasso Drive paving project in FY 2022-23. The City will repay STA for the STP funds with local funds in the amount of \$1,254,600 through annual payments to STA beginning on September 1, 2021. The repayment is to be calculated initially in two installments over two years, but the annual payment cannot exceed 25% of the TIF received by City over the preceding twelve months.

Fiscal Impact:

The financial terms of the Funding Exchange Agreement remain unchanged, but the timeline has shifted to FY 2021-22.

Recommendation:

Authorize the Executive Director to enter into a modified Funding Exchange Agreement with the City of Fairfield for the Heart of Fairfield reflecting the terms specified in Attachment A.

Attachment:

A. STP Funding Letter



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. Chalwin
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

CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

PUBLIC WORKS DEPARTMENT

April 23, 2020

Daryl K. Halls, Executive Director
ATTN: Janet Adams, Director of Projects
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

**Subject: Funding Exchange Agreement for the Heart of Fairfield
Utilization of Federal Surface Transportation Program Funding**

Dear Mr. Halls,

In accordance with Article 2, Section B of the *Funding Exchange Agreement* dated October 19, 2018, this letter shall serve as the official notice that the City intends on utilizing the \$1.394 million of Surface Transportation Program (STP) funds. City staff is requesting the Solano Transportation Authority's (STA) concurrence to utilize the funding on pavement maintenance work on Cadenasso Drive. Due to the increase in the estimated cost of the West Texas Complete Streets Project, these federal funds are no longer sufficient to fund a meaningful first-phase. Cadenasso Drive is an arterial street that provides access to the Fairfield Transportation Center and is located with a Priority Development Area (i.e. Heart of Fairfield Specific Plan).

To allow staff adequate time to obtain environmental clearance and prepare the plans, specifications, and cost estimates for the work on Cadenasso Drive, City staff requests the funding obligations be shifted to fiscal year (FY) 2021/22 with utilization in FY 2022/23.

Should you have any questions concerning this, feel free to call me at 707-428-7485.

Thank you for your consideration,

PAUL V. KAUSHAL, P.E.
Director of Public Works

RNP:lp

Attachment: Fairfield/STA Agreement - STP Funds for Heart of Fairfield

Letter to Daryl K. Halls, Executive Director
Subj: Funding Exchange Agreement for the Heart of Fairfield
Utilization of Federal Surface Transportation Program Funding
April 23, 2020
Page 2

cc. Anthony Adams, Solano Transportation Authority
Stefan Chatwin, City of Fairfield
Ryan Panganiban, City of Fairfield
Michael Hether, City of Fairfield

FUNDING EXCHANGE AGREEMENT

BY AND BETWEEN THE CITY OF FAIRFIELD AND THE STA
FOR THE HEART OF FAIRFIELD



MAILED
to FF 10/22/18
by JH

THIS FUNDING EXCHANGE AGREEMENT (Agreement) is entered into this 19th day of October, 2018 by and between the City of Fairfield (Fairfield) a municipal corporation and the Solano Transportation Authority (STA), a congestion management agency authorized under the laws of the State of California, collectively, referred to as the Parties.

RECITALS:

- A. The STA provided Priority Development Area (PDA) planning funds to the City of Fairfield to prepare a community-based plan that created a vision for the revitalization and transformation of the Downtown and West Texas Street areas, referred to as the Heart of Fairfield Plan (Plan). The Plan outlines a strategic approach for how to achieve appropriate new development, public infrastructure and transportation improvements, amenities, and public safety enhancements.
- B. The City and STA wish to cooperate on developing and constructing the transportation improvements identified in the Plan, which include street scape bike and pedestrian enhancements, known as the "Project".
- C. The STA has \$1,394,000 of federal Surface Transportation Program (STP) funds that must be spent in a PDA per the Bay Area regional requirements.
- D. The Heart of Fairfield is a PDA approved by the Metropolitan Transportation Commission and meets the requirements of STP investment.
- E. The parties desire to utilize STP funds for the Project to advance the improvements sooner which will be repaid with City local funds in the amount of \$1,254,600.

In consideration of the mutual promises set forth in this Agreement, the Parties agree as follows:

ARTICLE 1
DESIGN AND CONSTRUCTION OF THE PROJECT

- A. City shall cause the Project to be designed and constructed in accordance with all applicable laws, and in accordance with plans and specifications approved by the City.
- B. City shall be responsible for obtaining all entitlements for the Project, including but not limited to compliance with the California Environmental Quality Act (CEQA)/National

1) City shall make annual payments to STA beginning on September 1, 2020 and annually thereafter.

2) Payment shall be calculated initially in two installments over two years; provided that in no instance shall the City's annual payment exceed 25% of the TIF received by City over preceding twelve months (the "25% TIF Cap").

3) If City is unable to make a payment or any portion thereof in any fiscal year, the unpaid balance shall roll over to the subsequent year subject to the 25% TIF Cap and the term of the repayment shall be extended for so long as it takes the City to repay the \$1.2 million.

C. Payments by the City pursuant to this Agreement shall be exclusively paid by the City's TIF and shall not become an obligation of the General Fund or any other City fund. To the extent that City is unable to repay its share as set forth in this Article 3, STA reserves the right to direct future discretionary funds to satisfy the City's obligation.

ARTICLE 4 INDEMNITY

A. STA to indemnify City

STA agrees to indemnify, defend, protect, hold harmless, and release City, its elected bodies, agents, officers and employees (collectively referred to in this paragraph as "City"), from and against any and all claims, losses, proceedings, damages, causes of action, liability, costs, or expense (including attorneys' fees and witness costs) arising from or in connection with, or caused by any negligent act or omission or willful misconduct of STA. This indemnification obligation shall not be limited in any way by any limitation on the amount or type of damages or compensation payable to or for the indemnifying party under workers' compensation acts, disability benefit acts, or other employee benefit acts.

At its sole discretion, City may participate at its own expense in the defense of any claim, action or proceeding, but such participation shall not relieve STA of any obligation imposed by this Section. City shall notify STA within thirty (30) days of any claim, action or proceeding and cooperate fully in the defense. Notwithstanding the foregoing, City's failure to notify STA within said thirty (30) day time limit shall not relieve STA of any obligation imposed by this Section unless STA has been actually prejudiced by such delay.

B. City to indemnify STA

City agrees to indemnify, defend, protect, hold harmless, and release the STA, its elected bodies, agents, officers and employees (collectively referred to in this paragraph as "STA") from and against any and all claims, losses, proceedings, damages, causes of action, liability, costs, or expense (including attorneys' fees and witness costs) arising from or in connection with, or caused by any negligent act or omission or willful misconduct of City. This indemnification obligation shall not be limited in any way by any limitation on the amount or type of damages or compensation payable to or for the indemnifying party under workers' compensation acts, disability benefit acts, or other employee benefit acts.

ARTICLE 7 NOTICES

Notices permitted or required under this Agreement shall be given to the respective parties at the following address, or at such other address as the respective parties may provide in writing for this purpose:

STA: Daryl K. Halls, Executive Director
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585
Attn: Janet Adams, Director of Projects
City: David White, City Manager
City of Fairfield
1000 Webster Street
Fairfield, CA 94533
Attn: Julie Lucido, Director of Public Works

Any notice or demand which may or must be given or made by either Party, under the terms of this Agreement or any statute or ordinance, shall be in writing; and shall be deemed received on: (a) the day of delivery if delivered by hand (including overnight courier service) during receiving Party's regular business hours or by facsimile before or during receiving Party's regular business hours; or (b) on the second business day following deposit in the United States mail, postage prepaid, to the addresses set forth above, or to such other addresses as the Parties may, from time to time, designate in writing pursuant to the provisions of this Article, provided the sender obtains and retains records of such postings.

ARTICLE 8 GENERAL PROVISIONS

A. Cooperation; Further Acts

The Parties shall fully cooperate with one another, and shall take any additional acts or sign any additional documents as may be necessary, appropriate or convenient to attain the purposes of this Agreement.

B. Successors and Assigns

This Agreement shall be binding on the successors and assigns of the parties. Neither Party shall assign, hypothecate, or transfer, either directly or by operation of law, this Agreement or any interest herein without the prior written consent of the other Party. Any attempt to do so shall be null and void, and any assignees, hypothecates or transferees shall acquire no right or interest by reason of such attempted assignment, hypothecation or transfer.

C. Construction; References; Captions

Since the Parties or their agents have participated fully in the preparation of this Agreement, the language of this Agreement shall be construed simply, according to its fair

This Agreement contains the entire Agreement of the parties with respect to the subject matter hereof, and supersedes all prior negotiations, understandings or Agreements.

The Parties have executed this Agreement as of the date first written above.

City of Fairfield

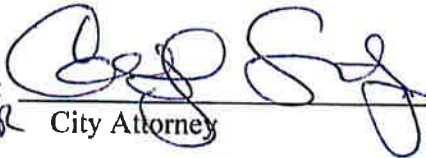
Solano Transportation Authority

By: 
David White
City Manager

By: 
Daryl Halls
Executive Director

Approved as to Form:

Approved as to Form:

By: 
City Attorney

By: 
STA Legal Counsel



DATE: May 4, 2020
TO: STA Board
FROM: Anthony Adams, Project Manager
RE: Comprehensive Transportation Plan (CTP) - 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 and continued it at their April 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 ([Comment Matrix](#)). 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.

At the April 8, 2020 STA Board meeting it was presented that in order to meet the 60-day comment period that had been adopted, the item would need to wait an additional week to adopt the plan. In that time, 2 additional comment letters were received. These letters were incorporated into the comment matrix and pertinent information was updated in the Solano ATP.

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 Final Solano Active Transportation Plan: [Link](#)



DATE: May 5, 2020
TO: STA Board
FROM: Ron Grassi, Director of Programs
RE: Advance Fiscal Year (FY) 2020-21 STAF Funds for SolanoExpress Bus
Repayment and Reconciliation of funding for FY 2018-19

Background:

In 2013, STA staff and the SolanoExpress Intercity Transit Funding Working Group met and jointly developed a plan for funding intercity bus replacements. The Plan was approved by the STA Board on March 13, 2013. Under this Plan, the STA would provide 20% of the funding, 20% of the funding would be requested from Metropolitan Transportation Commission (MTC) and the other members of the Intercity Transit Funding Group will provide the remaining 60% of the funding.

Since then, the STA Board has approved several updated funding plans based on the changes to procurement plans and funding sources for the intercity bus replacements. The May 10, 2017, STA Board approved Plan recognized Solano County Transit (SolTrans) funding \$9.3 million of Federal and local funds to complete the acquisition of 16 vehicles. Under this Plan, participating agencies would meet their commitments to the vehicle replacement plan by reimbursing SolTrans with local transit funds.

Due to the COVID-19 Pandemic, shelter in place has been implemented in the State of California. Shelter in place made significant changes in order to keep people safe and attempt to stop the spread of the Coronavirus. People are working from home and only essential workers are commuting. One of the many outcomes of these changes has been a significant decrease in transit ridership. In an effort to reduce cost, the transit operators have significantly reduced service and/or suspending several routes. The federal Coronavirus Aid, Relief, and Economic Security (CARES) Act will provide some funding relief; however, it will not make the transit agencies whole. In order to support the two operators that operate Solano Express, STA staff is recommending to advance the Fiscal Year (FY) 2020-21 bus repayment to SolTrans and the funds owed to Fairfield and Suisun Transit (FAST) as a part of the Solano Express FY 2018-19 reconciliation.

Discussion:

On September 11, 2019 the STA Board approved the updated Intercity Bus Replacement Capital Plan which includes the repayment plan for these 16 busses purchased by SolTrans to operate Solano Express Service (Attachment A). As part of the payback to SolTrans, STA owes \$1,203,055 in FY 2020-21 and \$1,134,745 as the final payment in FY 2021-22. STA staff is recommending advancing the FY 2020-21 payment of \$1,203,055 to SolTrans in FY 2019-20 to help mitigate near-term financial impacts of COVID-19.

The SolanoExpress Intercity Transit Funding (ITF) Agreement provides for the annual funding of SolanoExpress routes, and addresses the process for reconciling planned to actual revenues and expenditures and for sharing costs for the upcoming budget year. The ITF Working Group (ITFWG) reviews the annual funding of intercity transit routes included in the ITF Agreement. Members of the ITFWG include all funding participants: the Dixon Redit-Ride, FAST, SolTrans, Vacaville City Coach, and STA.

To allow for the completion of audits, the reconciliation of a given fiscal year takes place one year after the completion of the fiscal year and at the same time as the planned (budgeted) amounts are calculated for the upcoming fiscal year. In this cycle, FY 2018-19 audited amounts are reconciled to the planned FY 2018-19 amounts. The net result of the FY 2018-19 reconciliation is that \$397,530 is owed to FAST. STA Staff recommends to allow FAST to claim \$397,530 of STA's State Transit Assistants Funds (STAF) in FY 2019-20 to support SolanoExpress operations provided by FAST.

STAF are generated by sales tax on diesel fuel, and are allocated to Solano County based on population. Staff recommendation is to authorize SolTrans and FAST to claim \$1.6 Million of STAF in FY 2019-20 to support SolanoExpress operations. SolTrans is to claim \$1.2 million of STAF for bus repayment originally scheduled for FY 2020-21 and FAST would claim \$397,530 of STAF as part of the Solano Express FY 2018-19 Reconciliation.

At their meetings of April 28th and 29th the Consortium and TAC members unanimously voted to forward the recommended action to the STA Board for approval.

Fiscal Impact:

There is no impact to the STA Budget, as STAF funds are available for this purpose. The Board action will then allow each operator to directly claim these funds.

Recommendation:

Approve the following:

1. SolTrans to claim \$1.2 million of STAF population funds for bus repayment originally scheduled for FY 2020-21; and
2. FAST to claim \$397,530 of STAF population funds owed as part of the Solano Express FY 2018-19 Reconciliation.

Attachment:

- A. September 11, 2019 the STA Board approved the updated Intercity Bus Replacement Capital Plan

Solano County Intercity Bus Fleet Replacement Costs and Funding

Approved by STA Board: 11-Sep-2019, with minor modifications Prepared by NWC Partners 13-Nov-19

SolTrans Year of Delivery^a	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
SolTrans CNG Bus Replacements	6	4	6	4				20
Cost per Bus ^b	\$ 798,531	\$ 788,398	\$ 795,588	\$ 847,995				
Subtotal SolTrans Vehicle Cost	\$ 4,791,186	\$ 3,153,593	\$ 4,773,528	\$ 3,391,979	\$ -	\$ -	\$ -	\$ 16,110,286
Funding for SolTrans Procurements								
Prior Year STA Board Commitments								\$ -
Federal Earmarks	\$ 1,260,000							\$ 1,260,000
Prop 1B Lifeline + Interest	\$ 475,937	\$ 537,911						\$ 1,013,848
Prop 1B Pop Base + Interest Swapped for TDA ^c	\$ 547,224							\$ 547,224
STA Commitments ^d								
STAF		\$ -		\$ 1,695,989				\$ 1,695,989
Local Agencies								
Dixon								\$ -
FAST								\$ -
SolTrans Share	\$ 2,508,025	\$ 1,565,821		\$ 847,995				\$ 4,921,841
SolTrans Advance ^e		\$ 1,049,861	\$ 4,773,528	\$ 847,995				\$ 6,671,384
Vacaville								\$ -
Unincorporated County								\$ -
Funding From MTC or Other								\$ -
Subtotal SolTrans Funding	\$ 4,791,186	\$ 3,153,593	\$ 4,773,528	\$ 3,391,979	\$ -	\$ -	\$ -	\$ 16,110,286
Annual Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Cumulative Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

Notes:

Delivery of second round of SolTrans vehicle replacements starts in FY 2028-29 (based on 12 year useful life).

a: Plan shows Year of Delivery for cash flow purposes; programming for these expenditures would be needed two years prior to the year of delivery.

b: Cost per bus based on actuals or from purchase order from SolTrans.

c: STA Board approved Prop 1B and STAF funding on Feb. 13, 2013. In April 2017, SolTrans requested to swap \$2,360,208 (plus interest earnings) in TDA funds for the Prop 1B Population funds held by FAST. FAST may subsequently swap out an estimated \$700,000 of the TDA funds with 5307 funds.

d: STA is committed to providing its contribution from a combination of STAF and other funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the commitment is met. Funding includes \$1,461,175 STAF approved by the STA Board in June 2018, which is planned to be swapped with future CMAQ funds for the VTC York Street project. Plan adopted by STA in September 2019 showed \$681,000 in STAF for the SolTrans procurement in FY16-17, but this source was not used; these funds have been incorporated into later years of the cash flow.

e: SolTrans identified Federal and local funds to complete the purchase of 16 vehicles through FY18-19, which exceeded their share of the overall funding. Other funding agencies are to reimburse SolTrans with local funds over five years, as shown in the "SolTrans Repayment" cash flow. In September 2019, the STA Board approved a revised bus replacement plan to add four more CNG vehicles. SolTrans will initially provide funding for two buses, and STA will provide funding for two buses. STA will reimburse SolTrans for one bus.

Solano County Intercity Bus Fleet Replacement Costs and Funding

Approved by STA Board: 11-Sep-2019, with minor modifications Prepared by NWC Partners 13-Nov-19

SolTrans Repayment	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
SolTrans Advance^a	\$ -	\$ 1,049,861	\$ 4,773,528	\$ 847,995	\$ -	\$ -	\$ -	\$ 6,671,384
Repayment Sources								
STA Commitments								
STA Fairfield Train Station Loan ^b			\$ 1,259,653					\$ 1,259,653
STA STAF			\$ 599,509	\$ 965,987	\$ 1,203,055	\$ 1,134,745		\$ 3,903,297
Local Agencies								
Dixon							\$ 121,861	\$ 121,861
FAST							\$ 229,064	\$ 229,064
Vacaville				\$ 237,068				\$ 237,068
Unincorporated County							\$ 34,628	\$ 34,628
Funding From MTC or Other						\$ 68,310	\$ 817,502	\$ 885,812
Total Repayment Sources	\$ -	\$ -	\$ 1,859,162	\$ 1,203,055	\$ 1,203,055	\$ 1,203,055	\$ 1,203,055	\$ 6,671,384
Cumulative Balance	\$ -	\$ 1,049,861	\$ 3,964,227	\$ 3,609,166	\$ 2,406,111	\$ 1,203,055	\$ -	\$ -

Notes:

FY18-19 repayment amount based on actuals; balance of repayment shown in equal annual installments.

a: SolTrans identified Federal and local funds to complete the purchase of 16 vehicles through FY18-19, which exceeded their share of the overall funding. Other funding agencies are to reimburse SolTrans with local funds over five years. In September 2019, the STA Board approved a revised bus replacement plan to add four more CNG vehicles. SolTrans will initially provide funding for two buses, and STA will provide funding for two buses. STA will reimburse SolTrans for one bus.

b: STA loaned Fairfield \$1,259,623 in Prop 1B funds for the Train Station project, which Fairfield has repaid. Loan repayment proceeds used by STA to repay SolTrans' excess contribution.



DATE: April 21, 2020
TO: STA Board
FROM: Robert Guerrero, Planning Director
RE: Plan Bay Area Regional Transportation Fund Request Letter

Background:

The Solano Transportation Authority is responsible for coordinating with the Metropolitan Transportation Commission (MTC) and Caltrans to develop the Regional Transportation Plan (RTP) for the Bay Area every four years. The RTP is a long range transportation plan that forecasts future transportation needs. As required by California Senate Bill 375, the RTP also includes a component that promotes sustainable communities and provides policies to reduce greenhouse gas emissions. The RTP is a required regional planning document for programming federal funds.

MTC is currently updating the Regional Transportation Plan and called Plan Bay Area 2050.

Discussion:

As part of each RTP update, MTC is required to have a fiscally constrained list of transportation project planned through the horizon year of 2050. Each of the nine-bay area counties received a hypothetical county budget to list anticipated transportation projects as part of this process as well. The STA Board recently adopted this list of projects at their March 11, 2020 Board meeting. However, the County budget share does not cover the entire cost of many of the regionally significant projects so there was an assumed portion of these projects that would be funded by MTC's regional share fund. MTC's regional share comprises primarily of Federal Surface Transportation Planning and Congestion Management Funds, State Transportation Development Act and Regional Measure Toll Funding.

The STA staff recommends submitting a letter to MTC requesting their commitment of regional funding to assist in theoretically fully funding the following projects at this time:

- Fairfield-Vacaville Train Station Building, Access and Parking Project
- I-80/I-680/SR 12 Interchange Project
- I-80 West Bound Truck Scales Project
- Vallejo Station Parking Structure Phase B
- I-80 Express Lanes through Vallejo
- SR 37 Corridor Improvement Project
- Solano Express Bus to Bus Rapid Transit: Capital Improvements and Implementation

These projects could in jeopardy of not being included in the RTP if they are not completely funded.

Fiscal Impact:

None at this time. However, these projects may not be eligible for future State or Federal funds if they are not included in the RTP.

Recommendation:

Authorize the Executive Director to send a letter to MTC requesting regional transportation funds for projects identified in this staff report.

Attachment:

A. Fund Request Letter

May XX, 2020

Ms. Alix Bockelman
Deputy Executive Director, Policy
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105-2006

Re: Plan Bay Area Regional Funding

Dear Ms. Bockelman:

The Solano Transportation Authority would like to request the Metropolitan Transportation Commission to consider the regional transportation funding contributions for the following projects as part of the Plan Bay Area's Regional Transportation Plan's financially constrained project list:

- Fairfield-Vacaville Train Station Building, Access and Parking Project
- I-80/I-680/SR 12 Interchange Project
- I-80 West Bound Truck Scales Project
- Vallejo Station Parking Structure Phase B
- I-80 Express Lanes through Vallejo
- SR 37 Corridor Improvement Project
- Solano Express Bus to Bus Rapid Transit: Capital Improvements and Implementation

The STA Board approved financial contributions for these priority regional transportation projects through the Solano County RTP county financial budget share at its March 11, 2020 meeting. These project listed above are eligible for future Regional Measure 3 and SB 1 State Transportation Funds.

Individually and collectively, these regional projects address the Regional, State and local goals of reducing greenhouse gas emissions, improve safety and travel time reliability, support transit/rail/ferry services and improves freight commerce.

Please contact Daryl Halls, Executive Director at dkhalls@sta.ca.gov if you have any questions regarding this letter.

Sincerely,

Ron Rowlett, Mayor
City of Vacaville
Chair, STA Board

James Sperling, Supervisor
County of Solano
STA Board Member

Cc: STA Board Members

DRAFT



DATE: May 5, 2020
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
Anthony Adams, Project Manager
RE: 2020 Surface Transportation Improvement Program (STIP) Programming
Amendment

Background:

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

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

Discussion:

STA Board Approved STIP Funding Priorities and 2020 Programming

The STA Board has prioritized three regionally significant projects that will seek funding from newly created SB1 funding categories. The prioritized projects that are eligible for this funding include the I-80 Express Lanes, I-80 Westbound Truck Scales, and I-80/I-680/State Route (SR) 12 Interchange. The STA's Regional Transportation Improvement Program (RTIP) is one of the few available to STA to provide match funding for I-80 Corridor projects.

The upcoming call for projects for the SB 1 funded Solutions for Congested Corridors (SCC) and Trade Corridor Enhancements (TCEP) programs was an important consideration when programming the 2020 STIP, with MTC informing STA that they are requiring a funding commitment from the applicant's current STIP cycle, as well as future STIP cycles, for MTC to support the application for SCC funding. With this requirement at hand, the STA held a special Board meeting in November 2019 to approve the following programming of the 2020 STIP:

- \$5M: SR37 Fairgrounds Dr. Interchange Improvements - FY 2021-22 (STA Project Sponsor)
- \$4M: Solano I-80 Managed Lanes Project in Fairfield and Vacaville – FY 2021-22 (Caltrans Project Sponsor)

- \$30M in Advanced STIP Shares: Solano I-80 Managed Lanes Project in Fairfield and Vacaville – FY 2021-22 (Caltrans Project Sponsor)
- \$152K Planning, Programming, and Monitoring (FYs 2023-24 and 2024-25)
- \$98K Vine Trail – Calistoga to St. Helena

Funding Shortfall on I-80/I-680/SR12 Interchange Phase 2

STA was awarded a \$53M grant TCEP grant in 2018 for Phase 2 of the I-80/I-680/SR12 Interchange which is scheduled for construction in late Summer 2020. During the design and right of way phase, significant cost increases were realized by Caltrans, due to soil conditions and additional land purchasing. A total cost increase of \$16.7M is needed to fully fund construction of this phase of the project.

To address this shortfall, STA has coordinated with MTC and Caltrans to propose the following funding swap:

- STA Reprograms \$16.7M in future STIP funds from Solano I-80 Managed Lanes project to I-80/I-680/SR12 Interchange phase 2.
- MTC will loan STA future bridge toll funds in the amount of \$16.7M to be used on the application for the Solano I-80 Managed Lanes project.
- When RM3 is resolved MTC will commit funds from the regional Express Lanes program to pay back the \$16.7M loan to STA.

At their April 29th meeting, the STA TAC unanimously voted to forward a recommendation to the STA Board to approve the re-programming of \$16.7M of STIP funds from the I-80 Managed Lanes Project to the I-80/I-680/ SR 12 Interchange Project..

Fiscal Impact:

None to STA. MTC will loan \$16.7M from future RM3 funds towards the Solano I-80 Managed Lanes project to back fill the STIP reprogramming.

Recommendation:

Reprogram \$16.7M in future STIP funds from Solano I-80 Managed Lanes to I-80/I-680/SR12 Interchange Phase 2 of the 2020 STIP for Solano County.



DATE: May 7, 2020
TO: STA Board
FROM: Robert Guerrero, Director of Planning
RE: Solano Suburban Housing Incentive Pool (SubHIP)/Fairfield Affordable Housing Project

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 cities in 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 housing development potential around PDAs to develop and offer an alternative criterion to reflect the suburban challenges in developing affordable housing projects.

In October 2019, MTC subsequently 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 was dedicated to STA for Solano County for eligible transportation infrastructure projects that support affordable housing projects in Priority Development Areas (PDA) or Transit Priority Areas (TPA).

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 initial \$4 million SubHIP pilot program.

The STA Board approved Vacaville's SubHIP project for \$1.9 million at their April 8, 2020 meeting for 89 affordable housing units. STA staff has also released a request for Letters of Interest to all seven cities and the County for future SubHIP funding. The original deadline of April 1st was extended to June 1st due to the current adjustments related to the COVID-19 pandemic.

Discussion:

STA staff is recommending \$2.1 million from the SubHIP funding for eligible transportation projects to incentivize an affordable housing development at near the Fairfield Vacaville Train Station PDA, called the One Lake Apartments. The SubHIP incentive would result in 190 units of all affordable units within a mile away from the train station and would extend Fairfield's linear park. A description of the proposed project and map of the project location is included as Attachment A. Fairfield's Public Works Director Paul Kaushal will present the project and answer questions at the STA Board meeting.

The STA Technical Advisory Committee (TAC) reviewed and unanimously approved this item at their April 29, 2020 meeting.

Fiscal Impact:

A total of \$4 million is available for the STA to program through the SubHIP Pilot Program. \$2.1 million is recommended for transportation improvements that support a future development at the Fairfield Vacaville Train Station PDA Implementation project which would result in 190 affordable units.

Recommendation:

Approve the following:

1. \$2.1 million from the Suburban Housing Incentive Pool (SubHIP) program for the Fairfield Vacaville Train Station PDA Implementation project in support of Affordable Housing project; and
2. Authorize the STA Executive Director to enter into funding agreements with the City of Fairfield and MTC for \$2.1 million of SubHIP funds.

Attachment:

- A. Description of Fairfield Project (One Lake Apartments) and Map of the Project Location

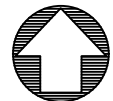
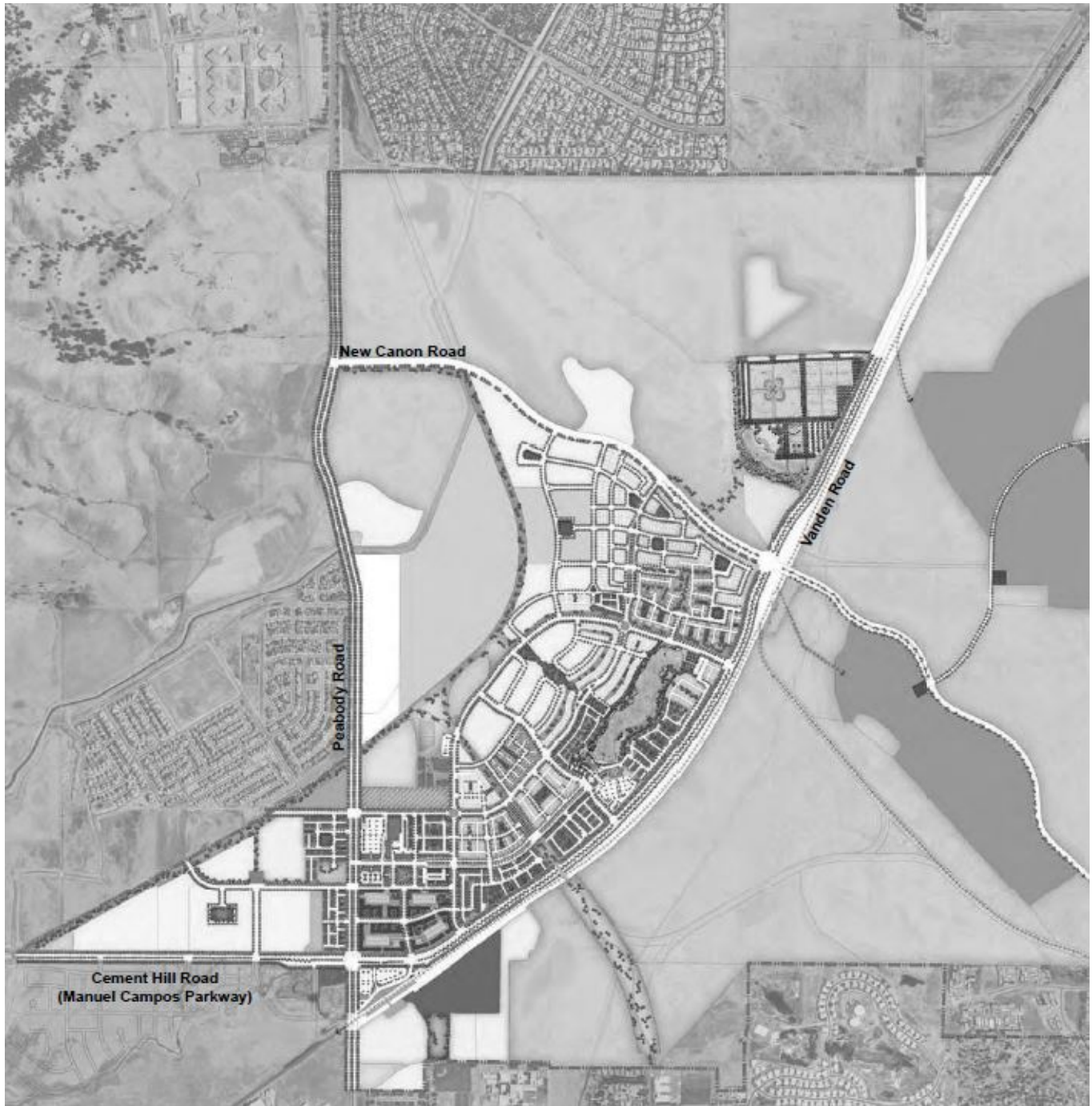
City of Fairfield Expenditure Plan
One Lake Apartments
April 20, 2020

The City of Fairfield proposes to utilize \$2.1 million in SubHIP funding to support the development of One Lake Apartments, an approximately 190-unit all affordable housing project. The project is within the Train Station PDA and is located off of Vanden Road, approximately 0.75 miles from the Fairfield-Vacaville Hannigan Train Station.

The SubHIP funds would be used to fund a significant portion of a Linear Park Trail that is immediately adjacent to the One Lake Apartments project site. The trail is an integral part of the overall infrastructure needed to support bicycle and pedestrian access and connectivity throughout the Train Station PDA.

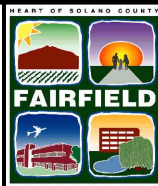
Primary deal points for the One Lake SubHIP expenditure plan:

- The entire SubHIP award of \$2.1 million will be applied to construct Linear Park Trail improvements adjacent to the 190-unit affordable housing development project. Because the federal funding cannot be applied directly to the development project, the City will commit an equivalent amount of local funds to construct the trail.
- The source of local funds will be from the City's capital improvement program (CIP) annual pavement maintenance budget. The pavement maintenance funds will be replaced with the \$2.1 million of SubHIP, thus federalizing one year of the City's pavement maintenance program.
- The City will construct the Linear Park Trail improvements, starting where the trail intersects with Vanden Road (Jepson Parkway), and will complete as long of a trail segment as possible with the \$2.1 million in funding.
- The One Lake master developer will construct the remaining portion of the trail, continuing northwesterly, until it connects to the Linear Park Trail network.
- Should a local funding match be required for the \$2.1 million SubHIP, the match could be derived by expanding the pavement maintenance project that is expending the SubHIP funds.



THIS LINE IS 1"
 |—————|
 AT FULL SCALE

CITY OF FAIRFIELD
 PUBLIC WORKS
 ENGINEERING DIVISION
 1000 WEBSTER ST, 3rd FLOOR
 FAIRFIELD, CA 94533



ONE LAKE APARTMENTS
 TRANSIT ORIENTED
 DEVELOPMENT
 IMPROVEMENTS

EXHIBIT
 A



DATE: May 5, 2020
TO: STA Board
FROM: Mary Pryor, STA Consultant
RE: Fiscal Year (FY) 2020-21 SolanoExpress Intercity Funding Agreement and
FY 2018-19 Reconciliation

Background:

The SolanoExpress Intercity Transit Funding (ITF) Agreement provides for the annual funding of intercity transit routes, and addresses the process for reconciling planned to actual revenues and expenditures and for sharing costs for the upcoming budget year. The SolanoExpress Intercity Transit Funding Working Group (ITFWG) reviews the annual funding of intercity transit routes included in the Intercity Transit Funding Agreement. Members of the ITFWG include all funding participants: the Dixon Read-Ride, Fairfield and Suisun Transit (FAST), and Solano County Transit (SolTrans), Vacaville City Coach, the County of Solano, and STA. The FY 2020-21 SolanoExpress Intercity Funding Agreement was discussed at the March 10, 2020 and the April 21, 2020 ITFWG meetings. Recommendation of approval for the Intercity Funding Agreement and FY 2018-19 Reconciliation by the STA Board is based on those discussions.

Discussion:

Intercity Funding Process

The annual funding process includes a reconciliation of planned (budgeted) intercity revenues and expenditures to actual revenues and expenditures. To allow for the completion of audits, the reconciliation for a given fiscal year takes place one year after the completion of the fiscal year and at the same time as the planned (budgeted) amounts are calculated for the upcoming fiscal year. In this cycle, FY 2018-19 audited amounts are reconciled to the planned FY 2018-19 amounts, and the planned amounts for FY 2020-21 will be estimated.

Last year, STA changed the methodology used to calculate costs and subsequent subsidy requirements. Rather than using the cost allocation models to determine the costs by route, the previously agreed upon performance measure of hourly costs (with escalation) are used. For the reconciliation process, actual costs are compared to the performance measure. The details are discussed below.

FY 2018-19 Reconciliation

The FY 2018-19 reconciliation compares the budgeted and audited actual costs and revenues, and planned and actual service hours for each intercity route. The resulting cost per hour is compared to the agreed-upon and STA Board approved performance measure. The summary of costs and revenues from each operator for FY 2018-19 are shown in Attachments A and B. This information was shared with the ITFWG on March 10, 2020.

Both operators reported actual expenditures slightly above the performance measure of \$141 per hour; FAST's rate was \$142.12 per hour and SolTrans' was \$143.59 per hour. The resulting costs above the performance measure will be absorbed by FAST (\$45,240) and SolTrans (\$106,456) and not included in the reconciliation.

The eligible costs for each route were compared with the actual revenues to assess shortfalls or surpluses. This resulted in a shortfall of \$397,530 for FAST and a surplus of \$293,885 for SolTrans. In prior years, these amounts would be either credited to or debited from each local agency's TDA claim for the upcoming year. However, following the new methodology based on the performance measures adopted by the STA Board, STA staff recommends the following reconciliation actions:

- No change to TDA allocations from local jurisdictions
- Allocate \$397,530 in State Transit Assistance Funds (STAF) to FAST for FY 2018-19 shortfall. STA has previously budgeted sufficient STAF to cover this action.
- SolTrans to retain the \$293,855 surplus (\$37,123 in Solano College Pass funds and \$263,081 of parking revenue) for future costs

The route by route budget vs. actual is included as Attachment C.¹ The summary of the FAST and SolTrans reconciliations are included as Attachments D and E, respectively.

FY 2019-20 Forecast

STA staff and consultants continue to review cost and revenue trends for the SolanoExpress service. For the first half of FY 2019-20 (from July to December 2019), costs and revenues for the service were generally within budget. However, the COVID-19 pandemic has drastically changed the levels of service, costs, and revenue forecasts for the last third of the fiscal year (from March to June 2020).

Attachment F provides a summary of the original FY 2019-20 SolanoExpress budget and current estimates through the end of the fiscal year. Cost and revenue estimates were prepared in conjunction with FAST and SolTrans, and represent estimates as of mid-April. In response to the pandemic and stay-at-home order, both FAST and SolTrans reduced SolanoExpress services and eliminated fare collection. In addition, MTC had previously estimated that bridge toll revenues would drop by 60%. The Regional Measure 2 (RM 2) legislation limits MTC's allocation of operating funds to 38% of the toll revenue collected. Thus, reductions in tolls results in projected reductions in funds available for the SolanoExpress service. MTC has recently communicated that FY 2019-20 bridge tolls would be reduced by 15% for the year. Based on conversations with FAST, STA staff recommends requesting that MTC shift up to \$150,000 in RM 2 funds from the Green Express to the Blue Line. STA staff recommends that when the FY 2019-20 costs and revenues are finalized, that STAF revenues be preserved for SolanoExpress to the extent possible for future year costs, as these funds can be used in later years after the federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funds are depleted.

While both operators quickly reduced service levels, locally and for SolanoExpress, they are not able to reduce fixed costs as rapidly. Because a certain level of fixed costs will still be incurred regardless of the number of service hours provided, the total cost per hour will increase. Attachment F includes preliminary estimates of the hourly cost changes, based on input from FAST and SolTrans.

Altogether, the current estimated costs and revenues for FY 2019-20 result in a shortfall of approximately \$618,000, which is recommended to be resolved with Federal Transit Administration (FTA) CARES Act funds from FAST and SolTrans. STA staff will continue to monitor service levels, operating costs, and revenues throughout the fiscal year. The reconciliation for the full year will occur when final financial information is available.

¹ Attachment C has been updated based on comments from the Consortium to reflect the actual allocation of RM-2 funds between the Blue and Green Express lines. This change does not impact the total reconciliation amounts.

FY 2020-21 Forecast

Due to the COVID-19 pandemic, service levels, costs, and revenues for FY 2020-21 are substantially different than prior years. Preparing a full year budget at this time poses numerous challenges. STA staff and consultants have prepared a preliminary budget for the FY 2020-21 as a starting point, recognizing that the budget is likely to change throughout the year as circumstances warrant.

Hourly Operating Costs

As noted previously, transit operating costs include a mix of fixed and variable elements. Fixed costs typically include items such as the transit operations contractor's fixed monthly fee, administration, overhead, and some maintenance expenses. Variable costs generally include fuel, operator wages, and certain maintenance costs. The specific mix of fixed and variable costs varies by operator and by operating contract.

When transit services are reduced quickly as they have been in response to the pandemic, the transit agencies will continue to face certain fixed costs that cannot be shed quickly. While the expenses associated with the variable costs will decrease, certain cost categories will remain steady in the near term. Thus, the cost per each hour of service will increase.

In the absence of a detailed cost analysis, which requires a significant level of effort by specialized personnel to prepare, STA consultants developed an operating cost model to estimate hourly costs under different budgetary scenarios. This analysis assumes that 30% of an agency's costs are fixed, while 70% vary based on service levels. Under this assumption, as the amount of revenue drops, the number of service hours that can be afforded decreases and the cost per hour increases. The following table summarizes the results of this analysis for different budgetary examples.

Summary: Hypothetical Hourly Operating Cost

Target Total Service Cost	\$ 6,000,000	\$ 7,000,000	\$ 8,000,000	\$ 9,000,000	\$ 12,000,000
Fixed Cost	\$ 3,384,000	\$ 3,384,000	\$ 3,384,000	\$ 3,384,000	\$ 3,384,000
Available for Service Hours	\$ 2,616,000	\$ 3,616,000	\$ 4,616,000	\$ 5,616,000	\$ 8,616,000
=>Available Service Hours	26,134	36,124	46,114	56,104	83,000
=>New Rate/Hour	\$ 229.59	\$ 193.78	\$ 173.48	\$ 160.42	\$ 143.00

Based on the revenue projections for FY 2020-21, the proposed budget assumes that the near-term operating cost will be approximately \$194 per hour. This is a significant departure from the approved performance measure of \$144 per hour. However, given the need for rapid service reductions, the performance measure is not a reasonable target in the near term. STA staff will continue to work with the staff from FAST and SolTrans to monitor costs and seek means to reduce the hourly rate.

Operating Scenarios

Based on the COVID-19 pandemic and resulting economic challenges, most of the revenue sources for the SolanoExpress service will decline significantly. However, FTA CARES Act funds will be available in the near term as a one-time supplement for revenue losses and safety-related operating and capital costs. This analysis assumes that approximately half of the CARES Act funds provided to FAST and SolTrans in the first tranche by MTC (60%) would be available to cover FY 2019-20 and FY 2020-21 needs for SolanoExpress service. Half of the remaining 40% of CARES Act funding will be needed to help cover SolanoExpress funding in FY 2021-22. In addition, STA staff recommends that STAF revenues be preserved to the extent possible for

future year costs, as these funds can be used in later years after the CARES Act funds are depleted.

STA consultants prepared three operating and financial scenarios to assess the levels of service that could be provided in this new environment. The analysis indicates that 30,000 hours of service would not fully utilize available funds, whereas 50,000 hours of service would result in a shortfall. With approximately 40,000 service hours, estimated available revenues would slightly exceed estimated costs and allow for a small contingency. The table below summarizes the results of this analysis.

FY 2020-21 Scenarios

	Original FY 2020-21 Plan	30,000 Hours of Service	+/- 40,000 Hours of Service	50,000 Hours of Service
Cost per Hour	\$ 144	\$ 212	\$ 194	\$ 184
Total Cost	\$ 12,000,855	\$ 6,350,472	\$ 7,835,981	\$ 9,181,530
Revenues				
Fares	\$ 3,947,370	\$ 1,419,475	\$ 1,702,887	\$ 2,365,791
Bridge Tolls	\$ 2,672,875	\$ 1,069,150	\$ 1,069,150	\$ 1,069,150
STAF	\$ 1,120,646	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
JARC	\$ 171,274	\$ 171,274	\$ 171,274	\$ 171,274
College / Parking Fee	\$ 332,494	\$ 161,831	\$ 187,566	\$ 225,719
Local TDA	\$ 3,756,196	\$ 2,472,031	\$ 2,472,031	\$ 2,472,031
CARES Act	\$ -	\$ 56,711	\$ 1,233,072	\$ 1,678,129
Total Revenue	\$ 12,000,854	\$ 6,350,472	\$ 7,835,981	\$ 8,982,094
Balance	\$ (0)	\$ -	\$ -	\$ (199,436)

40,000 Service Hours Operating Budget

The FY 2020-21 proposed budget for SolanoExpress service is based on the 40,000 service hours scenario, included as Attachment G. As a point of reference, Attachment G includes the originally planned budget for FY 2020-21, which was prepared prior to the pandemic.

Service hours are approximately half the pre-pandemic levels, and revenues (excluding the CARES Act funds) are projected to decrease by approximately 45%. Notably, with the 40,000 service hours, this scenario allows for SolanoExpress to retain its span of service, target hourly service on core segments, and retain the full length of routes.

In Attachment H, the approximate revenue service hours, costs, and revenues are projected for each route. The specifics of the operating plans are currently under development with FAST and SolTrans, and are subject to change. In the coming weeks and months, STA staff and the transit operators will be discussing other potential service changes that could impact the number of service hours for FY 2020-21. In addition, STA staff, the operators, and the Consortium will revisit the SolanoExpress financial and operating plans as new revenue and cost estimates become available. Key issues will be how and when to resume fare collection, addressing the high overhead rate the impacts of fare policy decisions on the operating budget and ridership. The financial impacts of any significant changes would be discussed by the Consortium and STA Board during the year. STA staff currently anticipates providing an update to the STA Board in July, and may recommend modified service changes and budget in September.

Attachment H includes a shift of up to \$150,000 in RM 2 funds from the Green Express to the Blue Line recommended by STA staff. The route-by-route financial details shown in Attachment H are likely to change during the year as circumstances warrant. However, staff

currently recommends that the local agency Transit Development Act (TDA) contributions remain unchanged, as discussed below. The FY 2022-23 Intercity Funding Agreement process will include the reconciliation of actuals for FY 2020-21.

FY 2020-21 Cost Sharing Calculations

In prior years, the financial information for each route was used in calculating funding shares for each of the participating jurisdictions. The gross cost of each route was offset by fares and route-specific funding to arrive at the net cost of the route to be shared. The intercity funding formula is based on 20% of the costs shared according to population and 80% of the costs shared according to ridership by residency.

Given the uncertainty of the costs and revenues, the likely substantial decrease in TDA funds, and the near term availability of CARES Act funds, STA staff recommend that the local agency TDA contributions be calculated as 75% of the amounts paid for FY 2019-20. This would provide for more certainty in costs for the local funding partners. The results of the calculations for cost sharing for FY 2020-21 are shown in Attachment I. Following the TAC meeting, staff recommends that the STA Board approve the TDA allocations in Attachment I, rather than the more detailed Attachment H, as the non-TDA elements shown in Attachment H are subject to change. A summary comparison of FY 2019-20 vs. FY 2020-21 total amounts due by jurisdiction is provided in Attachment J.

Using prior year data from the reconciliation process, Attachment K provides a summary of the total costs, revenues and subsidies by jurisdiction from FY 2009-10 through FY 2020-21. Attachment L provides a summary of the revenue hours by route from FY 2013-14 through FY 2020-21, and includes the changes in budgeted revenue hours by route from FY 2019-20 to FY 2020-21.

Draft TDA Funding Matrix for FY 2020-21

The intercity funding shares for FY 2020-21 are reflected in the draft annual TDA matrix which shows the amounts to be claimed by jurisdiction/transit agency, shown in Attachment M.

The FY 2020-21 TDA Matrix includes a section related to funding swaps and capital funding arrangements. Each row indicates the purpose of the transaction and the claimant. The amounts listed in each column are the amounts to be drawn from each jurisdiction's TDA fund by the designated claimant.

When each operator's TDA claims are prepared, the individual operator amounts claimed for local transit operating and capital will be added to the TDA matrix. The matrix will then be considered for adoption by the Paratransit Coordinating Council, the Solano Express Consortium, the Technical Advisory Committee, and by the STA Board. Once the TDA matrix is approved by the STA Board, it is submitted to Metropolitan Transportation Commission (MTC) to provide MTC guidance when reviewing individual TDA claims. Subject to STA Board approval of the FY 2020-21 SolanoExpress ITF Agreement at their May 13th meeting, the FY 2020-21 TDA Matrix will be brought to the Consortium on May 26th and the STA Board on June 10th. This will provide each of the transit operators the opportunity to submit their TDA claims for FY 2020-21 following the June 10th STA Board meeting.

At their meetings of April 28th and 29th, the Consortium and TAC members unanimously voted to forward the recommended action to the STA Board for approval.

Fiscal Impact:

The STA is a recipient of TDA funds from each jurisdiction for the purpose of countywide transit planning. With the STA Board approval in May of the SolanoExpress FY 2020-21 ITF Agreement, the TDA matrix provides the guidance needed by MTC to process the TDA claim submitted by the transit operators and STA.

Recommendation:

Approve the following:

1. The SolanoExpress reconciliation for FY 2018-19 as specified in Attachments D (FAST) and E (SolTrans);
2. The FY 2020-21 SolanoExpress ITF Agreement Amounts per transit operator as specified in Attachment I; and,
3. Authorize the Executive Director to request that MTC shift up to \$150,000 in RM 2 funds from the Green Express to the Blue Line for FY 2019-20 and FY 2020-21.

Attachments:

- A. FAST Intercity Expenses & Revenue Hours FY 18-19 FINAL
- B. SolTrans FY 18-19 CAM with Actuals
- C. FY 2018-19 Route by Route Budget vs. Actuals
- D. FY 2018-19 FAST Reconciliation
- E. FY 2018-19 SolTrans Reconciliation
- F. FY 2019-20 SolanoExpress Estimate
- G. FY 2020-21 40,000 Service Hour Scenario
- H. FY 2020-21 Cost Sharing Forecast
- I. FY 2020-21 TDA Contributions by Route
- J. Comparison of FY 2019-20 vs. FY 2020-21 TDA Contributions
- K. SolanoExpress Cost and Revenue History
- L. Revenue Service Hour History
- M. TDA Matrix Working Draft

SolanoExpress
FY 18-19
Green Express (GX) and Blue Line

<u>Budgeted SE Revenue Hours FY 18-19</u>	<u>GX</u>	<u>Blue</u>	<u>Total</u>	<u>Increase/Decrease from Forecast</u>
Per STA SE Cost Sharing Forecast dated 5/21/2018	10,902	20,284	31,186	
Total Actual SE Revenue Hours FY 18-19	10,874	24,727	35,601	9%

<u>SolanoExpress Expenses</u>	<u>GX</u>	<u>Blue</u>	<u>Total</u>
Contract Operations	\$ 605,865	\$ 1,348,539	\$ 1,954,404
Insurance	\$ 34,996	\$ 77,893	\$ 112,889
Fuel	\$ 251,738	\$ 560,320	\$ 812,058
Operations/Facilities	\$ 156,120	\$ 347,494	\$ 503,614
Vehicle Maintenance	\$ 289,736	\$ 644,896	\$ 934,632
General Administration	\$ 229,979	\$ 511,888	\$ 741,867
Total	\$ 1,568,434	\$ 3,491,030	\$ 5,059,464

<u>Gross Cost per Revenue Hour</u>	<u>GX</u>	<u>Blue</u>	<u>Total</u>
	\$ 144	\$ 141	\$ 142

<u>Fares</u>	<u>GX</u>	<u>Blue</u>	<u>Cash/Pass Total</u>
Cash	\$ 527,059	\$ 287,491	\$ 814,550
Pass	\$ 392,784	\$ 195,862	\$ 588,646
Total	\$ 919,843	\$ 483,353	\$ 1,403,196

<u>Farebox Recovery</u>	<u>GX</u>	<u>Blue</u>	<u>Total</u>
	59%	14%	28%

<u>FAST SolanoExpress Ridership</u>	<u>GX</u>	<u>Blue</u>	<u>Total</u>	<u>Notes</u>	<u>Increase/Decrease from FY 17-18</u>
FY 18-19 Actuals	209,229	147,720	356,949	No Saturday service on GX; Saturday service on Blue Line.	-9%
FY 17-18 Actuals	259,172	134,548	393,720	For more accurate comparison with FY 18-19 data, assuming <u>no</u> Saturday service on GX & assuming Saturday service on Route 40.	
FY 17-18 Actuals	267,104	126,616	393,720	Includes Saturday service on GX & Saturday service on Routes 20 & 30.	

<u>FY 18-19 SolanoExpress Commendations & Valid Complaints per 10,000 Boardings</u>	
Driver Commendations	9
Valid Complaints	35 1:10,284

FY 18-19 SolanoExpress Preventable Accidents	18
FY 18-19 Miles Between Preventable Accidents	1:67,948

<u>FY 18-19 Valid SolanoExpress Complaints per 10,000 Boardings</u>	
Driver Behavior	5
Early Departure	3
Running Late	3
Passenger Pass-up	0
No Access to Stop	1
Mechanical	2
Other	21
Total	35

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SolTrans
Bus Operations - Cost Allocations
Fiscal Year 2018-19
For the Period July - June

Route	Expenses				Earned Revenue			Route Specific Revenues				Costs subsidized by TDA and Other Revenue
	Allocated Costs - Veh Hours	Allocated Costs - Veh Miles	Allocated Costs - Peak Vehicles	Total allocated Costs (Gross)	Farebox Revenue	Solano College Fare Revenue from student fees	Parking Revenue	FTA 5307 JARC	RM-2	RM2 marketing	STAF Lifeline	
1	444,779	161,933	272,595	879,307	147,484						300,000	431,823
2	627,779	199,283	381,632	1,208,694	176,471			145,000				887,223
3/38	277,043	103,611	218,076	598,730	60,784							537,946
4	230,301	77,061	218,076	525,438	66,704							458,734
5	267,706	102,584	218,076	588,366	65,492							522,874
6	208,831	62,390	109,038	380,258	36,516							343,743
7	650,926	185,736	272,595	1,109,256	156,278							952,978
8	209,166	92,336	109,038	410,540	34,216							376,324
15	39,642	13,255	109,038	161,935	10,866							151,069
17	36,622	13,110	109,038	158,771	10,270							148,500
20	154,708	63,438	109,038	327,184	10,318							316,866
Y	796,402	351,672	693,752	1,841,826	334,580		103,077		762,567	16,667		624,936
80	1,192,828	625,571	1,040,628	2,859,027	1,898,535		160,004		578,000	25,000		197,487
82	34,794	16,968	-	51,762	20,980				30,000			782
85	585,101	226,551	346,876	1,158,529	231,094	37,123			201,741	8,333		680,238
Totals	5,756,628	2,295,499	4,207,494	12,259,621	3,260,585	37,123	263,080	145,000	1,572,308	50,000	300,000	6,631,524

Solano Express	2,609,125	1,220,762	2,081,256	5,911,143	2,485,188	37,123	263,081	-	1,572,308	50,000	-	1,503,443
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SolTrans
Bus Operations - Cost Allocations
Fiscal Year **2018-19**
For Period: **July - June**

Updated
9/27/2019

Route	Total Cost	Farebox & Local Revenue *	Farebox Recovery Ratio **	Ridership	Average Fare Per Rider	Subsidy per rider ^	Cost per Rider	Revenue Hours	Total Cost per Hour	Revenue Miles	Total Cost per Mile
1	\$ 879,307	\$ 147,484	17%	126,993	\$ 1.16	\$ 5.76	\$ 6.92	7,955	\$ 110.54	91,598	\$ 9.60
2	\$ 1,208,694	\$ 176,471	15%	167,731	\$ 1.05	\$ 6.15	\$ 7.21	11,228	\$ 107.65	112,725	\$ 10.72
3/38	\$ 598,730	\$ 60,784	10%	52,727	\$ 1.15	\$ 10.20	\$ 11.36	4,955	\$ 120.83	58,608	\$ 10.22
4	\$ 525,438	\$ 66,704	13%	62,183	\$ 1.07	\$ 7.38	\$ 8.45	4,119	\$ 127.56	43,590	\$ 12.05
5	\$ 588,366	\$ 65,492	11%	64,760	\$ 1.01	\$ 8.07	\$ 9.09	4,788	\$ 122.88	58,027	\$ 10.14
6	\$ 380,258	\$ 36,516	10%	33,149	\$ 1.10	\$ 10.37	\$ 11.47	3,735	\$ 101.81	35,291	\$ 10.77
7	\$ 1,109,256	\$ 156,278	14%	139,412	\$ 1.12	\$ 6.84	\$ 7.96	11,642	\$ 95.28	105,062	\$ 10.56
8	\$ 410,540	\$ 34,216	8%	29,087	\$ 1.18	\$ 12.94	\$ 14.11	3,741	\$ 109.74	52,230	\$ 7.86
15	\$ 161,935	\$ 10,866	7%	6,486	\$ 1.68	\$ 23.29	\$ 24.97	709	\$ 228.40	7,498	\$ 21.60
17	\$ 158,771	\$ 10,270	6%	11,786	\$ 0.87	\$ 12.60	\$ 13.47	655	\$ 242.40	7,416	\$ 21.41
20	\$ 327,184	\$ 10,318	3%	6,778	\$ 1.52	\$ 46.75	\$ 48.27	2,767	\$ 118.25	35,884	\$ 9.12
Y	\$ 1,841,826	\$ 334,580	18%	104,063	\$ 3.22	\$ 14.48	\$ 17.70	12,566	\$ 146.57	255,388	\$ 7.21
80	\$ 2,859,027	\$ 2,058,539	72%	537,896	\$ 3.83	\$ 1.49	\$ 5.32	18,821	\$ 151.91	454,296	\$ 6.29
82	\$ 51,762	\$ 20,980	41%	4,684	\$ 4.48	\$ 6.57	\$ 11.05	549	\$ 94.28	12,322	\$ 4.20
85	\$ 1,158,529	\$ 268,217	23%	90,794	\$ 2.95	\$ 9.81	\$ 12.76	9,232	\$ 125.49	164,524	\$ 7.04
Totals	\$ 12,259,621	\$ 3,457,712	28%	1,438,531	\$ 2.40	\$ 6.12	\$ 8.52	97,462	\$ 125.79	1,494,459	\$ 8.20
Prior YTD	\$ 11,957,805	\$ 3,258,212	27%	1,347,227	\$ 2.42	\$ 6.46	\$ 8.88	99,697	\$ 119.94	1,539,371	\$ 7.77
Change	\$ 301,816	\$ 199,500	1%	91,303	\$ (0.01)	\$ (0.34)	\$ (0.35)	(2,235)	\$ 5.85	(44,912)	\$ 0.44

Local	\$ 6,348,478	\$ 775,397	12%	701,094	\$ 1.11	\$ 7.95	\$ 9.06	56,294	112.77	607,929	\$ 10.44
Express	\$ 5,911,143	\$ 2,682,315	45%	737,437	\$ 3.64	\$ 4.38	\$ 8.02	41,168	143.59	886,530	\$ 6.67

SOLANO TRANSPORTATION AUTHORITY
FY 18-19 SOLANO EXPRESS COST SHARING RECONCILIATION

Based on FY 2018-19 Planned vs Actual Cost¹

DRAFT
21-Apr-20

Attachment C

		Route 78/Yellow (SolTrans)		Route 20 / Blue Line (FAST)		Route 30 / Blue Line (FAST)		Route 40 / Blue Line (FAST)		Route 80 & 82 (SolTrans)		Route 85 (SolTrans)		Route 90 / GX Line (FAST)		Total		Blue Line Total	
Cost & Subsidy		Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual
Gross Cost		#####	1,841,826	13%	396,076	45%	1,436,336	42%	1,350,503	1,466,233	2,910,789	1,143,579	1,158,529	1,791,586	1,568,434	11,099,788	10,970,608	3,182,915	3,491,030
Over Service Standard ²			(32,494)		(3,587)		(12,415)		(11,588)		(50,089)		(23,873)		(12,133)		(146,179)	0	(27,590)
Fares		335,760	334,580		62,836		129,204		217,509		214,970		231,557		231,094		1,152,259	3,984,476	483,353
FAST Funds funds to Replace Sec 5311 ³							100,000		100,000				-				100,000	100,000	100,000
Sec 5316 JARC					50,809		117,034		117,034								167,843	167,843	167,843
RM-2		762,567	779,234								463,967		643,967		608,000		633,000	2,672,875	643,967
STAF Lifeline							-										0	0	0
Other			103,077												160,004		37,123	0	0
Subtotal, Net Subsidy		733,778	592,441	270,650	336,602	1,090,099	1,124,005	671,566	607,670	695,494	148,181	710,281	656,366	2,727	149,858	4,174,595	3,615,123	2,032,315	2,068,277
County Subsidy Share	4.55%	28,750	28,750	10,604	10,604	42,712	42,712	26,313	26,313	27,250	27,250	27,830	27,830	107	107	163,566	163,566	79,629	79,629
County Cap @ \$163,567	86.18%																		
Balance to be Shared (Required Subsidy)	99.52%	705,028	563,691	260,045	325,998	1,047,387	1,081,293	645,253	581,357	668,244	120,931	682,451	628,536	2,620	149,751	4,011,028	3,451,557	1,952,685	1,988,648
Population Shares																			
at 20% of Required Subsidy																	0	0	
Benicia	6.80%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dixon	4.74%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fairfield	28.04%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rio Vista	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Suisun City	7.19%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacaville	24.18%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallejo	29.05%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Balance of County	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Check Total	100.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ridership by Residence																			
at 80% of Required Subsidy																	0	0	
Benicia	43.2%	0	0	0.9%	0	0.0%	0	1.2%	0	0	2.7%	0	0	1.7%	0	0	0.0%	0	0
Dixon	0.5%	0	0	0.9%	0	23.6%	0	0.0%	0	0	0.0%	0	0	0.4%	0	0	1.0%	0	0
Fairfield	1.1%	0	0	34.6%	0	22.7%	0	46.4%	0	0	2.9%	0	0	21.8%	0	0	59.9%	0	0
Rio Vista	0.0%	0	0	0.0%	0	0.0%	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0
Suisun City	0.0%	0	0	5.6%	0	6.4%	0	16.7%	0	0	0.6%	0	0	5.6%	0	0	22.4%	0	0
Vacaville	0.0%	0	0	54.2%	0	36.4%	0	35.7%	0	0	0.3%	0	0	3.4%	0	0	16.1%	0	0
Vallejo	55.2%	0	0	3.7%	0	10.9%	0	0.0%	0	0	93.5%	0	0	67.1%	0	0	0.5%	0	0
Balance of County	0.0%	0	0	0.0%	0	0.0%	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0
Check Total	100.00%	0	0	100.00%	0	100.00%	0	100.00%	0	100.00%	0	100.00%	0	100.00%	0	100.00%	0	0	0
Total Subsidy with County Share		28,750	28,750	10,604	10,604	42,712	42,712	26,313	26,313	27,250	27,250	27,830	27,830	107	107	163,566	163,566	79,629	79,629
Total Subsidy by Jurisdiction ⁴																			
Benicia		226,483	226,483	6,050	6,050	6,988	6,988	9,890	9,890	16,087	16,087	14,096	14,096	7,026	7,026	286,620	286,620	22,928	22,928
Dixon		8,677	8,677	4,845	4,845	101,708	101,708	4,027	4,027	4,343	4,343	6,632	6,632	9,010	9,010	139,242	139,242	110,580	110,580
Fairfield		40,684	40,684	95,266	95,266	121,771	121,771	182,440	182,440	36,384	36,384	118,804	118,804	275,801	275,801	871,150	871,150	399,477	399,477
Rio Vista		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Suisun City		9,098	9,098	16,987	16,987	33,474	33,474	63,089	63,089	8,776	8,776	30,380	30,380	99,807	99,807	261,611	261,611	113,550	113,550
Vacaville		30,544	30,544	138,124	138,124	173,857	173,857	142,673	142,673	23,585	23,585	39,111	39,111	91,378	91,378	639,272	639,272	454,654	454,654
Vallejo		315,055	315,055	25,241	25,241	74,524	74,524	24,845	24,845	371,295	371,295	307,009	307,009	32,048	32,048	1,150,017	1,150,017	124,610	124,610
County Share		28,750	28,750	10,604	10,604	42,712	42,712	26,313	26,313	27,250	27,250	27,830	27,830	107	107	163,566	163,566	79,629	79,629
Check Total		659,291	659,291	297,117	297,117	555,034	555,034	453,277	453,277	487,720	487,720	543,862	543,862	515,177	515,177	3,511,478	3,511,478	1,305,428	1,305,428
Balance			66,850		-39,485		-568,971		-154,393		339,539		-112,504		365,319		-103,645		-762,849

Notes:

1. SOURCES for Cost & Subsidy data:
FY18-19 Planned values from FY18-19 Solano Express Intercity Transit Funding Agreement Attachment E Tab 5, May 29, 2018
FY18-19 Actual values for Routes 78, 80, & 85: SOLTRANS - CAM Q4 ending 06-30-2019_FINAL
FY18-19 Actual values for Routes 20, 30, 40, & 90 : FAST Intercity Expenses & Revenue Hours FY 18-19 FINAL provided Nov. 11, 2019; Blue Line costs and fares split 13% Rt. 20, 45% Rt. 30, 42% Rt. 40.
2. Over Service Standard: Cost Reduction calculated as actual SolanoExpress hourly rate less \$141 per hour service standard, times number of hours.
3. Route 30 budgeted revenue assumed \$100,000 from FTA 5311 funds. Due to Caltrans eligibility decision, FAST to replace planned funds with another source.
4. Subsidies by Jurisdiction from FY18-19 Solano Express Intercity Transit Funding Agreement Attachment J, May 29, 2018, FY17-18 Gross Amounts Due with 2% Escalation

	FAST	SolTrans
Op Cost	5,059,464	5,911,144
Hours	35601	41,168
Cost/Hr	\$ 142.12	\$ 143.59
Std	\$ 141.00	\$ 141.00
Differen	\$ (1.12)	\$ (2.59)

SOLANO TRANSPORTATION AUTHORITY
FAST Solano Express FY 2018-19 Revenues and Costs
21-Apr-20

	FAST FY 2018-19			
	Planned	Actual	Difference	Reconciliation Action
Cost				
FAST Cost	4,974,501	5,059,464	84,963	
Over Service Standard		(39,723)	(39,723)	Reduce eligible cost
Total Estimated Cost	4,974,501	5,019,741	45,240	
Revenues				
Fares (FAST)	1,571,050	1,403,196	(167,854)	No change
RM-2	1,100,567	1,130,567	30,000	No change
STAF Lifeline			-	No change
JARC	167,843	167,843	-	
FAST replaced 5311	100,000	100,000	-	No change
Solano College Pass	-	-	-	No change
Parking Revenue	-	-	-	No change
Benicia	29,954	29,954	-	No change
Dixon	119,590	119,590	-	No change
Fairfield	675,278	675,278	-	No change
Suisun City	213,357	213,357	-	No change
Vacaville	546,032	546,032	-	No change
Vallejo	156,658	156,658	-	No change
Balance of County	79,736	79,736	-	No change
CARES Act				
Total Revenue	4,760,065	4,622,211	-137,854	
Preliminary Balance	-214,436	-397,530	-183,093	
STAF Reserve	-	397,530	397,530	Allocate to FAST to balance FY18-19
Final Balance	\$ -			

SOLANO TRANSPORTATION AUTHORITY
SolTrans Solano Express FY 2018-19 Revenues and Costs
21-Apr-20

	SolTrans FY 2018-19			
	Planned	Actual	Difference	Reconciliation Action
Cost				
SolTrans Cost	6,125,287	5,911,144	(214,143)	
Over Service Standard		(106,456)	(106,456)	Reduce eligible cost
Total Estimated Cost	6,125,287	5,804,688	-320,599	
Revenues				
Fares (SolTrans)	2,413,426	2,485,188	71,762	No change
RM-2	1,572,308	1,622,308	50,000	No change
STAF Lifeline	-	-	-	
JARC	-	-	-	
Solano College Pass	-	37,123	37,123	SolTrans to retain portion for FY 20-21
Parking Revenue	-	263,081	263,081	SolTrans to retain full amount for FY 20-21
Benicia	256,666	256,666	-	No change
Dixon	19,652	19,652	-	No change
Fairfield	195,872	195,872	-	No change
Suisun City	48,254	48,254	-	No change
Vacaville	93,240	93,240	-	No change
Vallejo	993,359	993,359	-	No change
Balance of County	83,830	83,830	-	No change
CARES Act				
Total Revenue	5,676,607	6,098,573	421,966	
Preliminary Balance	-448,680	293,885	742,565	
Solano College Pass		(30,804)		SolTrans to retain for FY 20-21
Parking Revenue		(263,081)		SolTrans to retain for FY 20-21
Final Balance	\$		-	

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SOLANO TRANSPORTATION AUTHORITY
FY19-20 Solano Express Revenues and Costs
15-Apr-20

	FY 2019-20	FY 2019-20	Percent	
	Budget	COVID 19	Change	Difference
Solano Express Service				
FAST Service Hours	35,650	30,382	-15%	(5,268)
SolTrans Service Hours	45,418	37,653	-17%	(7,765)
Total Service Hours	81,068	68,035	-16%	(13,033)
Cost per Hour	\$ 141.00	\$ 141.00	0%	\$ -
FAST Cost	\$ 5,026,650	\$ 4,283,879	-15%	\$ (742,771)
SolTrans Cost	\$ 6,355,538	\$ 5,309,073	-16%	\$ (1,046,465)
Total Estimated Cost	\$ 11,382,188	\$ 9,592,952	-16%	\$ (1,789,236)
Revenues				
Fares (FAST)	\$ 1,426,449	\$ 1,034,849	-27%	\$ (391,600)
Fares (SolTrans)	\$ 2,587,066	\$ 1,720,944	-33%	\$ (866,122)
RM-2	\$ 2,672,875	\$ 2,138,300	-20%	\$ (534,575)
STAF Lifeline	\$ 957,600	\$ 957,600	0%	\$ -
JARC	\$ 171,274	\$ 171,274	0%	\$ -
Solano College Pass	\$ 66,000	\$ 66,000	0%	\$ -
Parking Revenue	\$ 269,012	\$ 143,246	-47%	\$ (125,766)
Benicia	\$ 259,066	\$ 259,066	0%	\$ -
Dixon	\$ 117,768	\$ 117,768	0%	\$ -
Fairfield	\$ 844,629	\$ 844,629	0%	\$ -
Suisun City	\$ 159,343	\$ 159,343	0%	\$ -
Vacaville	\$ 705,940	\$ 705,940	0%	\$ -
Vallejo	\$ 975,278	\$ 975,278	0%	\$ -
Balance of County	\$ 169,889	\$ 169,889	0%	\$ -
Total Revenue	\$ 11,382,188	\$ 9,464,125	-17%	\$ (1,918,063)
Preliminary Balance	\$ -	\$ (128,827)		\$ (128,827)
Est. Actual Cost/Hr FAST		\$ 143.17		
Cost/Hr Over Standard		\$ 2.17		
Cost Over Standard - FAST		\$ 65,971		
Est. Actual Cost/Hr SolTrans		\$ 152.26		
Cost/Hr Over Standard		\$ 11.26		
Cost Over Standard - SolTrans		\$ 423,966		
Est. Revised Balance		\$ (618,764)		
FTA CARES Act	\$ -	\$ 618,764		\$ 618,764
Final Balance	\$ -	\$ -		\$ -

SOLANO TRANSPORTATION AUTHORITY
Solano Express Revenues and Costs FY20-21
21-Apr-20

+/- 40,000 Hours

	FY 2020-21	FY 2020-21		
	Planned	Reinforced Saturday Service Model	Percent Change	Difference
Solano Express Service				
FAST Service Hours	35,424	18,541	-48%	(16,883)
SolTrans Service Hours	48,002	21,897	-54%	(26,105)
Total Service Hours	83,426	40,438	-52%	(42,988)
Cost per Hour	\$ 143.82	\$ 143.82	0%	\$ -
FAST Cost	\$ 5,094,618	\$ 2,666,567	-48%	\$ (2,428,052)
SolTrans Cost	\$ 6,906,236	\$ 3,149,227	-54%	\$ (3,757,010)
Total Estimated Cost	\$ 12,000,855	\$ 5,815,793	-52%	\$ (6,185,062)
Revenues				
Fares (FAST)	\$ 1,382,160	\$ 566,311	-59%	\$ (815,849)
Fares (SolTrans)	\$ 2,565,210	\$ 1,136,576	-56%	\$ (1,428,634)
RM-2	\$ 2,672,875	\$ 1,069,150	-60%	\$ (1,603,725)
STAF Lifeline	\$ 1,120,646	\$ 1,000,000	0%	\$ (120,646)
JARC	\$ 171,274	\$ 171,274	0%	\$ -
Solano College Pass	\$ 66,000	\$ 66,000	0%	\$ -
Parking Revenue	\$ 266,494	\$ 121,566	-54%	\$ (144,928)
Benicia	\$ 285,980	\$ 194,300	-32%	\$ (91,680)
Dixon	\$ 130,115	\$ 88,326	-32%	\$ (41,789)
Fairfield	\$ 934,529	\$ 633,472	-32%	\$ (301,057)
Suisun City	\$ 175,760	\$ 119,507	-32%	\$ (56,253)
Vacaville	\$ 779,415	\$ 529,455	-32%	\$ (249,960)
Vallejo	\$ 1,274,885	\$ 731,459	-43%	\$ (543,426)
Balance of County	\$ 175,514	\$ 175,514	0%	\$ -
Total Revenue	\$ 12,000,854	\$ 6,602,908	-45%	\$ (5,397,946)
Preliminary Balance	\$ (0)	\$ 787,115		\$ 787,116
Est. Actual Cost/Hr		\$ 193.78		\$ 49.96
Cost/Hr Over Standard		\$ 49.96		
Cost Over Standard		\$ 2,020,188		
Est. Revised Balance		\$ (1,233,072)		
Available FTA CARES Act	\$ -	\$ 1,678,129		
Final Balance	\$ (0)	\$ 445,056		

SOLANO TRANSPORTATION AUTHORITY

SOLANO EXPRESS COST SHARING

Attachment
DRAFT
21-Apr-20

FY 2020-21 Forecast¹

	14%	11%	11%	34%	40%	
	Yellow	Blue Line: Bay Area	Blue Line: Yolo & S	Red	Red North Co Exp.	GX Line
Cost & Subsidy	SolTrans	FAST	FAST	SolTrans	SolTrans	FAST
Revenue Hours	7,942	12,300	3,075	13,955	-	3,167
Cost per Revenue Hour	\$ 193.78	\$ 193.78	\$ 193.78	\$ 193.78	\$ 193.78	\$ 193.78
Gross Cost	1,539,001	2,383,494	595,874	2,704,200	-	613,701
Fares	210,954	254,938	63,734	925,622	20%	247,639
Sec 5316 JARC		137,019	34,255			
RM-2	305,027	185,587		323,896		254,640
RM-3						
STAF Lifeline		400,000	100,000	500,000	-	
Solano College Fee ²		11,000		55,000		
Parking Revenue	67,308			70,325		
STAF Reserve						
FTA CARES Act	533,892	442,613	42,772	160,680		37,337
Subtotal, Net Subsidy	421,820	952,337	355,112	668,677	-	74,086
County Subsidy Share						
Balance to be Shared (Required Subsidy)	421,820	952,337	355,112	668,677	-	74,086
Total Subsidy						
Benicia	147,432	18,019	6,759	21,139		951
Dixon	3,820	55,981	20,999	5,912		1,615
Fairfield	30,043	354,677	133,041	74,743		40,968
Suisun City	5,605	59,996	22,505	18,776		12,626
Vacaville	20,059	338,483	126,966	33,357		10,591
Vallejo	187,568	60,277	22,610	456,695		4,310
Balance of County	27,295	64,906	22,233	58,055		3,025
Balance	0	0	(0)	(0)	-	(0)

FY 20-21 Due

**SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING
FY 20-21 SUBSIDIES BY JURISDICTION
SUMMARY**

DRAFT
21-Apr-20

	Amount Owed to FAST			Amount Owed to SolTrans			TOTAL	Grand Total
	Blue Line	GX	TOTAL	Yellow	Red	Red Expansion		
Benicia	24,778	951	25,729	147,432	21,139	0	168,571	194,300
Dixon	76,979	1,615	78,594	3,820	5,912	0	9,732	88,326
Fairfield	487,718	40,968	528,686	30,043	74,743	0	104,786	633,472
Rio Vista	0	0	0	0	0	0	0	0
Suisun City	82,500	12,626	95,126	5,605	18,776	0	24,381	119,507
Vacaville	465,449	10,591	476,039	20,059	33,357	0	53,416	529,455
Vallejo	82,887	4,310	87,197	187,568	456,695	0	644,262	731,459
County Share	87,139	3,025	90,164	27,295	58,055	0	85,350	175,514
								0
TOTAL	1,307,450	74,085	1,381,535	421,821	668,677	0	1,090,497	2,472,032

**SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING
COMPARISON OF NET SUBSIDIES PAID IN FY 2019-20 TO FY 2020-21
SUMMARY**

DRAFT
21-Apr-20

	FY 19-20 TDA Matrix				FY 20-21 TDA Matrix			TDA Matrix
	Amount Owed to FAST	Amount Owed to SolTrans	TOTAL		Amount Owed to FAST	Amount Owed to SolTrans	TOTAL	Change in Total
Benicia	37,447	180,921	218,368		25,729	168,571	194,300	-24,068
Dixon	111,026	10,748	121,774		78,594	9,732	88,326	-33,448
Fairfield	794,838	130,907	925,744		528,686	104,786	633,472	-292,272
Rio Vista	0	0	0		0	0	0	0
Suisun City	156,968	30,625	187,593		95,126	24,381	119,507	-68,085
Vacaville	685,577	62,300	747,877		476,039	53,416	529,455	-218,422
Vallejo	130,457	728,285	858,742		87,197	644,262	731,459	-127,284
County Share	104,975	64,914	169,889		90,164	85,350	175,514	5,625
TOTAL	2,021,287	1,208,700	3,229,986		1,381,535	1,090,497	2,472,032	-757,954

SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING HISTORY

Annual Actual or Budgeted Costs and Subsidies for FY 2009-10 to FY 2020-21
 (before reconciliation of budget vs. actual plus future budget)
 21-Apr-20

	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21
	Actual ¹	Actual ²	Actual ³	Actual ⁴	Actual ⁵	Actual ⁶	Actual ⁷	Actual ⁸	Actual ⁹	Actual ¹⁰	Budget ¹¹	Budget ¹²
Cost & Subsidy												
Hours		75,152	72,161	64,393	62,677	62,374	66,437	71,433	71,456	76,769	81,068	40,439
Cost per Hour		\$ 137.45	\$ 118.77	\$ 123.81	\$ 130.80	\$ 128.68	\$ 128.92	\$ 135.10	\$ 147.15	\$ 142.90	\$ 140.40	\$ 193.78
Gross Cost	8,681,613	9,975,009	8,570,381	7,972,638	8,198,028	8,026,592	8,564,962	9,650,538	10,514,777	10,970,608	11,382,188	7,836,269
Less Cost Over Standard										(146,179)		
Fares	2,973,956	3,305,665	3,453,362	3,641,020	3,768,623	3,698,907	3,803,342	4,042,301	3,947,394	3,888,384	4,013,515	1,702,886
Sec 5307 / CARES Act		907,600	346,526									1,217,294
Sec 5311	284,786	298,590	186,065	307,300	163,474	140,000	140,000	100,000				
ARRA PM	1,153,558											
RM-2	1,928,500	1,934,875	1,934,875	1,934,875	1,934,875	1,934,875	2,280,881	2,596,141	2,642,008	2,752,875	2,672,875	1,069,150
STAF Lifeline		125,000	195,891	185,000	363,537	-	358,200	317,127	70,326	397,530	957,600	1,000,000
JARC										167,843	171,274	171,274
Solano College Pass									53,378	6,319	66,000	66,000
Parking Revenue								177,211	262,869	-	269,012	137,633
Other	155,000	35,446				-			100,000	100,000		-
Subtotal, Net Subsidy	2,185,813	3,367,833	2,453,662	1,904,443	1,967,519	2,252,811	1,982,538	2,417,758	3,438,803	3,511,478	3,231,912	2,472,032
	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21
Total Subsidy by Jurisdiction												
Benicia	118,946	277,063	213,680	142,076	101,006	122,229	166,164	186,069	240,311	286,620	259,066	194,300
Dixon	57,204	95,178	63,849	57,917	81,078	91,198	99,103	116,663	140,518	139,242	117,769	88,326
Fairfield	611,033	815,919	619,895	651,914	623,261	721,415	545,166	653,888	935,185	871,150	844,629	633,472
Suisun City	183,406	251,886	188,395	211,159	177,491	201,806	167,990	197,281	284,731	261,611	159,343	119,507
Vacaville	362,838	532,103	392,550	397,847	457,299	536,501	430,400	511,024	668,674	639,272	705,941	529,455
Vallejo	718,485	1,266,575	841,394	304,911	385,202	433,885	423,797	598,995	1,010,923	1,150,017	975,277	731,459
Balance of County	133,900	129,108	133,900	138,619	142,181	145,777	149,919	153,838	158,462	163,566	169,889	175,514
Total	2,185,813	3,367,833	2,453,662	1,904,443	1,967,519	2,252,811	1,982,538	2,417,758	3,438,803	3,511,478	3,231,912	2,472,032
Check Total	0	0	0	0	0	0	0	0	0	0	0	0

Notes:

1. Source: FY 09-10 Reconciliation with 11-12 Cost Sharing 061011 (2)a.xls
2. Source: 6_FY 10-11 Reconciliation and 12-13 Cost Sharing DRAFT_20120511.xls
3. Source: FY 11-12 Reconciliation and 13-14 Cost Sharing DRAFT 050513 w TDA Matrix.xls
4. Source: FY 12-13 Reconciliation and 14-15 Cost Sharing DRAFT 050714.xls
5. Source: FY 13-14 Reconciliation and 15-16 Cost Sharing DRAFT 050715.xls
6. Source: FY 14-15 Reconciliation and 16-17 Cost Sharing DRAFT 042816.xls
7. Source: FY 15-16 Reconciliation and 17-18 Cost Sharing DRAFT 051717.xls
8. Source: FY 16-17 Reconciliation and 18-19 Cost Sharing DRAFT 052118.xls
9. Source: FY 17-18 Reconciliation and 19-20 Cost Sharing route ridership with red line expansion DRAFT 040919.xls
10. Source: FY18-19 Reconciliation and Cost Sharing DRAFT.xls
11. Source: FY 17-18 Reconciliation and 19-20 Cost Sharing route ridership with red line expansion.xls

SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS REVENUE SERVICE HOURS BY ROUTE

21-Apr-20

Solano Express	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	Change from FY20 Budget to FY21	Percent Change
	Actual	Actual	Actual	Actual	Actual	Actual	Budget	Budget		
Rt 20 / Blue Line	3,657	3,645	3,721	3,722	3,694	24,727	24,748	15,375	(9,373)	-38%
Rt 30 / Blue Line	4,283	4,413	4,449	4,471	4,473					
Rt 40 / Blue Line	5,040	5,115	6,011	7,212	7,069					
Rt 78 / Yellow	7,175	7,449	10,101	11,757	11,930	12,566	12,552	7,942	(4,610)	-37%
Rt 80 & 82 / Red Line	18,675	18,147	17,987	19,201	19,477	19,370	28,466	13,955	(14,511)	-51%
Rt 85 / Red Line	9,206	9,197	9,362	9,470	9,301	9,232				
Red Line Expansion							4,400	-	(4,400)	-100%
Rt 90 / GX	14,640	14,409	14,805	15,601	15,512	10,874	10,902	3,167	(7,735)	-71.0%
Subtotal FAST	27,621	27,581	28,987	31,006	30,748	35,601	35,650	18,542	(17,108)	-48%
Subtotal SolTrans	35,056	34,793	37,450	40,427	40,708	41,168	45,418	21,897	(23,521)	-52%
Total Service Hours	62,677	62,374	66,437	71,433	71,456	76,769	81,068	40,439	(40,629)	-50%

check

FY 2020-21 TDA Matrix**WORKING DRAFT**

Date Prepared 21-Apr-20

STA Board Action

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
TDA Revenue Available									
FY20-21 TDA Revenue Estimate from MTC	1	\$ 938,978	\$ 5,557,256	\$ 446,672	\$ 1,396,892	\$ 4,687,157	\$ 6,978,721	\$ 928,826	\$ 20,934,502
Projected Carryover from MTC	1	\$ 818,653	\$ 2,559,002	\$ 660,842	\$ 67,705	\$ 9,673,094	\$ 9,190,315	\$ 2,018,034	\$ 24,987,645
Available for Allocation per MTC	1	\$ 1,757,631	\$ 8,116,258	\$ 1,107,514	\$ 1,464,597	\$ 14,360,251	\$ 16,169,036	\$ 2,946,860	\$ 45,922,147
FY19-20 Allocations / Returns	1								\$ -
Total TDA Revenue Available for Allocation		\$ 1,757,631	\$ 8,116,258	\$ 1,107,514	\$ 1,464,597	\$ 14,360,251	\$ 16,169,036	\$ 2,946,860	\$ 45,922,147

USES

Paratransit									
Intercity Taxi Scrip	2	\$ 10,000	\$ 40,000	\$ 2,500		\$ 70,000	\$ 85,000	\$ 210,000	\$ 417,500
Paratransit	3								\$ -
Local Taxi Scrip	3								\$ -
<i>Subtotal Paratransit</i>		<i>\$ 10,000</i>	<i>\$ 40,000</i>	<i>\$ 2,500</i>	<i>\$ -</i>	<i>\$ 70,000</i>	<i>\$ 85,000</i>	<i>\$ 210,000</i>	<i>\$ 417,500</i>

Local Transit Service	3								\$ -
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SolanoExpress Intercity Bus									
To FAST	4	\$ 78,594	\$ 528,686	\$ -	\$ 95,126	\$ 476,039	\$ 112,925	\$ 90,164	\$ 1,381,535
To SolTrans	4	\$ 9,732	\$ 104,786	\$ -	\$ 24,381	\$ 53,416	\$ 812,833	\$ 85,350	\$ 1,090,497
<i>Subtotal SolanoExpress Intercity Bus</i>		<i>\$ 88,326</i>	<i>\$ 633,472</i>	<i>\$ -</i>	<i>\$ 119,507</i>	<i>\$ 529,455</i>	<i>\$ 925,758</i>	<i>\$ 175,514</i>	<i>\$ 2,472,032</i>

Transit Capital	Claimed by each agency	3							\$ -
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STA Planning	Claimed by STA	6	\$ 22,659	\$ 132,288	\$ 10,464	\$ 33,246	\$ 112,723	\$ 167,132	\$ 22,360	\$ 500,872
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FY 2020-21 TDA Matrix**WORKING DRAFT**

Date Prepared 21-Apr-20

STA Board Action

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
Swaps / Other									
LCTOP swap: Dixon to claim from FAST for FY19-20 funding shares	7		\$ 1,552						\$ 1,552
LCTOP swap: Rio Vista to claim from SolTrans for FY19-20 funding shares	8						\$ 1,564		\$ 1,564
LCTOP swap: Vacaville to claim from FAST for FY19-20 funding shares	9		\$ 6,142						\$ 6,142
Intercity Bus Replacement Plan, Claimed by FAST	10								\$ -
Intercity Bus Replacement Plan, Claimed by SolTrans	10								\$ -
Fairfield-Vacaville Train Station claimed by FAST	12					\$ 72,974			\$ 72,974
Suisun City Train Station, claimed by STA	13				\$ 50,000				\$ 50,000
Faith in Action, claimed by STA	14							\$ 45,000	\$ 45,000
<i>Subtotal Swaps</i>		\$ -	\$ 7,694	\$ -	\$ 50,000	\$ 72,974	\$ 1,564	\$ 45,000	\$ 177,232
Total To Be Claimed by All Agencies									
		\$ 120,985	\$ 813,454	\$ 12,964	\$ 202,753	\$ 785,152	\$ 1,179,454	\$ 452,874	\$ 3,567,636
Balance									
		\$ 1,636,646	\$ 7,302,804	\$ 1,094,550	\$ 1,261,844	\$ 13,575,099	\$ 14,989,582	\$ 2,493,986	\$ 42,354,511

Notes

- (1) MTC February 26, 2020 Fund Estimate; Reso 4220; columns I, H, J; Allocations/Returns in matrix are those not yet included in MTC's fund estimate
- (2) STA will be claimant. Amounts subject to change.
- (3) From each agency's annual TDA claim.
- (4) Based on FY 2018-19 reconciliation and FY 2020-21 Intercity Transit Funding Agreement forecast
- (5) (Not used)
- (6) Claimed by STA from all agencies per formula; presented to TAC April 2020
- (7) Dixon to claim from FAST per February 27, 2020 swap letters
- (8) Rio Vista to claim from SolTrans per February 28, 2020 swap letter
- (9) Vacaville to claim from FAST per February 27, 2020 swap letter
- (10) From Intercity Bus Replacement Plan approved by STA Board on September 11, 2019.
- (11) Not used
- (12) FAST to claim from Vacaville based on 2002 agreement for operation of Fairfield - Vacaville Train Station. Amount covers November 2017 to June 30, 2019 costs.
- (13) To be claimed by STA for Suisun Amtrak station maintenance
- (14) To be claimed by STA for Faith in Action

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DATE: May 5, 2020
TO: STA Board
FROM: Jim McElroy, Project Manager, Consultant
Brandon Thomson, Transit Mobility Coordinator
RE: SolanoExpress Service Plan for Fiscal Year (FY) 2020-21

Background:

The crisis created by the Corona Virus (COVID-19) pandemic led to rapid and severe modifications to the SolanoExpress services. Now and going forward, all the transit operators and SolanoExpress are faced with reduced revenue sources for subsidy as well as unclear demand for transit use. Therefore, there are extraordinary challenges to project service for FY 2020-21. This agenda item is to review and approve an initial SolanoExpress service plan for FY 2020-21 that anticipates the new budgetary and demand realities.

Discussion:

When the impacts of the COVID-19 pandemic started, the two operators of the SolanoExpress (FAST: Blue/GX and SolTrans: Red/Yellow) service reacted quickly with rapid and extensive modifications within the tools that were available. Attachment A to this report is an overview of the changes.

Since the initial cuts, STA staff and consultants and transit agency staffs have worked on plans to stabilize the service and create a thoughtful and sustainable longer-term plan. As shown in Attachment A, the operators used a combination of cuts in service frequency (trips per hour) and cuts in span of service (start time to finish time of available service) to attain a roughly 50% reduction in service. In trying to provide service that is most usable, the cuts in span of service likely have the most significant impacts on potential users.

Based on the above and understanding the severe reductions in subsidy resources, the roughly 50% reduction in service from pre-pandemic service levels has been developed as a reasonable service target for FY 2020-21. That drops SolanoExpress service from roughly 80,000 pre-pandemic annual service hours to roughly 40,000 annual service hours. Currently, the reduced service is at 37,000 annual service hours.

STA staff and consultants developed the proposed SolanoExpress Partial Service Restoration Plan around the following criteria for weekday service as specified in Attachment B.

Saturday service would be retained under roughly pre-pandemic structure, which was already operating with reduced span and frequency when compared to weekday service.

Attachment B provides for the expected general outcomes by route. Initial models conclude that the above approach yields a roughly equivalent service split between Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST) compared to pre-pandemic service levels:

FAST - 18,540 hours
SolTrans – 21,897 hours
Total – 40,437 hours

In summary, STA staff and consultants recommends approval of the proposed SolanoExpress Partial Service Restoration Plan criteria which generally yields the described results in service span, frequency, and coverage.

If approved, STA staff will work with SolTrans and FAST staff to implement the service changes as soon as possible, possibly prior to the new fiscal year, in order to restore span of service for peak period critical travel for essential workers. At a meeting held on April 30th, transit staff from FAST, Vacaville and Dixon requested a series of changes to the Blue Line and Green Line. These are currently being reviewed and assessed by STA staff and consultants. Additionally, STA staff will monitor implementation and performance, report back to the STA Board and funding partners, and make proposals to adjust as more information about resources and travel demands become available.

On April 28th the Consortium voted to forward the recommended action to the TAC and STA Board subject to further discussion on Blue Line Saturday Service. On the April 29th the TAC members unanimously voted to forward to the recommended action to the STA Board.

Fiscal Impacts

The service improvements are intended to be implemented within resources approved in Agenda item number 8.G. The service plan creates a framework that can be modified quickly to adjust to changing fiscal resources and demand.

Recommendation:

Approve the SolanoExpress Partial Service Restoration Plan criteria as described in Attachment B defined as follows:

1. Return to pre-pandemic span of service;
2. Generally target once per hour frequency within available resources; and
3. Retain core route network that includes the Blue, GX, Red and Yellow lines providing both connections outside of Solano County and one trip travel within Solano County to key destinations; to be implemented on or before the FY2020-21 fiscal year; and, direct the Executive Director to provide ongoing performance reporting and general updates on effectiveness.

Attachments:

- A. Overall Summary of Operator Pandemic Service Cuts for SolanoExpress
- B. SolanoExpress Partial Restoration Service Plan Criteria (40,000 hours) for Blue, Green, Red, and Yellow Lines.

Rough Summary of Operator Pandemic Service Cuts for Solano Express

ATTACHMENT A

Service Hours	General Overview	Pre-Pandemic	Pre-Pandemic Planned 8/2020	Operator Pandemic - 1			Operator Pandemic - 2		STA Partial Restoration Plan - TBD	
		Service Hours	Service Hours	Service Hours	Change	Rough Overview	Service Hours	Rough Overview	Service Hours Approx	Rough Overview
Overview	Intracounty and outside to UC Davis, Sacramento, BART Pleasant Hill, BART El Cerrito del Norte, and BART Walnut Creek.	80,121	84,613	38,533	-52%	Cut early and late, cut frequency, weekend modificaitons	37,676	SolTrans changed Saturday service from regular Saturday to another iteration not related to other impelmentations	40,000	Reinstate some span of service particularly at start of service day and make adjustments to frequency.
Red Line	From BART ECDN to Fairfield/Suisun via Vallejo	31,729	36,222	15,326	-52%	Cut early trips, cut frequency, converted weekday service to service normally operated on Saturday	14,978	Further reduced and modified actual Saturday service, splitting route, reducing Vallejo to Fairfied to every two hours.	TBD	TBD
Yellow Line	From BART WC to Vallejo via Benicia	12,578	12,578	7,124	-43%	Cut early trips, cut frequency to roughly once every 2 hours.	6,615	Further cut and reduced weekday service. Further reduced and modified actual Saturday service	TBD	TBD
Blue Line	From BART PH to Sacramento via Fairfied, Vacaville, Dixon	24,681	24,681	13,377	-46%	Cut early trips, cut mid-day trips to Sacramento	13,377	No Change	TBD	TBD
Green Express	Commute express service BART ECDN to Fairfield/Suisun	11,133	11,133	2,706	-76%	Cut early trips, mid-day trips and late trips, cut frequency. For example 26 FTC departures cut to 7.	2,705	No Change	TBD	TBD

ATTACHMENT B

Proposed Partial Service Restoration Plan around the following criteria for weekday service:

1. Retain span of service from pre-pandemic service levels: This was the most severe cut made by the initial urgent cuts, particularly in commuter trips to BART and UCD/Sacramento.
2. Target 1-hour frequency on core segments: Certain exceptions will have to be made. For example, the Yellow Line (Vallejo-Benicia-BART) will stay at once every two hours but would gain back span of service. When new funding resources become available, STA has schedules ready to go that would increase frequency to once per hour and beyond that 30 minutes frequency.
3. Retain core system – Blue, Yellow, Red, GX: This is the route network that was approved by the STA Board in December 2014 that replaced seven independent routes into three basic routes with added GX express service during peak periods.

The criteria, if approved by the STA Board, leads to the following general outcomes by route.

Blue – 15,374 hours

- Weekday: Add early trip to BART Pleasant Hill to connect with early trains
- Weekday: Add early trip to Sacramento, restoring an early commute trip
- Weekday: Add late trip to net later round trip to BART
- Saturday: Restore service that was cancelled in the initial changes

GX – 3,166 hours (Weekday only)

- Limited changes – possible adjustments
- Possible later express trip from BART
- Create printed timetable that includes Red Line as off-peak option for Fairfield/Suisun City commuters

Red – 16,366 hours

- Weekday: Add early trips to BART from Vallejo
- Weekday: Add early trip to Fairfield from Vallejo
- Weekday: Hourly frequency north segment
- Saturday: Return through-routed route, eliminate split route

Yellow – 5,531 hours

- Weekday: Add early trip Vallejo to BART
- Weekday: Add late trip BART to Vallejo



DATE: May 1, 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 B). An updated Legislative Bill Matrix listing state bills of interest is available at: <https://sta.ca.gov/operations/legislative-program/current/>

Discussion:

The State Assembly reconvened on May 4th and the State Senate announced they would reconvene on May 11th. Assembly and Senate leadership, and committee chairs have requested that authors reconsider their legislation and only push forward bills which are in response to COVID-19 or the State Budget. As such, most of the bills being followed by STA staff have been removed from consideration for the 2020 Legislative Year, including:

- Assembly Bill 2057 (AB 2057): authored by Assembly Member Chiu: The Bay Area Seamless Transit Act
- AB 2176 (AB 2176), authored by Assembly Member Holden, would require transit agencies to offer free college students transit passes
- Assembly Bill 3145 (AB 3145), authored by Assembly Tim Grayson, would cap the amount that cities or counties would be able to change for impact fees at 12 percent of the city's or county's median home price.

Assembly Bill 2237 (AB 2237) - Bay Area County Transportation Authorities: contracting, was introduced by Assembly Member Marc Berman. This bill would allow county transportation authorities, such as the STA, to raise to limit on contracts requiring a competitive bid process from \$75,000 to \$150,000. The TAC forward a recommendation to the STA Board to *SUPPORT* AB 2237 as it aligns with STA's 2020 Legislative Platform, Legislative Objective #16: "Support laws and policies that expedite project delivery."

On April 16th, the Senate Budget and Fiscal Review Committee's Special Budget Subcommittee on COVID-19 Response held an informational hearing where the Legislative Analyst, Gate Petek (Attachment C), Chief Deputy Director of the California Department of Finance, and the Executive Director of the California Budget and Policy Center, Chris Hoene, shared the information regarding the fiscal impact of COVID-19 response to the California Budget. The panel reported that California is now in a pandemic-induced recession and anticipates the need to spend an additional \$6 billion to purchase additional Personal Protective Equipment (PPE), shelter homeless people, and fund unemployment claims. Senator Jim Beall called into the hearing to

request additional relief for transit agencies with funding increases and regulatory reductions. The Assembly Budget Subcommittee also held an informational hearing - Oversight of Covid-19 Response Expenditures - on April 20th to review spending by the Governor Gavin Newsom on Personal Protective Equipment (PPE), authorized by emergency legislation Senate Bill 89 (SB89).

Governor Newsom's release of the May Revise to the State Budget is forthcoming and will likely show a large budget gap. The full impact of COVID-19 to transportation funding, especially, Senate Bill 1 (SB1) funding will be detailed once the May Revise forecast has been released. Complicating revenue projections is the extension of filing for state income taxes until July 15. Regardless, the Legislature still must pass the State Budget by June 15th.

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

In lieu of personal visits to Sacramento, STA's state legislative advocate (Matt Robison and Josh Shaw) is working with staff to setup virtual meetings with the STA Board Members and Solano County Legislatures to advocate for projects, discuss funding, and prepare for the 2021-22 Legislative Cycle.

Updates on the following are detailed in Attachment A:

- Legislative Update
- STA Receives TIRCP Grant
- Free Transit Legislation
- FASTER Bay Area / Seamless Bay Area
- Bills of Interest

Federal Legislative Update (Akin Gump):

STA's federal legislative advocate (Susan Lent of Akin Gump) setup virtual meetings with Representatives Garamendi and Thompson, and staff from Senators Feinstein and Harris for staff and STA Board Members to discuss potential infrastructure funding in future stimulus packages and advocate for Solano County projects.

On April 24th, the President signed the Payroll Protection Program and Health Care Enhancement Act. An additional \$484 billion of funding for hospitals and small businesses was added to the Coronavirus Aid, Relief, and Economic Security (CARES) Act passed in March. This was considered "Phase 3.5" and discussions on a fourth phase of stimulus funding are ongoing. While the President and House Speaker Nancy Pelosi (D-CA) appear to be in agreement on including infrastructure in the next stimulus package; however, Senator Majority Leader Mitch McConnell (R-KY) will not consider additional stimulus funding until after the Senate reconvenes on May 4th. In addition to infrastructure funding, a bipartisan proposal to build on the \$150 billion for states and local governments was introduced on April 19th by Senators Bill Cassidy (R-LA) and Bob Menendez (D-NJ). The State and Municipal Aid for Recovery and Transition (SMART) Fund will add \$500 billion in relief funds and expands eligibility to include counties and towns.

Updates on the following are detailed in Attachment B:

- Coronavirus Legislation
 - Phase Four Stimulus Bill
 - Transportation Reauthorization Bill
- FY 2021 Appropriations
- Emission Standards
- Federal Transit Administration
- Permitting

Fiscal Impact:

None.

Recommendation:

SUPPORT Assembly Bill 2237 (AB 2237) - Bay Area County Transportation Authorities:
contracting

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update

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April 28, 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 – May 2020**

Legislative Update

With the California State Assembly set to return to Sacramento on Monday, May 4, we wanted to provide you with an update on the current plans for how either house of the California State Legislature might begin to conduct its work in Sacramento. While it was previously announced publicly that both houses of the Legislature intend on returning to Sacramento on May 4, there are now rumblings that the two houses are not in agreement on this date. The Senate, prior to adjourning for the extended recess, approved the use of remote voting, which Senate leadership has said the house could attempt to use when the Legislature resumes its business (i.e., in lieu of coming back to Sacramento for in-person voting). Assembly leadership, on the other hand, appears set on opening up the Capitol on May 4 for scaled-back committee hearings, with in-person participation by at least committee members and key legislative staff. The Assembly is considering how to allow public participation in these more constrained hearings, for instance by allowing only one representative of any given bill's supporters to appear in person, with the other supporters required to provide testimony by phoning in; and likewise for opponents.

The Assembly Rules Committee recently released a [memo](#) detailing the processes that are being followed as subcommittees of the Assembly's budget committee conduct preliminary hearings on pandemic impacts; this memo provides some sense of how the Assembly may operate once the Legislature fully begins to conduct its business. Primary among these is the limitation of staff allowed in the Capitol to only essential staff, along with several guidelines meant to maintain social distancing as the house begins to conduct its business. While we have not seen anything concrete, we expect similar guidance to be promulgated by the Senate when that house returns to the Capitol.

In addition to these measures, some committees will be limiting the number of bills that will be set for hearing and have asked authors to prioritize their bills. We've compiled a document showing illustrative emails from committee chairs and consultants to bill authors, describing the parameters on which decisions will be made on whether or not committees will hear any particular bill; this memo can be found [here](#).

With the limited space available in the Capitol allowing for social distancing, committee hearings will likely be held in only the larger venues, like rooms 4202/4203, or, on the Floor of either house. It also seems that policy committees will only hold one hearing each, to hear all the bills for the year that have been determined to be eligible to move under the crisis circumstances. The Assembly Transportation Committee, for example, has already said they will limit their bill load to 5 or 6 measures and handling noncontroversial items in a consent agenda or through a committee omnibus bill.

Regardless of these parameters relative to hearing bills, according to California's constitution each house of the Legislature must still pass a state budget by June 15th, and we anticipate the final product being a "workload budget" based off of department needs from last year. This will surely be followed up with consideration of additional spending bills and budget trailer bills later this summer once the State's revenue picture is clarified following the extended July 15th income tax due date.

All of this is very fluid given the circumstances and this information may change. However, it is certain that when the Legislature returns, there will be measures put in place to allow for social distancing and public participation. We will keep you informed as new details are confirmed.

SolTrans Receives TIRCP Grant

On April 21, the California State Transportation Agency (CalSTA) announced the award of \$500 million to 17 recipients through the Transit and Intercity Rail Capital Program, funded by a combination of Cap and Trade and SB 1 moneys. Soltrans was among the awardees, receiving \$10.4 million to improve the integration of the Solano Express regional bus service with other regional transit providers, like BART, WETA, and the Capitol Corridor. In the [press release that supports the announcement](#), the Secretary Kim stated, "The \$500 million in grant awards made today will increase transit service on new and existing routes, provide for a more integrated transit system, reduce greenhouse gas emissions, and support jobs," and, "Although the current COVID-19 pandemic is putting tremendous stress on transit agencies, these funds support long-term capital projects to be completed in the years to come, and will help support the economic recovery in the years ahead."

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 were introduced in the session – AB 1350 (Gonzales), AB 2012 (Chu), and AB 2176 (Holden) – and would target specific transit ridership demographics: riders under the age of 18; seniors 65 and older; and college students, respectively. As a result of the pandemic, the need to focus any legislation on certain policy areas, and the dire straits most transit systems are currently in, Assembly Members Gonzalez and Chu have indicated they do not intend to move their respective bills forward. Additionally, we believe that AB 2176 will not be heard this year as Assembly Member Frazier, as Chair of the Assembly Transportation Committee, has been very clear about the types of bills he will hear when the Legislature reconvenes.

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.*

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 initially planned to require transit agencies to set region-wide fares and coordinate scheduling, system mapping, and data collected/shared. **However, the author decided to pursue fewer elements than originally proposed, only creating a regional transit task force to further study and make recommendations on the items above and to require MTC, along with transit systems, to develop a regional mapping and wayfinding system.** AB 2057 (Chiu), still a "spot bill," will need to be amended to contain these provisions. As mentioned above, Assembly Member Frazier only intends to hear certain types of bills and we're not sure AB 2057 checks the box.

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 902 (Wiener) Housing Production

This bill would authorize local governments to rezone neighborhoods for increased housing density, up to ten homes per parcel and would require a legislative body pass a resolution to adopt the plan and exempts that zoning action from being considered a project under the California Environmental Quality Act. To be eligible, an area must be urban infill, or be near high quality public transportation or a job-rich area. The local government can determine whether the individual projects will be ministerial/by right or subject to discretionary approval. The bill also authorizes two, three, or four homes per parcel to be built as a use by-right in residential areas that are outside of very high fire hazard severity zones.

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. ***The STA Board adopted a SUPPORT IN CONCEPT position on this bill (March 11 Board Meeting).***

AB 2057 (Chiu) Seamless Bay Area

This bill initially represented 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. However, if the bill is to move forward, the author is proposing to only include the establishment of a regional transit task force to further study and make recommendations on the items above and to require MTC, along with transit systems, to develop a regional mapping and wayfinding system.

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 (Aguilar-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.

M E M O R A N D U M

April 27, 2020

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

During the month of April, we monitored developments in Washington and brought them to the attention of STA. We discussed funding opportunities and we scheduled and participated in meetings with Congressmen Garamendi and Thompson and with the staff of Senators Feinstein and Harris.

Coronavirus Legislation

On April 24, President Trump signed into law the Paycheck Protection Program and Health Care Enhancement Act. The \$484 billion “phase 3.5” stimulus bill builds on the Coronavirus Aid, Relief, and Economic Security (CARES) Act passed in March by providing additional funding for hospitals, small businesses, and disaster loans.

Congress is now beginning to work on the fourth economic stimulus bill. President Trump and House Speaker Nancy Pelosi (D-CA) have expressed support for including infrastructure funding in the next stimulus; however, Senate Majority Leader Mitch McConnell (R-KY) has said the Senate will not consider another stimulus bill until the chamber reconvenes, which currently will be May 4.

Phase Four Stimulus Bill

Senate Minority Leader Chuck Schumer (D-NY) said on April 7 that one of his top priorities for a phase 4 stimulus bill is to provide pay to essential and frontline workers, including transit employees. Schumer said “no proposal will be complete” without addressing essential workers. Under his proposal, the federal government would fund pay increases up to \$25,000 per worker retroactively from the start of the pandemic to the end of the year, or as Schumer described, about \$13.00 an hour. Schumer and Speaker Pelosi have also pushed for an additional \$150 billion in funding for state and local governments.

On April 19, Senators Bill Cassidy (R-LA) and Bob Menendez (D-NJ) unveiled a bipartisan proposal to create a \$500 billion State and Municipal Aid for Recovery and Transition (SMART) Fund that would build on the existing \$150 billion set aside for states and certain local governments created under the CARES Act. The proposal would expand stabilization fund

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eligibility to include counties and towns with populations of 50,000 more rather than the current threshold of 500,000. It would ensure that every eligible entity receives additional funding; increase flexibility for states and local governments to use the funds to mitigate revenue losses due to COVID-19; and target additional funding toward coronavirus “hot zones.” State and local governments would be able to use these funds to expand testing and contact tracing and to provide additional resources to residents, local hospitals, small businesses, and schools. One third of funds would go to eligible entities based on population size using the same formula used to disburse the \$150 billion state stabilization fund created in the CARES Act. One third would go to eligible entities based upon the number of COVID-19 cases relative to the U.S. population. The remaining third would be distribute to eligible entities based upon state revenue losses relative to pre-COVID-19 projections. While Leader McConnell has expressed an unwillingness to provide additional funds to state and local governments, members of both parties in both chambers have called for increasing stabilization funding.

On April 7, Representative Joe Neguse (D-CO) introduced the Coronavirus Community Relief Act (H.R. 6467) to provide \$250 billion in stabilization funds for communities of under 500 thousand people. As we previously reported, the CARES Act provided funds for states and local governments with populations of over 500,000. On April 2, Neguse sent a letter to Speaker Pelosi signed by over 100 other Representatives requesting that the 500,000 cap be removed and additional funds be authorized for cities and towns in the next stimulus package.

On April 6, the House Financial Services Committee proposed clarifying the Federal Reserve’s authority under the CARES Act and revising the municipal government financing facility created by the Act to explicitly require the Federal Reserve to support state, territory, tribal, and local debt issuance by purchasing longer-dated municipal bonds and new debt issuances in the primary market, as well as prioritizing jurisdictions that have higher levels of poverty. The Committee additionally proposed waiving requirements that state, territory, tribal, and local governments first obtain matching funds prior to receiving certain federal grants.

After President Trump tweeted about advancing an infrastructure bill, Speaker Pelosi held a press conference where she outlined the components of a House Democratic infrastructure proposal, which would include transportation, community health centers, clean water, schools, and broadband. The question continues to be how to pay for transportation spending, although Congress may be more likely to use general funds to pay for transportation (instead of increasing taxes) – at least during the recovery period.

On April 2, members of the Future of Transportation Caucus called on congressional leadership to abide by the principles of access, equity, and sustainability in any upcoming infrastructure legislation. The Caucus argued that Congress must continue to work on infrastructure legislation

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even in the midst of COVID-19, arguing that the “current crisis is a grim reminder that surface transportation is critical in getting people safely to their jobs and services, enabling them to access healthcare, food and other basic necessities.” The Caucus said the nation’s transportation system must prioritize safe, efficient, and convenient access to employment and services for all; prioritize equity and strive to reconnect communities that have traditionally been cut off from transportation options; be sustainable and address the challenges of climate change; and include specific targets for access to jobs and services, improved maintenance and safety, and greenhouse gas emissions reduction. The Caucus’s requests largely track with the House Democratic proposal.

On April 6, the House Financial Services Committee proposed establishing a National Infrastructure Development Bank in the next coronavirus package. The bank would be a government-owned corporation that would issue loans, loan guarantees, and tax-exempt bonds to support a wide range of transportation and environmental projects. The creation of an infrastructure bank has been suggested many times over the last decade but has never advanced in either chamber.

In a letter to congressional leadership on April 6, the American Association of State Highway and Transportation Officials (AASHTO) called on Congress to provide an immediate \$49.95 billion in flexible federal funding to offset losses in state transportation revenues over the next 18 months. AASHTO argued the federal funds will ensure state departments of transportation (DOTs) can operate and maintain their systems without disruption while also allowing current transportation projects and plans to continue. They argued the funds will prevent cancellations and delays of projects as well as potential job losses both in the state DOT workforce and the private sector. AASHTO asked that the funds be treated as state revenue rather than federal revenue to allow more flexibility.

Transportation Reauthorization Bill

House Minority Leader Kevin McCarthy (R-CA) signaled that Republicans are ready to work with Democrats on infrastructure legislation, but cautioned against forcing partisan objectives into Congress’s coronavirus response. House Republicans indicated they would be more open to an infrastructure title if it also addressed reforming the National Environmental Policy Act (NEPA). Transportation Ranking Member Sam Graves (R-MO) suggested any legislation should focus on speeding up the project permitting process and distributing available funding through existing programs. He also said that any legislation should focus on transportation infrastructure, whereas the Democratic proposal would address other types of infrastructure. While Pelosi suggested that the Democratic bill would address streamlining the project delivery

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process, it is unlikely that House Democrats will agree to the sweeping changes to NEPA that Republicans likely will seek.

Senate Republicans have expressed support for including a transportation reauthorization bill in stimulus legislation. Senate Environment and Public Works (EPW) Committee Chairman John Barrasso (R-WY) attempted to include his Committee's highway title in the CARES Act and Senate Appropriations Committee Chairman Richard Shelby (R-AL) supported the request. The outlook for a broad-based infrastructure package is unclear, however, with Congress required to reauthorize surface transportation legislation before September 30, the coronavirus (and resulting need for economic recovery) could spur passage of transportation legislation at a minimum.

FY 2021 Appropriations

House and Senate Appropriations Committee leadership have said that COVID-19 will not delay markups and passage of appropriations bills. It remains to be seen whether the Committee will be able to advance bills remotely and complete work, which is always difficult and contentious, and will be made more difficult in light of remote work situations. While Congress is in recess until May 4, leaders may be forced to extend the recess if the coronavirus situation worsens. The House was expected to vote on a measure that would allow remote voting by proxy, but the vote was cancelled and has not been rescheduled.

Emissions Standards

On March 31, the Trump Administration unveiled the second part of its rulemaking to roll back Obama-era vehicle emission standards. The Safer Affordable Fuel-Efficient (SAFE) Vehicles rule requires automakers to improve their fuel efficiency by 1.5 percent per year through model year 2026. Under the previous rule, manufacturers were required to increase fuel efficiency by 5 percent. The Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA) argued that the rule will save \$200 billion and save lives. The rule will become effective 60 days after its publication in the *Federal Register*. The rule is scheduled to be published on April 30. California Attorney General Xavier Becerra and environmental groups such as the Natural Resources Defense Council and the Environmental Defense Fund pledged to sue the Administration over the rule.

Federal Transit Administration

On March 27, Transportation Secretary Elaine Chao and Acting FTA Administrator K. Jane Williams announced that deadlines for all current FTA competitive grant programs will be extended for 30 days due to COVID-19. Secretary Chao encouraged transit agencies to request

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relief from federal requirements as needed by making requests through FTA's Emergency Relief Docket.

On April 2, FTA announced the apportionment of \$25 billion in federal coronavirus relief grants to transit agencies. \$22.7 billion is allocated by formula to public transit providers in large and small urban areas, \$2.2 billion allocated to states for rural areas, and the remaining amounts are for Indian Reservations, administration, and oversight. The funds do not require a local match and can support capital, operating, and other typically eligible expenses to prevent, prepare for, and respond to COVID-19. The San Francisco-Oakland urbanized area received \$822,593,563. Fairfield received \$7,843,042 and Vacaville received \$6,945,509. The California state government received \$94,976,667 for the Growing States and High Density States Formula Program and the Formula Grants for Rural Areas Program.

On April 7, FTA began soliciting letters of interest for those seeking to serve on the Transit Cooperative Research Program (TCRP) Oversight and Project Selection (TOPS) Commission. The Commission oversees the Transit Cooperative Research Program (TCRP). FTA is seeking candidates who are "well-established leaders" in public transportation and related fields. Members of the Commission serve for three years and attend two meetings annually to select projects to be undertaken by the TCRP and to provide oversight and evaluation of the program. Letters of interest and biographical sketches are due on May 1.

On April 14, FTA issued a Safety Advisory detailing recommended actions to reduce the risk of COVID-19 among transit employees and passengers. FTA advises transit agencies to follow current Centers for Disease Control and Prevention (CDC) recommendations for protecting their workforce, which include face coverings, social distancing, frequent hand washing, facility and vehicle cleaning, and other measures to the maximum extent practicable. The Safety Advisory also recommends that transit agencies develop and implement procedures and practices consistent with all applicable guidance and information provided by the CDC and the Occupational Safety and Health Administration (OSHA) to ensure the continued safety of transit passengers and employees during the national emergency.

On April 15, a bipartisan group of over 140 Representatives sent a letter to Acting FTA Administrator Williams urging the agency to take stronger measures to ensure that frontline transit workers are protected amid the COVID-19 outbreak. The group acknowledged FTA's recently updated guidance regarding safety protections for transit workers but called on the agency to make the recommendations mandatory. The group also called on FTA to mandate that buses, trains, streetcars, and worker facilities, including crew rooms, be regularly disinfected; agencies require a safe distance between riders and transit operators; safety precautions be taken

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to protect transit workers from touching the same digital screen, keyboard, or fingerprint-scanning device; and front line workers are afforded death benefits.

Permitting

On April 3, House Oversight and Government Reform Environment Subcommittee Chairman Harley Rouda (D-CA) sent a letter to Council on Environmental Quality (CEQ) Chairwoman Mary Neumayr raising concerns that the fossil fuel industry had outsized influence over the agency that resulted in CEQ's proposed NEPA rulemaking. In the letter, Chairman Rouda argued that the proposed amendments "would severely limit the effectiveness of NEPA by limiting the projects it covers, reducing the extent to which agencies must consider reasonable alternatives, and eliminating the requirement that federal agencies consider indirect and cumulative benefits."

On April 13, Caltrans issued a memo detailing a new policy for analyzing highway expansions under the California Environmental Quality Act (CEQA). Agencies that begin their CEQA analyses on highway projects after September 15 will have to examine expected effects on driving habits through a vehicle miles traveled metric. The new aims to recognize that wider roads may reduce traffic in the short term but generally result in a long-term increase in driving.

Transportation Legislation

On April 7, Representative Chuy Garcia (D-IL) introduced the Improving Access to Jobs Act and the Improving Access to Services Act. The two bills would prioritize shorter, safer, and more efficient transportation to employment options and services by measuring travel times, travel stress for cyclists and pedestrians, and cost for low-income travelers.



DATE: May 5, 2020
TO: STA Board
FROM: Robert Guerrero, Planning Director
RE: Bay Area Regional Early Action Planning (REAP) Grants

Background:

The California Housing and Community Development (HCD) agency has provided another round of planning funds for housing implementation statewide. The funding is made possible through the AB 101 Housing and Development Financing legislation. The funding program will be allocated in two parts: 1) Local Early Action Planning Grants (LEAP) for cities and counties and 2) Regional Early Action Planning (REAP) for regional councils of governments or planning agencies.

STA staff and its consultant, Placeworks, have been working closely with our member agencies through the Solano Housing Investment Partnership (SolHIP) to take advantage of these housing grants. Last year, all eight member agencies were successful in obtaining a collective total of \$1.7 million in Senate Bill 2 (SB 2) planning grants for housing implementation as part of these efforts. The new LEAP funding would augment SB 2 planning funds for local jurisdictions to meet the Regional Housing Needs Allocation targets and update their Housing Elements as needed. A total of \$1,795,000 is available through LEAP with a deadline for applications due June 30th for Solano county agencies.

In addition, the Association of Bay Area Governments (ABAG) is the recipient of approximately \$23.7 million in REAP funding and is currently exploring funding strategies to support county housing efforts.

Discussion:

Attachment A includes details for three tiered REAP proposal focused on providing additional resources to STA's member agencies as part of the SolHIP effort. Each of the three tiers includes two components:

1. Technical Assistance: A targeted and focused technical assistant program designed to assist jurisdictions identifying specific sites for housing production, with a focus on affordable housing; identifying constraints to development (infrastructure constraints, financial feasibility, lack of development interest) and to develop specific strategies to address the constraints; provide assistance with grant identification and grant writing; and building community support for projects.
2. Funding to Local Jurisdictions: Funding will be provided to each participating jurisdiction in Solano County to help with the completion of their Housing Element or other specific planning efforts to increase housing production.

The range of the three tiered proposal starts at \$350,000 to as much as \$900,000. STA staff is seeking STA Board's authorization to submit the REAP allocation proposal to ABAG at this time as follows:

- 1) \$300,000 for technical assistance and continuance of the SolHIP partnership through the duration of the 5th RHNA Cycle (3 years) and \$60,000 to \$75,000 for each jurisdiction – Total Request of between \$780,000 to \$900,000
- 2) \$250,000 for technical assistance and continuance of the SolHIP partnership and \$50,000 for each jurisdiction- Total Request of \$650,000
- 3) \$200,000 for technical assistance and continuation of SolHIP partnership and \$150,000 available for the four smaller cities (Benicia, Dixon, Rio Vista and Suisun City) with limited LEAP funds to provide consultant assistance in their Housing Elements, perhaps through a collaborative effort. - Total Request of \$350,000

Fiscal Impact:

None to the STA General Fund. If approved by ABAG for funding, the REAP funds will help to continue the SolHIP effort and provided funding resources as specified in Attachment A.

Recommendation:

Authorize the STA Executive Director to submit the Regional Early Action Planning (REAP) Grants Proposal to ABAG as specified in Attachment A.

Attachment:

- A. Regional Early Action Planning (REAP) Grants Proposal

Regional Early Action Planning (REAP) Grants Proposal

ABAG has received funds from the 2019-2020 Budget Act, which provided a one-time allocation of \$250 million to regions and local jurisdictions to implement the sixth cycle of the regional Housing Needs Allocation (RHNA) and otherwise accelerate housing production. The funding is divided between the Local Early Action Planning (LEAP) grant program and the Regional Early Action Planning (REAP) grant program.

Under the LEAP program, jurisdictions have until July 1, 2020 to submit an application to the State Department of Housing and Community Development (HCD). Funding is based upon population. In Solano County, the funds available by jurisdiction is as follows:

Benicia	\$150,000
Dixon	\$65,000
Fairfield	\$500,000
Rio Vista	\$65,000
Suisun City	\$150,000
Solano County	\$65,000
Vallejo	\$500,000
Vacaville	<u>\$300,000</u>
 Total Solano LEAP	 \$ 1,795,000

In addition, ABAG is eligible to receive funding through the REAP program totaling approximately \$23.7 million. ABAG has submitted a request for approximately \$5.9 million to HCD. HCD will then issue a Notice of Funding Availability (NOFA) for the remainder of the REAP funds later in 2020.

ABAG is proposing to develop a new regional housing technical assistance program using funding from the first phase of REAP funding. ABAG is conducting outreach to local jurisdictions to gather feedback on program design. ABAG anticipates implementing the new technical assistance resources to Bay Area jurisdictions in later 2020.

The Solano County sub-region has already developed a technical assistance program for housing production through the formation of the Solano Housing Investment Partnership (SolHIP) by the STA. All seven cities and County have opted to join the SolHIP and STA has retained both the planning consultant firm PlaceWorks and contracted with Solano EDC to provide housing technical assistance. In its initial six months since the SolHIP partnership was established, all eight local agencies successfully submitted for their SB 2 planning grants, STA obtained a \$4 million pilot Suburban Housing Incentive Pilot (SubHIP) grant from MTC and the cities of Fairfield and Vacaville have developed affordable housing projects to utilize the SubHIP funds. The SolHIP effort is funded through December of 2020.

ABAG staff has approached STA regarding submitting for REAP funds. It is proposed that STA submit a REAP grant to ABAG for the continuation and expansion of the local SolHIP program in partnership with the local jurisdictions of Solano County. A Bay Area wide technical assistance program is going to be difficult to design that will meet the diverse local needs jurisdictions, particularly in suburban areas such as Solano County.

The draft Solano County REAP is proposed to consist of following components:

1) Technical Assistance: A targeted and focused technical assistant program designed to assist jurisdictions identifying specific sites for housing production, with a focus on affordable housing; identifying constraints to development (infrastructure constraints, financial feasibility, lack of development interest) and to develop specific strategies to address the constraints; provide assistance with grant identification and grant writing; and build community support for projects.

The technical assistant consultants would have expertise in real estate development, public financing, affordable housing and affordable housing financing and grants, and development of housing elements.

2) Funding to Local Jurisdictions: Funding will be provided to each participating jurisdiction in Solano County to help with the completion of their Housing Element or other specific planning efforts to increase housing production.

There are three (3) potential levels of a request for REAP funds from ABAG. They are as follows:

- 1) \$300,000 for technical assistance and continuance of the SolHIP partnership through the duration of the 5th RHNA Cycle (3 years) and \$60,000 to \$75,000 for each jurisdiction – Total Request of between \$780,000 to \$900,000
- 2) \$250,000 for technical assistance and continuance of the SolHIP partnership and \$50,000 for each jurisdiction- Total Request of \$650,000
- 3) \$200,000 for technical assistance and continuation of SolHIP partnership and \$150,000 available for the four smaller cities (Benicia, Dixon, Rio Vista and Suisun City) with limited LEAP funds to provide consultant assistance in their Housing Elements, perhaps through a collaborative effort. - Total Request of \$350,000



DATE: May 4, 2020
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: STA's Draft Overall Work Plan (OWP) for Fiscal Years (FY's) 2020-21 and 2021-22

Background:

Each year, the Solano Transportation Authority (STA) Board and staff identify and update the STA's priority plans, projects and programs. These tasks provide the foundation for the STA's OWP for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year Overall Work Plan. The most recently adopted STA OWP for Fiscal Years (FYs) 2019-20 and FY 2020-21 included 5 plans, 13 projects, and 29 programs totaling 47 OWP work tasks.

Over the past 20 years, the STA's OWP has continued to evolve based on changing Board priorities, requests from the eight member agencies that comprise the STA's Joint Powers Authority (JPA), and to address priorities, policies and requirements emanating from the federal, state, and the region. The focus of the STA during the timeframe of 2000 to 2005 was to complete the first Solano County Comprehensive Transportation Plan, initiate various corridor studies, and identify a handful of priority projects to fund and advance into construction. From 2005 to the present, the STA has taken a more proactive role in advancing projects through a variety of project development activities and has expanded its transit coordination role in partnership with Solano's five local transit operators, the Capitol Corridors and the San Francisco Bay Ferry. For over a decade (2009 to 2020), STA has initiated and is now managing several mobility programs designed to improve mobility and access for seniors, people with disabilities, low income residents traveling to work, shopping, medical appointments, and school age children and their parents traveling to and from school.

Planning FY 2019-20

STA's planning activities during FY 2019-20 included the initiation of the final elements of the Comprehensive Transportation Plan, and the Executive Summary. The 2019 update of the Congestion Management Program continues. The Countywide Active Transportation Plan, the Equity and Land Use Chapters were completed. The Solano County Water Transit Plan was also completed.

Projects FY 2019-20

In 2009, the STA's eight member agencies approved an update and modification to the STA's Joint Powers Agreement that authorized the STA to perform all aspects of project development and delivery, including right of way functions for specified priority projects.

This past fiscal year, the STA's project development activities included the following: Completing the design and construction phases to deliver two new bus stops at SR 37/Fairgrounds in support of Phase 2 (the Red Line) of the SolanoExpress Service plan, and awarding the construction contract, starting the design phase for the upgrade to the SR 37/Fairgrounds Interchange and obtained a commitment of \$15 million of Regional Measure 3 funds for the construction phase, is on hold pending litigation resolution by MTC. The STA also entered into a second Memorandum of Understanding with three other county transportation agencies (Marin, Napa, and Sonoma), Caltrans and MTC for the initial funding and delivery of segments of the SR 37 Corridor, including the environmental document for Segment B (Mare Island Interchange to SR37/121 and the SR 37/Fairgrounds Interchange in Segment C. The STA and Caltrans partnered to complete the design phase of Phase 2 of the I-80/I-680/SR 12 Interchange through a Construction Manager/General Contractor (CM/GC) project delivery approach with STA agreeing to serve as the lead for the right of way phase for the project. The Wetland Mitigation Site Dispute for the Endowment and right of way phase are still in progress. The \$150 million of Regional Measure 3 funds for the I-80/I-680/SR 12 Interchange is on hold pending litigation resolution by MTC.

The Projects Department also obtained and began implementation of a \$10 million State Transit and Intercity Rail Capital Program (TIRCP) grant for SolanoExpress Service Integration and Electrification and entered into a Master Agreement with the California State Transportation Agency (CalSTA). Work on the TIRCP funded I-80 FTC Gateway Project will begin construction in Summer 2020. The Department also completed the sixth annual report for the Regional Transportation Impact Fee (RTIF) Program which passed the \$7 million milestone in funds generated for the Program. The Abandon Vehicles Abatement (AVA) Program reimbursed for 9,141 vehicles abated during the previous fiscal year.

Programs FY 2019-20

The STA's First and Last Mile Program partnership with LYFT expanded to provide connections to the Capitol Corridors two rail stations and to connect to the new service areas for Solano Express Blue Line, Green Express and Yellow Line, and further expanded to bridge service gaps resulting from the COVID-19 pandemic. STA also coordinated with SolTrans on a Micro Transit pilot for the City of Benicia. The Safe Routes to School (SR2S) Program had another proactive and productive school year with 359 events, reaching 21,731 students through programs and events. This included several new pilot activities at schools in several districts. 48 schools with 8,654 students participated in International Walk to School Day, and 29 SR2S Infrastructure projects were completed. Staff initiated SR2S Micro-Grant Pilot Program in which 14 SR2S projects were awarded across Solano County and a fifth round of enforcement grants were provided to Benicia and Suisun City.

A series of eight Older Adults and Persons with Disabilities Mobility Summits were held, one countywide and one in each of the seven cities. Over 300 participants and another 2,200 individuals responded to surveys. The number one mobility issue identified in all seven cities was medical trips.

STA worked with SolTrans and Fairfield and Suisun Transit (FAST) to successfully implement Phase 1 of the new SolanoExpress Service implementation with the introduction of the new Red Line. This included a marketing plan and a consolidated fare structure for all SolanoExpress Routes. STA worked with Vacaville City Coach, FAST and SolTrans, and Solano Community College (SCC) to successfully extend a SCC

students ride free with the SCC identification with the SCC student fee for transit. The STA Board previously authorized staff to initiate the third Coordinated Short Range Transit Plan (SRTP) to be completed in the first quarter of FY 2020-21. The Intercity Paratransit Taxi Card Program transitioned from paper scrip to the taxi card and non-ambulatory service was implemented countywide. 4,032 total trips were taken through March of FY 2019-20.

The Solano Mobility Program included the following: The Solano Mobility Call Center assisted over 11,872 individuals, supported 107 vanpools and started 3 new vanpools. A total of 444 individuals were assessed for American with Disabilities Act (ADA) eligibility. 19 employers have enrolled in the STA's relaunched Employer Program with 60 employees participating in the Solano Mobility incentive programs available for the new Ride Amigos incentives program offered by STA. Participation in the Travel Training Program significantly increased with 747 Travel Trainings now completed. The Board also authorized Solano Mobility to implement a Vehicle Share Program for medical trips, in partnership with Solano County and Yocha Dehe Tribe, and STA is partnering with local hospitals to implement additional programs to assist in providing enhanced mobility to medical trips as part of the STA's efforts through the Consolidated Transportation Service Agency (CTSA).

Federal and State

Five years ago, the Republicans led US Congress and President Barack Obama authorized a five year Transportation Authorization Bill called Fixing America's Surface Transportation Act or the "FAST Act". In 2019, President Donald Trump and the new Democratic led House have begun discussions on a new transportation infrastructure bill. In 2017, the State Legislature and Governor Jerry Brown agreed on a \$5.2 billion per year transportation bill (Senate Bill 1) that has restored funding for local streets and roads, transit, the State Transportation Improvement Program (STIP), maintenance of the state highway system and other transportation programs. Several new program categories were established that include grant funding for freight projects and congested corridors. The STA, working with Caltrans District 4 and with the support of Metropolitan Transportation Commission (MTC), was approved by the California Transportation Commission (CTC) for \$53.2 million SB 1 funded freight grant for construction of Phase 2 of the I-80/I-680/SR 12 Interchange. In 2018, California and Solano County voters passed Proposition 69 to protect the revenues from SB 1 for transportation. In November of 2018, California and Solano County voters subsequently rejected Proposition 6 that would have repealed SB 1. With SB 1 transportation funds now protected by the voters, STA has supported Caltrans submittal of the Solano I-80 Express Lanes for competitive Federal INFRA grant funding and for future rounds of SB 1 competitive grant funds.

Bay Area Region

In June of 2018, Bay Area voters passed Regional Measure 3 which includes a number of specific projects and regional programs to be funded by future increases to the bridge tolls on the seven state owned bridges located in the Bay Area. This specifically includes funding for I-80/I-680/SR 12 Interchange (\$150 million), Westbound Truck Scales (\$105 million), and SR 37 (\$100 million), plus additional operating for expanded ferry service between Vallejo and San Francisco, and Solano Express Bus Service, competitive transit capital funding potential for the Vallejo Station Phase B and other transit facilities.

Discussion:

Attached for review is the STA's Draft OWP for FY's 2020-21 and 2021-22. The plans, projects and programs contained in the current OWP have been updated to reflect milestones achieved in FY 2019-20 and contain new additions approved by the STA Board during FY 2019-20.

PROJECT DELIVERY/COMPLETE PROJECTS/NEAR TERM CONSTRUCTION PROJECTS

Based on the Budget for FY 2019-20 and FY 2020-21, the following five OWP projects were fully funded and are now completed, currently under construction or slated to be in construction in FY 2020-2021 or FY 2021-22:

- Jepson Parkway – Fairfield (Segment 2A) – Completed FY 2019-20
- I-80/I-680/SR 12 Interchange – Phase 2A – Design complete, construction to begin 2020
- SR 12/SR 113 Roundabout – Construction complete
- York Street Bus Facility and Completed Streets – Construction underway
- Bus stops at SR 37/Fairgrounds Dr. – Construction complete

There are several projects that are currently in the project development phase with a specific project development phase currently funded so that work can continue, but the project is not fully funded and the STA is seeking additional future funds for construction. Two projects were submitted for competitive state SB 1 funds.

- I-80 Express Lanes – Conversion of HOV Lanes to Express Lanes from Red Top Road to Air Base Parkway and the New Express Lanes from Air Base Parkway to I-505 (Ready for Construction) – STA/Caltrans/MTC – INFRA Grant/SB 1/RM 3
- SR 37/Fairgrounds 360 Access Project — Fairgrounds Drive (Design phase and Construction/Per MOU) – STA/County/Vallejo/Caltrans – RM 3/STIP/Local Match
- I-80/I-680/SR 12 Interchange – Package 3 (65% design) – STA- RM 3
- I-80 Westbound Truck Scales – STA (environmentally cleared)-RM 3
- SR 12/Church – STA/Rio Vista – SHOPP/STIP
- SR 37 Segment B (Includes Mare Island Interchange - Corridor Study Completed- PID Document Completed/Environmental Document to be initiated per MOU) – Caltrans/MTC/STA/SCTA/NVTA – RM 3
- Jepson Parkway – remaining segments City of Vacaville – Vacaville – STIP/RTIF/TIF

Finally, there are several projects that are included in the OWP, but the initial or next phase of the project is not currently funded in the current two year budget.

- I-80 Express Lanes Project – Carquinez Bridge to SR 37
- I-80 Express Lanes – I-505 to Yolo County Line
- Jepson Parkway – remaining segments located in City of Fairfield
- North Connector – West Segment

TRANSIT CENTERS

In recent years, STA has partnered with local transit operators and cities to improve and upgrade regional transit centers. There are several priority transit centers that the STA has successfully pursued and obtained or programmed federal, state or regional funds for. Several of these projects are fully funded and are either in construction or moving through the project development stage into construction.

STA has completed construction on two new bus stops at the SR 37/Fairgrounds Interchange in preparation for Phase 2 of the SolanoExpress Service Plan.

Several of these projects are initial phases of larger planned transit projects that are not fully funded. The larger, long range transit centers are as follows:

- Vallejo Station – Phase B
- Fairfield/Vacaville Rail Station – Phase 2 (Station Building/Additional Parking)
- Fairfield Transit Center
- Dixon Park and Ride Lot
- Transit Center at Curtola/Lemon Street – Future Phases

STA PLANNING ACTIVITIES

The following planning studies are currently underway, funded in the currently proposed budget, and scheduled to be undertaken or completed in FY 2020-21:

- Coordinated Short Range Transit Plans (SRTP)
- Continue coordination with Housing Production Efforts, including the SubHIP Suburban Pilot Program
- Continued development of 11 new Priority Production Areas (PPAs)
- Completion of Solano Older Persons and People with Disabilities Mobility Plan
- Solano Parking Demand/Mode Shift Transition Plan
- Final adoption of the Solano Active Transportation Plan
- Solano Express Service Changes COVID-19 Recovery Plan Phase I
- Develop SolanoExpress Intercity Transit Marketing Plan
- Monitor and update SolanoExpress Capital Bus Replacement Plan
- Continue to work with MTC on Plan Bay Area 2050

The following plans are scheduled to be considered as part of the two year work plan.

- Update of Safe Routes to Schools Plan
- Emergency Responders and Disaster Preparedness Study
- Solano Express Service Changes COVID-19 Recovery Plan Phase II
- Coordination with SMART Rail Feasibility Study
- Bus Rapid Transit Plan for I-80/I-680 Corridors

STA PROGRAMS

Some of the major program milestones this past fiscal year included the following:

- Completed First Full Year of College Fee program for SCC students
- The Solano Mobility Management Call Center handled 11,872 calls during FY 2018-19;
- Implemented new Solano Mobility Website that received 15,716 views from FY – 2018-19 with an average of 1,746 views/per month.
- Completion of Fifth Year of In-Person ADA Eligibility Program with over 1,024 individuals assessed in FY 2018-19.
- Implementation of New Ride Amigos Incentive Platform
- Transportation Info Depot at Historic Suisun Amtrak Station with 4,483 customers served in FY 2018-19.
- Developed 11 Successful HSIP Safety Grants for 6 cities totaling \$8.8 million
- Completion of Sixth Annual RTIF Report, RTIF Revenues Passed \$7 million milestone
- 9th Year of STA's Local Preference Policy Implementation with \$2.8 million total local dollars invested in local businesses through June 30, 2019
- STA completed fourth year of managing Solano Intercity Taxi Card Program which provided 7,621 passenger trips in FY 2018-19.

There are several primary tasks for STA working with the transit operators in FY 2019-20. First will be implementing revised budget and service changes to the SolanoExpress Service Plan based on COVID 19 and reviewing the performance measures and ridership in preparation for future service and funding adjustments in FY 2020-21. Finally, STA is preparing to complete with all five transit operators updates to their Coordinated Short Range Transit Plan (SRTP).

The next step in the process is for the STA Board to approve the draft two-year OWP for the upcoming FYs 2020-21 and FY 2021-22 at their meeting on May 13, 2020.

Recommendation:

Approve the STA's Overall Work Plan for FYs 2020-21 and FY 2021-22 as shown in Attachment A.

Attachment:

- A. STA's Overall Work Plan for FYs 2020-21 and 2021-22

SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2020-21 and FY 2021-22
(Pending Board Approval May 13, 2020)

CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2020-21	FY 2021-22	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead - Projects	1.	<u>I-80/I-680/SR 12 Interchange</u> A. Reporting for Suisun Creek Mitigation Site B. Package 2 Implementation C. Implement future Packages pending RM3 Funding <u>Milestones:</u> Package 2 awarded SB1 funding. Caltrans completed design and STA managing R/W <u>Status:</u> <ul style="list-style-type: none"> Package 2 design - Completed Wetland Mitigation Site Dispute for Endowment and R/W still in progress RM3 \$150M for I-80/I-680/SR 12 Interchange on hold pending litigation resolution by MTC <u>Estimated Completion Date (ECD):</u> Package 2 to begin construction in 2020	STA	\$20M Bridge Toll \$56 M SB1 \$9 M STIP	X	X	By Construction Package: #1) \$111 M #2A) \$86 M #2B) 67 M #3) \$176 M #4 – 7) \$403	Projects Janet Adams
STA Lead – Projects	2.	<u>I-80 Managed/High Occupancy Vehicle (HOV)Lanes</u> A. Convert Existing I-80 HOV Lanes to Managed Lanes (Red Top Rd to Air Base Pkwy) and build new Managed/HOV Lanes Air Base Pkwy to I-505 – Segment 1 B. I-80 - Carquinez Bridge to SR 37 – Segment 2 C. I-80 – I-505 to Yolo County Line – Segment 3 <u>Milestones:</u> PS&E – COMPLETED (Segment 1) <u>Status:</u> <ul style="list-style-type: none"> Seeking funding from SB 1 Congested Corridors/Trade Corridors and Trade Corridor Enhancement Program Grants in 2020 for Segment 1 (\$123 M) Seeking funding for environmental document (\$8 M) – Segment 2 	STA PA/ED Design	\$16.4 M Bridge Tolls \$17.8 M BAIFA Funds for PS&E Future Bridge Tolls \$85M and \$123 M SB1 request Segment 1	X	X	A. 263 M B. \$8 M (PA/ED)	Projects Janet Adams

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CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2020-21	FY 2021-22	EST. PROJECT COST	DEPT. LEAD STAFF
		<ul style="list-style-type: none"> Seeking funding for Project Initiation Document (PID) (\$3M) – Segment 3 MTC lead for Managed Lanes Integrator <u>ECD:</u> CON Start – Summer 2021 Segment 1 (pending funding)						
STA Lead Projects	3.	<u>I-80 Westbound Cordelia Truck Scales</u> Construct new WB Truck Scales ½ mile to the east of existing location. Work includes new braided ramps, relocation of North Bay Aqueduct, R/W acquisition. <u>Milestones:</u> RM 3 included \$105 M for project on hold pending litigation resolution by MTC <u>ECD:</u> Pending allocation of RM3 funds for design			X	X	WB Scales (\$210 M): PS&E \$17 M	Projects Janet Adams
STA Co-Lead Projects	4.	<u>SR 37 Corridor</u> Improve SR 37 between I-80 in Solano County and SR 101 in Marin County to address Sea Level Rise and reduce congestion. A. Interim Segment B B. Ultimate Segment B C. SR 37/Fairgrounds Dr. <u>Milestones:</u> <ul style="list-style-type: none"> Project Approval/Environmental Document (PA/ED) Segment B Interim - UNDERWAY Tolling Legislation introduced by Senator Dodd. \$15M of RM3 funding for SR 37/Fairgrounds Dr. concurred with by all four north bay sponsor agencies through MOU 	Caltrans/MTC/STA	Bridge Toll RTIP Local Funds	X	X	\$4B Interim B \$250M Fairgrounds \$25M	Projects Janet Adams Anthony Adams

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CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2020-21	FY 2021-22	EST. PROJECT COST	DEPT. LEAD STAFF
		<ul style="list-style-type: none"> SR 37/Fairgrounds Dr. PS&E - UNDERWAY Water Transit Study – COMPLETED Transit Behavior Study – COMPLETED 50 acres along Segment B purchased, Solano County holds property until needed by project <p><u>Status:</u></p> <ul style="list-style-type: none"> Mare Island Interchange improvements to be completed as part of ultimate Segment B project Caltrans allocated \$10 M SHOPP funding for Segment A PA/ED Caltrans/North Bay CMA’s working w Resource Agencies for Corridor Alternatives analysis process 						
STA Lead – Projects	5.	<p>State Route (SR) 12 East SR 12 Corridor (I-80 to I-5).</p> <p>A. STA SHOPP Priorities</p> <p>a. SR 12/SR 113 Intersection</p> <p>b. Somerset to Druin shoulders and Downtown Rio Vista (Gap Closure)</p> <p>B.SR 12/Church Road</p> <p>a. PS&E and CON Phase for SR 12/Church Rd to be completed by Caltrans SHOPP project, STA contributed \$2 M STIP funds to this effort.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> SR12/113 Construction - COMPLETED SR 12/Church Rd –PS&E and CON to Caltrans Gap Project PA/ED – UNDERWAY STA and City approved funding for enhancements in downtown Rio Vista. <p><u>Status:</u></p> <ul style="list-style-type: none"> Caltrans PA/ED for Gap Closure Project - COMPLETED STA to work with Caltrans to include elements of Rio Vision in Gap Closure Long Lead SHOPP Project. - COMPLETED STA/Caltrans executed Cooperative Agreement for enhancement funding of elements in downtown Rio Vista - COMPLETED 	CT CT STA CT	SHOPP SHOPP	X	X	\$8 M \$75M \$5 M	Projects Janet Adams Anthony Adams

(PENDING STA Board Approval on May 13, 2020) | FINAL STA’s Overall Work Plan for FY 2020-21 and FY 2021-22

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CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2020-21	FY 2021-22	EST. PROJECT COST	DEPT. LEAD STAFF
		EDC: Construction of Gap Closure project to begin 2023.						
STA Co-Lead Projects	6.	<u>SR 29 Corridor Coordination</u> Improve SR 29 in multiple capacities, including pavement quality, bike and ped access, safety, and transit operations. A. STA to work with City of Vallejo to implement ATP Cycle 2 SR2S and HSIP projects along corridor to improve pedestrian safety. B. Coordinate with Caltrans to advance State Highway Operations Protection Program (SHOPP) funding for SR29 rehabilitation. C. Collaborate with Vallejo and Caltrans to implement Sonoma Blvd Specific Plan elements along SR29 with the goal of transforming it into a “complete street.” Milestones: SR2S Projects - COMPLETED <u>Status:</u> <ul style="list-style-type: none"> Both SR2S Projects completed. Caltrans has indicated willingness to implement Sonoma Specific Plan with SHOPP rehab project. EDC: Interim SHOPP Project summer 2020 Long Term Rehab SHOPP Project 2023-24.	City of Vallejo SolTrans Caltrans	SR2S Projects funded through ATP Complete Streets enhancements are to be locally funded	X	X		Projects Anthony Adams
STA Lead – Projects	7.	<u>SolanoExpress and Traffic Demand Management (TDM) Capital Improvements</u> Transportation projects that support facilities such as transit hubs and park and ride lots in an effort to attract and support increased ridership on SolanoExpress Buses and decrease in single occupant vehicles. A. SolanoExpress Bus Stops/Ped Improvements B. Countywide Parking Study	MTC STA	TPI (swapped for STAF) and YSAQMD TIRCP Advanced OBAG 3	X	X	\$3,912k STAF \$75k YSQAMD RTIF \$	Projects Anthony Adams Janet Adams

(PENDING STA Board Approval on May 13, 2020) | FINAL STA’s Overall Work Plan for FY 2020-21 and FY 2021-22

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CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2020-21	FY 2021-22	EST. PROJECT COST	DEPT. LEAD STAFF
		<p>C. System Capital Improvements D. I-80 Ramp Metering E. SolanoExpress/BRT Analysis and Transit Plan F. Transit Signal Prioritization (TSP) G. SolanoExpress Electrification</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Bus stops at SR 37/Fairgrounds Dr. - - COMPLETED York Street Bus Facility and Completed Streets construction underway Work w Fairfield for TIRCP for I-80 FTC Gateway Project to begin Construction summer 2020 Fairfield for TSP on Beck Ave. – COMPLETED \$2M allocated for SolTrans and FAST for SolanoExpress electrification infrastructure design at their maintenance yards. <p><u>Status:</u></p> <ul style="list-style-type: none"> SR 37/Fairgrounds construction opened by July 1, 2019. York Street construction began in February 2020 Fairfield design completed for FTC Gateway Project <p><u>ECD:</u></p> <ul style="list-style-type: none"> <u>York St. Bus Facility/Complete Streets - Summer 2020</u> <u>FTC Gateway Project - Summer 2020.</u> <u>Countywide Parking Study - early 2020</u> 						
STA Lead- Data Collection	8.	<p><u>Highway Performance Monitoring System (HPMS) Data Collection</u> Part of the Federal MAP-21 requirements, MTC required implementation of this federal requirement with OBAG 2. STA coordinates with member agencies to collect local data related to Traffic, Facility Inventory and Pavement Data. Primarily traffic counts.</p>	STA Member Agencies		X			Projects Erika McLitus

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CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2020-21	FY 2021-22	EST. PROJECT COST	DEPT. LEAD STAFF
		<p>Milestones:</p> <ul style="list-style-type: none"> Work with PDWG Members to continue data collection –June 2020 Input data – June through September <p>Status: Continue to monitor and collect data from member agencies and submit to MTC.</p> <p>ECD: On-Going requirement of OBAG2</p>						
STA Co-Lead – Projects	9.	<p><u>Jepson Parkway Project</u></p> <p>A. Vanden.to Leisure Town Rds - Fairfield (Segments 2A, 2B, 2C)</p> <p>B. Leisure Town Rd. from Vanden to Orange Dr. - Vacaville (Segments 1A, 1B and 1C)</p> <p>C. Cement Hill/Walters Rd. Extension - Fairfield (Segment 3)</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> PA/ED- COMPLETED Construction Segment 1A -- COMPLETED Construction Segment 2A – COMPLETED R/W Segments 1A and 2A, 2B – COMPLETED Funding Agreements Segments 1B/C and 2B - COMPLETED <p><u>Status:</u></p> <ul style="list-style-type: none"> Segment 1B/C - Vacaville; Construction to begin in 2021 Funding/Construction for Segments 2B by Developer Work with City of Fairfield for possible Federal Lands Access Program (FLAP) grant for Segments 2C in Oct 2020 	<p align="center">STA</p> <p>Partners: Vacaville Fairfield</p>	<p align="center">STIP 2006 STIP Aug Fed Demo Local</p>	X	X	\$185 M	<p align="center">Projects Janet Adams</p>

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STA Co-Lead Projects	10.	<p><u>Vallejo Station (Phase B)</u> Revitalize Vallejo's 92-acre waterfront with a mix of new housing, retail, office, and light industrial jobs, plus new parks and improved open space. Phase B includes a separate Parking Structure.</p> <p>Milestones:</p> <ul style="list-style-type: none"> • Construction (\$25 M pending RM3 Funding) • City remove old post office and build interim parking lot – COMPLETED • Draft Funding Plan developed (\$10M RM3 WETA, \$10 M RM 3 North Bay Transit, and \$10 M City) 	City of Vallejo		X	X	\$30M- Construction Cost	Projects Janet Adams
STA Monitoring – Projects	11.	<p><u>Monitor Delivery of Local Projects/Allocation of Funds</u></p> <p>A. Monitor and manage local projects. B. Approve and Program 12 OBAG 2 Projects C. Monitor Implementation of 4 STIP projects (SR37 /Fairgrounds Dr. CON, Jepson Parkway Phase 2A, 1B/C, and SR12/Church Rd) D. Monitor Implementation of ATP Grants E. Support local grants application production for ATP/Cap and Trade/Green Communities, etc. F. Support and monitor implementation of TIRCP funded projects</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Monitoring of local projects is an on-going activity; STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors. • Monitor OBAG 2 projects implementation • Monitor and Manage SR2S projects implementation • Monitor ATP Project Implementation • Monitor HSIP Cycle 9 projects implementation • Aid Agencies, as needed, in development of Funding Strategies for projects with shortfalls • Monitor pilot PCA project – COMPLETED • Participate in PDT's for projects to insure successful delivery • Work with locals to develop applications as needed for ATP/Cap and Trade/ Green Communities, etc. 	STA	STIP-PPM STP	X	X	N/A	Projects Anthony Adams Erika McLitus

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		<ul style="list-style-type: none"> • Work with CTC and MTC to get appropriate allocations and extensions for state funded projects. • Initiate One Bay Area Grant 3 criteria with TAC and Board <p><u>ECD:</u> On-going</p>						
STA Co-Lead Projects Program	12.	<p>Future Bridge Toll Project Priorities (Regional Measure 3)</p> <ul style="list-style-type: none"> • North Bay Transit Capital \$20 M <ul style="list-style-type: none"> a. \$5 M Fairfield/Vacaville Train Depot b. \$10 M Vallejo Station Phase B c. \$3 M SolanoExpress Capital Improvements at Fairfield Transportation Center d. \$2 M Suisun-Fairfield Amtrak/Parking Improvements • San Francisco Bay Trail/Safe Routes to Transit <ul style="list-style-type: none"> a. \$1.2 M Bay Trail/Vine Trail through Vallejo b. \$3 M West Texas Safe Routes to Transit c. \$3 M Bluff Trail through Vallejo d. SR 37 Access Improvements (amount based on results from SR 37 Active Transportation Master Plan) • SolanoExpress Operating – Competitive <ul style="list-style-type: none"> a. Annual Operating request \$3M – for added 23,000 operating hours • SR 37 Corridor - \$100M <ul style="list-style-type: none"> a. \$15M for Fairgrounds Dr. • Ferry Enhancements Program - \$300M <ul style="list-style-type: none"> a. \$10M for Vallejo Station Phase B <p>Milestones:RM3 remains under litigation. Funds are being collected, but will not be distributed until the lawsuit is decided. Estimated RM3 money availability in 2020 or beyond.</p>	STA Vallejo Fairfield		X			Projects: Janet Adams Anthony Adams

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STA Lead - Studies	13.	<p><u>Solano County Pothole Report</u> Semi-Annual report on countywide rating roadways (mapped by street/by jurisdiction), summary of annual investments in roadway infrastructure and summary of financial shortfall.</p> <p>Status</p> <ul style="list-style-type: none"> The first Solano County Pothole report was completed in December 2014 The 2nd Solano County Pothole report was completed April 2019 Subsequent updates to the Pothole Report are anticipated every four years-similar to MTC's schedule 	STA	PPM	X		\$12,500	Projects Erika McLitus
STA Lead – Program	14.	<p><u>Regional Traffic Impact Fee (RTIF) Program</u></p> <ul style="list-style-type: none"> Working Group Coordination Strategic Implementation Plan (SIP) Annual Reporting Fund Distribution and management Project monitoring <p><u>Milestones:</u></p> <ul style="list-style-type: none"> 6th Annual Report - November 2019 Updated Nexus Report \$1.2M Average Collected Annually <p><u>Status:</u></p> <ul style="list-style-type: none"> Revenue Estimates Forecast completed and will be updated annually. SIPs will be updated annually Development of Funding Sign completed and installed RTIF Working Groups coordinating to update SIPs on a couple of RTIF funded projects and develop RTIF funding agreements (as necessary) \$7.2 Million collected to date (Q1 FY 2019/20); over 90% of available FY 2018/19 RTIF Funds committed to projects. New nexus study was conducted in Summer of 2019 by Solano County. This new study described new projects, updated project costs, and increased the RTIF portion of the PFF from \$1500/unit to \$2500/unit. 	STA	PPM/RTIF	X			Projects Erika McLitus

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		<ul style="list-style-type: none"> The Transit Working Group (WG #6) agreed that increased revenue from this RTIF increase will fund Art on Transit. STA met with all working groups and discussed distribution to projects over the next 5 years. An update to the Nexus Study will take place in Summer 2020 to add six projects for Working Groups 1, 4, 2, and 5 to the Nexus Study. These projects include West Texas Gateway, Sunset Avenue Railroad Crossing, Airport Road, Parkway Blvd, Pedrick Road, and West A St Undercrossing. <p><u>ECD:</u> RTIF Program is a five-year program that was re-approved in June 2019. Administrative tasks will continue to be ongoing.</p>						
STA Co-Lead Projects Planning	15.	<p><u>Capitol Corridor Rail Stations/Service & Rail Plan and Service</u> Plan, market and implement rail service in partnership with CCJPA, SMART and STA member agencies.</p> <p><u>Milestones</u></p> <p>A. Fairfield/Vacaville Train Station: First phase Fairfield/Vacaville station – COMPLETED and renamed to the Tom Hannigan Station. Staff working with Fairfield on completing funding plan for additional phases, including seeking Cap and Trade funding.</p> <p>B. Dixon: station building and first phase parking lot completed; Dixon, CCJPB and UPRR working to resolve rail/street issues. Funding Plan for downtown crossing improvements needed as next step.</p> <p>C. Vallejo Passenger Rail Feasibility Study A full-time staff person was hired with STA funding to maintain the Suisun/Fairfield Train Station</p> <p><u>Status:</u></p> <p>A. Ongoing participation with CCJPA staff working group</p> <p>B. Kicked off SMART Rail Feasibility Study in September 2019 for rail service west from Suisun City to Napa, Sonoma and Marin Counties.</p> <p>C. Working with the City of Suisun to apply for a CCJPA Minor Capital Improvements grant to fund improved lighting and signage, at the Suisun/Fairfield Train Station. Seeking alternative funding for a windscreen at the station.</p> <p>D. Monitor State Rail Plan for potential opportunities.</p>	<p>CCJPA</p> <p>City of Fairfield</p> <p>City of Dixon</p> <p>STA</p> <p>City of Vallejo</p> <p>City of Suisun City</p>	<p>RM2 ADPE-STIP ITIP Local RTIP ECMAQ YSAQMD Clean Air Funds</p> <p>STAF, PPM STP Planning, Vaca TDA, CCJPA CMAQ, TDA Article 3, STAF MTC Rail Program</p>			<p>\$68 M FF/VV Station</p> <p>\$125,000</p> <p>\$66,050</p> <p>\$600,000</p> <p>\$15,000</p>	<p>Planning/Project s/Programs Janet Adams Robert Guerrero Vince Ma</p>

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		<p>E. Prepare future operations and custodial service plan for Suisun Train Depot</p> <p>F. Initiate Parking Assessment Study for two rail stations as part of six facilities study</p> <p>G. Coordination with CCJPA Board Members and CCJPA Marketing staff</p> <p>ECD: Ongoing</p>						
STA Lead-Planning	16.	<p><u>SMART Station Feasibility Study & Solano Rail Implementation Plan</u></p> <p>SMART Station Feasibility Study:</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • First PDT Meeting in November 2019 • Literature Review & Case Studies Completed • Draft Transit Station Amenities, Program Requirements, and Design Guidance Completed • Multiple meetings with the cities of Fairfield and Suisun City and DBK Advisory Services to review and receive feedback on early conceptual station designs • Draft of Existing Conditions Report Completed • Draft Conceptual designs for I-80-680-12 Interchange, Red Top, and Cordelia Wye completed <p><u>Status:</u></p> <ul style="list-style-type: none"> • 2nd PDT Meeting scheduled for March 2020, following this meeting one more PDT meeting is planned • Remaining Deliverables: Suisun-Fairfield conceptual designs, incorporation of Big Data from Cambridge Systematics, cost estimates, final report <p>Solano Rail Implementation Plan:</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Attended a variety of meetings with STA Staff, CCJPA, Cities, Caltrans • Evaluated Capitol Corridor performance data for the Suisun Train Depot and Hannigan Station 	<p>STA ARUP DBK Advisory Services</p>	<p>STAF CalSTA TIRCP</p>	X	X	<p>SMART: \$249,903.967</p> <p>Solano Rail: \$50,000</p>	<p>Planning Triana Crighton</p>

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		<u>Status:</u> DBK will continue to develop the Solano Rail Implementation Plan, expecting deliverables such as an Initial Funding Plan and Planning Level Concept station design drawings.						
STA Lead – Programs	17.	<u>Abandoned Vehicle Abatement Program</u> <u>Milestones:</u> Ongoing – 9,141 vehicles abated in FY 2018-19 \$408,352 distributed countywide to seven Cities and County.	STA	DMV	X		FY 2018-19 \$408,352 countywide distribution	Projects/ Finance Brenda McNicols
STA Co-Lead - Projects	18.	<u>Bay Trail Vine Trail Project – City of Vallejo</u> Project is being implemented by the City of Vallejo. Project is difficult due to alignment, encroachment, and environmental issues. Project budget is \$5.9M, but total cost is closer to \$7M+. STA is working with funding partners to identify funding to close the shortfall, likely to come from RM3 and contributions from City of Vallejo. <u>Milestones:</u> <ul style="list-style-type: none"> Project Construction to begin in FY 2020-21 or FY 2021-22 depending on CTC approval of requested extension. <u>Status:</u> <ul style="list-style-type: none"> STA coordinating with Vallejo to request an 18-month delay in CON to deal with environmental issues and to identify funding. STA applied for and was awarded \$700k in BAAQMD funds for this project Project at 65% design, CEQA to be complete by June 2020 and NEPA by September 2020. <u>ECD:</u> 2022	STA, City of Vallejo	ABAG Bay Trail Vine Trail Partnership			\$7 M	Projects Anthony Adams

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STA Lead-Planning	19.	<p><u>SMART Station Feasibility Study & Solano Rail Implementation Plan</u></p> <p>SMART Station Feasibility Study:</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • First PDT Meeting in November 2019 • Literature Review & Case Studies Completed • Draft Transit Station Amenities, Program Requirements, and Design Guidance Completed • Multiple meetings with the cities of Fairfield and Suisun City and DBK Advisory Services to review and receive feedback on early conceptual station designs • Draft of Existing Conditions Report Completed • Draft Conceptual designs for I-80-680-12 Interchange, Red Top, and Cordelia Wye completed • Second PDT Meeting March 2020 • <u>Status:</u> Remaining Deliverables: Suisun-Fairfield conceptual designs, incorporation of Big Data from Cambridge Systematics, cost estimates, final report <p>Solano Rail Implementation Plan:</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Attended a variety of meetings with STA Staff, CCJPA, Cities, Caltrans • Evaluated Capitol Corridor performance data for the Suisun Train Depot and Hannigan Station <p><u>Status:</u> DBK will continue to develop the Solano Rail Implementation Plan, expecting deliverables such as an Initial Funding Plan and Planning Level Concept station design drawings.</p>	STA ARUP DBK Advisory Services	STAF CalSTA TIRCP	X	X	<p>SMART: \$249,903.967</p> <p>Solano Rail: \$50,000</p>	<p>Planning Triana Crighton</p>
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STA Lead – Planning	20.	<p><u>Comprehensive Transportation Plan Update (CTP) and Implementation</u> The Solano Comprehensive Transportation Plan has three primary elements to guide transportation funding and policies:</p> <ol style="list-style-type: none"> 1) Arterials, Highways and Freeways Element 2) Transit Element 3) Active Transportation Element <p>The STA is developing two new chapters to include in the CTP: Equity and Land Use. In addition, the updated CTP will include an executive summary to tie in previously approved elements with the new chapters.</p> <p>Future work plan CTP implementation plans include, pending Board budget allocation:</p> <ul style="list-style-type: none"> ● Freight Plan ● Climate Action Plan ● Autonomous Vehicles ● Emergency Response Transportation Plan <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ● Equity Working Group Established, Equity Principles Adopted following three public workshops, STA mission statement modified in response to Equity Working Group’s suggestion, Equity Chapter released for 30-day comment period and adopted March 2020 ● CTP Transit Element and Arterials Element Updated and Approved- April 2020 <p><u>Status:</u></p> <ul style="list-style-type: none"> ● CTP Land Use Chapter and Active Transportation Element are released for public comment ● Working with Marketing to Update and Format photos and graphics <p><u>ECD:</u></p> <ul style="list-style-type: none"> ● CTP Completion – June 2019 	STA	STP TDA STAF	X	X	\$90K	Planning Robert Guerrero Triana Crighton
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STA Lead – Planning	21.	<p><u>Plan Bay Area (RTP/SCS) – Plan Bay Area 2050</u> Regional Transportation Plan (RTP) updated every four years by MTC. STA selects transportation projects and programs through an outreach and coordination with the cities and County of Solano for the RTP. A new approach was created in developing the new RTP called the Horizon’s Initiative. The Horizon’s Initiative is an effort to comprehensively plan for a future with uncertain conditions to inform the RTP development.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • MTC released five Horizon’s Perspective Papers – AVs, TDM, Regional Growth Strategies, the Future of Jobs, and Bay Area Crossings. • Horizon’s public workshop in Vallejo took place on March 20th. • Submitted/Supported four Transformative Projects (Express Lanes, I-80/680/12 Interchange, SR-37, SR-12) • Submitted/Supported four Transformative Projects (Express Lanes, I-80/680/12 Interchange, SR-37, SR-12) • STA submitted Round 1 RTP County Project List • MTC Released their Draft Plan Bay Area 2050 Blueprint • Solano County and the Cities submitted for new and modified PDAs, PCAs, and PPAs. This resulted in four modified and five new PDAs, one modified and five new PCAs, and eleven new PPAs. <p><u>Status:</u></p> <ul style="list-style-type: none"> • STA Board approved 2nd round of RTP project submittals at their March 11, 2020 Board meeting • MTC released their initial draft of the Plan Bay area 2050 blueprint and is preparing to launch a 2nd round of PDA, PPA and PCA call for projects. <p><u>ECD:</u></p> <ul style="list-style-type: none"> • Solano PBA 2nd Round Project Submittals Due to MTC March 27th • PBA 2050 Preferred Scenario to be completed by MTC March 2020 • PBA 2050 Air Quality Analysis Draft completion December 2020 • Final PBA 2050 adoption by MTC- June 2021 	MTC/STA	STP	X	X		Planning Robert Guerrero Triana Crighton
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STA Lead – Planning	22.	<p><u>Priority Development Area, Priority Production Area and Priority Conservation Area Planning and Implementation</u></p> <p>STA’s transportation and land use planning and implementation efforts are concentrated in these growth and conservation designated areas. The PDA, PCAs and new PPAs are selected by STA member agencies and approved by ABAG/MTC for special transportation funding consideration.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • STA awarded \$4 million in SubHIP funding for PDA Implementation Projects with an affordability component. • Obtained Transportation Land Use Project Management services through Solano EDC to assist in evaluating Solano PDAs and developing a Suburban Pilot: Housing Incentive Pool Program (SubHIP) • Participated in the City of Vacaville’s Downtown Specific Plan for PDA starting in March 2019. The Draft Downtown Specific Plan is completed with Council action anticipated in March. • Solano County and the Cities submitted for new and modified PDAs, PCAs, and PPAs. This resulted in four modified and five new PDAs, one modified and five new PCAs, and eleven new PPAs. <p><u>Status:</u></p> <ul style="list-style-type: none"> • Updating the status of PDA, PPA and PCA implementation as part of the Solano CTP Land Use chapter • Letters of Interest for future SubHIP funding released • Coordinating with ABAG/MTC <p>ECD: Ongoing</p>	STA	CMAQ STP Planning	X	X	\$1.5 M	Planning Robert Guerrero Triana Crighton Brent Rosenwald
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STA Lead Planning	23.	<p><u>Solano Housing Investment Partnership (SolHIP)</u> The STA created a partnership program with the cities and County of Solano to focus on implementing housing with a focus on developments around Priority Development Areas and affordable units.</p> <p>Milestones:</p> <ul style="list-style-type: none"> Established the SolHIP – Solano Housing Investment Partnership with Placeworks consultant assistance. Kicked off meetings with SolHIP members to identify priority development projects in December 2019 and held monthly meetings with SolHIP members through March 2020 Applications for member agencies SB2 funds were submitted Issued letters of Interest for SubHIP Program Approved first SubHIP project for the City of Vacaville <p>Status:</p> <ul style="list-style-type: none"> Monitoring Solano RHNA process and participating in Subdelegation process Continuing to meet with cities to identify grant programs to implement their priority housing development Updating development potential maps <p>ECD:</p> <ul style="list-style-type: none"> 2nd SubHIP recommendation- May 13, 2020 RHNA Housing forecast- July 2020 	STA	STP Planning TDA	X	X	\$120,000	Planning Robert Guerrero Triana Crighton
STA Lead –	24.	<p><u>Congestion Management Program (CMP) Update</u> The Solano CMP is updated bi-annual to reflect existing transportation demand management programs, transit services, expanded active transportation facilities, and congestion relief projects on the CMP network.</p> <p>Milestones:</p> <ul style="list-style-type: none"> Contract with consultant, TJKM begins- May 2018 Draft approved by the STA TAC- September 2019 Draft approved by STA Board- October 2019; subsequently opened up for a formal public comment period 	STA	STP Planning		X	\$85,000	Planning Robert Guerrero Brent Rosenwald

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		<ul style="list-style-type: none"> Comments on draft were received and addressed- October and November 2019 Final draft with addressed comments approved by TAC-November 2019 Final draft with addressed comments approved by STA Board- December 2020 <p><u>Status:</u> Incorporating model findings into the CMP- May 2020 ECD: May 2020</p> <p><u>ECD:</u> May 2020 CMP with Model Update Completed Fall 2020 new CMP 2021 Biannual Update Process to start again</p>						
STA Lead – Planning	25.	<p><u>Active Transportation Plan</u> Create a new countywide Active Transportation Plan to incorporate the separate Safe Routes to Transit, Countywide Bike and Countywide Pedestrian plans. Work with participating cities to develop community-specific Active Transportation plans. Identify and prioritize projects for near-term and mid-term funding and delivery.</p> <p>Continued staff support for the Bicycle Advisory Committee and Pedestrian Advisory Committees.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> DRAFT Plan adopted in February 2020 by STA Board. <p><u>Status</u></p> <ul style="list-style-type: none"> Final comments being compiled and incorporated into the DRAFT plan. Final plan adoption planned for April 2020. Active Transportation Projects currently being identified for FY 2020-21 TDA Article 3 funding <p><u>ECD:</u> June 2020</p>	STA	TDA Article 3 Caltrans Sustainable Communities Grant Funds	X	X	\$600,000	Planning/Projects/ Anthony Adams Brent Rosenwald

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STA Lead – Planning	26.	<p><u>STA Legislative Program</u> Board directed coordination to monitor and analyze state and federal transportation and housing legislation for potential impacts to Solano County. Establish STA’s Legislative Platform to provide policy guidance for legislative advocacy in Sacramento and Washington DC</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Sought and were granted STA amendments to AB1413 • Sought and were granted STA amendments to AB 1487 • 2020 Legislative Platform adopted by Board – Dec 2019 • Staff State Legislative Meetings – Feb 2020 • Board State Legislative Meetings – Feb 2020 <p><u>Status:</u></p> <p>Preparing for Staff/Board Federal Legislative Trip – Fall 2020 Continue to track housing and transportation legislation Ongoing letters of support provided to legislators/agencies</p> <p><u>ECD: Ongoing</u></p>		TFCA Gas Tax Sponsors	X	X		Vincent Ma
					\$52,000 25,000	\$52,000 25,000		
					\$1,000 \$500	\$1,000 \$500		
STA Lead – Planning	27.	<p><u>STA Marketing/Public Information Program</u> Develop and design marketing and public information collateral including annual reports, monthly newsletters, fact sheets, and online content. Provides internal and external communications</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Continued radio ad campaign for Solano Mobility and SolanoExpress • Promoted 4C’s Housing Summit via Constant Contact, attended by 159 residents and elected officials • Published 2018 Annual Report – May 2019 • Published 12 monthly STATUS newsletters • Produced Fact Sheets: <ul style="list-style-type: none"> • I-80 Managed Lanes • STA Building • Continued radio ad campaign for Solano Mobility and SolanoExpress • Promoted Benicia Bus Hub Ribbon Cutting • Promoted Hannigan Station Dedication 	STA	TFCA Gas Tax Sponsors		X		Vincent Ma Neil Quintanilla
					\$15,000 \$5,000	\$15,000		

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		<ul style="list-style-type: none"> Promoted two Transportation Forums for Communities and Neighborhoods in Vallejo Promoted the new SolanoExpress bus wrap unveiling for Solano Community College <p><u>Status:</u></p> <ul style="list-style-type: none"> Publish 2019 Annual Report – Mar 2020 23rd Annual 2020 Awards Program in Vacaville Organizing Groundbreaking for STA Building – June 2020 Continue I-80 Managed Lanes Campaign Continue print advertising (e.g. Daily Republic, Your Town) Launched new Static Display Digital Ads campaigns (Sep 2019-Feb 2020) Launched Ride Amigos campaign <p>ECD: Ongoing</p>			\$15,000 \$20,000 \$60,000 \$5,000 \$50,000			
STA Lead – Planning	28.	<p><u>Travel Safety Plan: Emergency Response Plan</u></p> <p>Plan to be developed in coordination with Primary Health Care Providers and EMS Providers. Scope to include:</p> <ul style="list-style-type: none"> Critical emergency response corridors Identify key supportive transportation projects Coordination with other emergency responders (fire, police, city) <p><u>Milestone/Status:</u></p> <ul style="list-style-type: none"> Plan tentative start in FY 2020-21 or FY 2020-22 (pending budget and STA Board approval) <p><u>ECD:</u> TBD based on Board approval and funding availability</p>	STA			X	TBD	Planning Robert Guerrero Brent Rosenwald

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STA Lead - Studies	29.	<p><u>STA Projects Economic Analysis</u> Develop report, in partnership with the Solano Economic Development Corporation (EDC), on economic impact and general analysis of the economic aspects of infrastructure improvement and augmentations in Solano County for the following three projects:</p> <ol style="list-style-type: none"> 1. I-80 Westbound Cordelia Truck Scales Improvements 2. I-80/I-680/SR 12 Interchange Project 3. I-80 Express Lanes: West of Red Top Road to East of I-505 <p>A fourth project is proposed: SR 37 Corridor Economic Analysis</p> <p><u>Milestone/Status:</u></p> <ul style="list-style-type: none"> • I-80 Economic Analysis – COMPLETED • SR 37 Corridor Economic Analysis – pending Board consideration, approval, and funding <p><u>EDC:</u></p> <ul style="list-style-type: none"> • I-80 Projects Report Completed in January 2018 • SR 37 pending budget and STA Board approval 	STA EDC	TBD	\$25,000	\$25,000	TBD	Planning Robert Guerrero
STA Lead – Planning	30.	<p><u>Clean Air Fund Program and Monitoring</u> Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) and Yolo Solano Air Quality Management District (YSAQMD) Clean Air Fund (CAF) coordination and administration.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Initiated TFCA call for projects on February 21, to close on April 20th. • YSAQMD CAF is currently open for applications – initiated on February 21, to end April 10th, likely to be extended <p><u>Status:</u></p> <ul style="list-style-type: none"> • Both funding sources are open for project applications. • CALeVIP application results in June 2020. <p>Partnership with Marin Clean Energy for CALeVIP funds will provide an additional \$125,000 per year for four years for EV charging infrastructure.</p> <p><u>ECD:</u> Ongoing</p>	STA YSAQMD	TFCA Clean Air Funds			<ul style="list-style-type: none"> • \$340,000 FY 20-21 (YSAQMD Clean Air) • \$349,801 FY 20-21 (TFCA) 	Planning Triana Crighton

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STA Lead-Planning	31.	<p><u>TDA Article 3 Program</u> STA staff programs TDA Article 3 funding through a countywide coordinated claim with input and recommendations from the STA BAC and PAC.</p> <p>Milestones:</p> <ul style="list-style-type: none"> Allocated and administered FY 2019-20 funding: <ul style="list-style-type: none"> Fairfield Green Valley Rd Crossing (\$201,000) Benicia ATP Cycle 2 SR2S (\$100,000) Vallejo ATP Cycle 2 SR2S (\$245,920) STA SR2S Microgrant Program (\$57,000) <p>Status:</p> <ul style="list-style-type: none"> Preparing for the allocation of the FY 20-21 funds – an anticipated \$483,604 will be available. 	STA	TDA Article 3				Planning Triana Crighton
STA Lead – Planning	32.	<p><u>Countywide Traffic Model</u> Maintenance and validation of models to support project delivery and funding applications.</p> <p>Milestones:</p> <ul style="list-style-type: none"> STA contracted TJKM to provide an activity based model - August 2017 STA agrees to contract with NVTA to share costs of model-January 2018 Update of land use needed after adoption of Plan Bay Area in the summer of 2017 Validation and split of Solano and Napa models completed-August 2018 STA agrees to update scope of activity based model with TJKM- July 2019 <p>Status:</p> <ul style="list-style-type: none"> Updated networks and land use in traffic analysis zones Model implementation and calibration Highway and public transportation model validation Early model runs to be completed- April 2020 	STA, NVTA STA	Funded by OBAG	X		\$150,000 \$74,000	Planning Robert Guerrero Brent Rosenwald

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		<ul style="list-style-type: none"> Results of model runs to be taken to STA Model TAC, TAC, and Solano County Planning Directors Spring 2020 meetings for review <p><u>ECD:</u></p> <ul style="list-style-type: none"> June 2020 Model Completion On Call Consultant ongoing until June 2020. 						
STA Lead – Planning	33.	<p>Geographic Information System and Data Collection</p> <p>Long-term goal to create a data clearing house for the county[RG1]</p>						
STA Lead – Planning	34.	<p>EV Readiness Plan Implementation</p> <p>Plan to evaluate EV Charging station locations and sign placement. Plan also focuses on permit streamlining for EV infrastructure.</p> <p><u>Milestone:</u></p> <ul style="list-style-type: none"> Allocated \$35,000 for charging stations for two locations in Suisun – Lotz Way Parking Lot and City Hall. Increased budget by another \$40,000 to accommodate for an expanded scope. Allocated \$67,000 for charging stations for the Vallejo Parking Structure. Allocated \$31,050 for charging stations for the Cal Maritime Campus Allocated \$1,600 for EV Hybrid Vehicle purchase for Cal Maritime Allocated a minimum of \$100,000 from FYE 21 TFCA Funds for EV Implementation Supported an application for CALeVIP funds by Marin Clean Energy which would result in \$125,000 of EV Funding per year for four years. <p><u>Status:</u></p> <ul style="list-style-type: none"> Call for Projects for FYE 21 TFCA Funds currently open CALeVIP grant results released in June 2020. Future Focus: Wayfinding System/Program/Plan, work with Cities to streamline EV permitting process in order to incentivize new owners 	STA	<ul style="list-style-type: none"> TFCA YSAQMD CAF (potential)PG&E ,SGC grants, CALeVIP 	X	X	<ul style="list-style-type: none"> \$75,000 for Suisun Train Depot and City Center \$67,000 for Vallejo Station \$31,050 for Cal Maritime Campus \$1,600 for Cal Maritime Vehicle Purchase 	Planning Triana Crighton

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STA Lead – Programs	35.	<p><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u> The Solano SR2S Program currently works with 70 schools countywide to promote walking and bicycling to school and student travel safety. Using a comprehensive approach, the program operates using the 6 “E’s”: education, encouragement, enforcement, engineering, evaluation and engagement</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • The Solano SR2S Program had another proactive and productive 2018-2019 school year with 359 events, reaching 21,731 students through programs and events. • 48 schools with over 8,654 students participated in International Walk to School Day in October 2019. For the fifth year in a row, all cities and school districts in Solano County participated. • 58 schools participated in the Student Travel Surveys in 689 Classrooms. 29 SR2S Infrastructure Projects have been completed to improve bike and pedestrian safety for students countywide and 7 more projects will be completed in 2020 through the ATP Cycle 2 grant. • SR2S Enforcement Grant Round 5 began in 2019-2020 with the Police Departments in Benicia and Suisun City as awardees • Initiated SR2S Micro-Grant Pilot Program in which 14 SR2S projects were awarded across Solano County <p><u>Status:</u> <i>Education and Encouragement</i></p> <ul style="list-style-type: none"> • Continue to work with Solano Public Health to provide program and evaluation support and coordinate countywide physical activity related activities and campaigns like National Bike Month in May. Also will support post pandemic efforts in programming and marketing. • Contracting with Bike City Theatre teaching walk and bike safety to schools countywide. • Continue implementation of Walking School Buses and monthly and weekly WOW (Walk or Wheel) Programs; • Provide Bike Mobile events at selected schools and community events with Bay Area Bike Mobile. 	STA	CMAQ YSAQMD TDA ATP OTS	X	X	<p>\$514,484 Encouragement, Education and Enforcement (Includes contracts with Solano Public Health, Enforcement Grant Police Dept recipients, Bike City Theatre and Bay Area Bike Mobile)</p> <p>\$3.2M Engineering (ATP 2 and OBAG 2 funding provided to the cities of Benicia, Dixon, Vallejo and Fairfield to support SR2S Infrastructure Projects from 2018-2020)</p>	<p>Programs</p> <p>Lloyd Nadal Karin Bloesch Betsy Beavers Corester McClemore Sue Violette</p>
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		<p><i>Enforcement</i></p> <ul style="list-style-type: none"> The 4th Public Safety Enforcement Grants with Benicia and Suisun City Police Department continued from July 2018-2020. The 5th Round of grants will begin on July 2020-2022. <p><i>Engagement</i></p> <ul style="list-style-type: none"> Continue to promote through SR2S Website, Facebook and Instagram. Coordinate SR2S Community Task Forces and Advisory Committee. Meeting with each city's Task Force to update/prioritize projects to be included in the SR2S Master Plan Update Work with school districts to promote walking and biking to school as a post pandemic strategy <p><i>Engineering</i></p> <ul style="list-style-type: none"> SR2S Advisory Committee recommended a SR2S Infrastructure Project at Grange Middle School in Fairfield for OBAG2 funding for \$260,000. This project is scheduled for construction in 2020. SR2S Program provided grant support to the City of Fairfield's East Tabor SR2S infrastructure project application which received ATP-3 funding with construction to begin in 2020 As a subset of the Countywide Active Transportation Plan, the SR2S Master Plan will include potential projects in each city/school district Monitor the implementation of ATP-2 engineering projects in Benicia and Vallejo. Continue to provide program support to 7 schools prior to construction which will begin in Fall 2020. <p><i>Evaluation</i></p> <ul style="list-style-type: none"> The SR2S Program worked with a consultant to perform walkability assessments and audits at 12 Solano County schools and researching best methods for evaluating the program's overall effectiveness The Evaluation Project also included piloting new program elements at targeted schools and evaluating the effectiveness of these new programs. The Project concluded at the end of 2019 with the written evaluation and potential improvements intended to increase program effectiveness. 						
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		<u>ECD:</u> <ul style="list-style-type: none">• SR2S ATP Cycle 2 Engineering Projects (Benicia and Vallejo) to begin in 2020 and scheduled to be completed by Dec 2021• The Grange Middle School Project in Fairfield is scheduled for construction in 2020• 14 SR2S Micro grant Projects will be completed by Dec 2020							
STA Lead – Studies	36.	<u>Countywide Transit Coordination/Consortium</u> STA works with MTC and transit operators to implement countywide and regional transit coordination strategies. <u>Milestones:</u> <ul style="list-style-type: none">• Manage Intercity Transit Consortium• RM2 Transit Operating Fund Coordination• TDA Matrix - Reconciliation for FY 2018-19 and Cost Sharing for FY 2020-21• Extended Solano Community College (SCC) student fee for 10 years to encourage students to use fixed route transit. Students will be able to continue to ride for free on Solano Express, SolTrans Local, Fast Local and City Coach.• Coordinated with SolTrans on a Micro Transit Pilot in Benicia using Lyft. <u>Status and Estimated Completion Date:</u> <ul style="list-style-type: none">• Manage Intercity Transit Consortium – ongoing• COVID-19 – Coordinated Emergency Response, Service Changes, CARES Act Federal Transit Funding, and a Recovery Plan for FY 2020-21• TDA Matrix – SolanoExpress Reconciliation for FY 2018-19 and Cost Sharing to be approved for FY 2020-21 to be completed by May 2020• Integrated fare coordination Phase II for all transit service in Solano County FY 2020-21- FY 2021-22• Coordinated Short Range Transit Plan (SRTP) to be completed by First Quarter FY 2020-21<ul style="list-style-type: none">○ Connection to Regional Transit○ Access to Medical Facilities	STA/ Dixon/ Fairfield/ Rio Vista/ Solano County/ SolTrans/ Vacaville	STAF				\$336,000	Transit Ron Grassi Brandon Thomson Lloyd Nadal
				MTC					
				TDA					
				Student Fee					
						X	X		
						X	X		
						X			
						X	X		
						X			

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		Connection to Priority Development Areas (PDA's) and Priority Production Areas (PPA's) <ul style="list-style-type: none"> I-80/I-680/I-780/SR12/SR37 Transit Corridor Studies ongoing 5311 Funding Coordination YSAQMD-Electrification Plan for the Cities of Dixon, Rio Vista, and Vacaville 			X	X		
	37.	<u>Management of Rio Vista Delta Breeze</u> <u>Milestones</u> <ul style="list-style-type: none"> Rio Vista Delta Breeze Management to enter into five-year agreement Purchased a new bus for Rio Vista Delta Breeze RFP for Rio Vista Service Contract – Completed Develop Delta Breeze advertising and marketing plan <u>Status</u> <ul style="list-style-type: none"> Rio Vista Delta Breeze Management Rio Vista Transit Service Outreach for Kaiser, North Bay and Sutter medical facilities Implement the Delta Breeze Marketing Plan Issue Rio Vista Advertising RFP Develop new Delta Breeze schedules/map Coordinate Rio Vista Transit Asset Management (TAM) Develop/monitor Delta Breeze's Title VI Plan Due October 1, 2020 Replace Bus #26 <u>ECD</u>	STA	City of Rio Vista	X X	X X	\$89,000	Brandon Thomson

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STA Lead – Program	38.	<p><u>Lifeline Program</u> Lifeline Transportation Program supports programs and projects that address mobility and accessibility needs in low-income communities throughout the Solano County.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Lifeline Funds used to support Solano Express Red Line and Blue Line <p><u>Status and Estimated Completion Date:</u></p> <ul style="list-style-type: none"> STAF funds are no longer allocated separately for Lifeline Program they are now included in STAF Block Grant JARC funds (5307) available for FYs 2018-19 and 2019-20 to be allocated by MTC May or June 2020 Low income Lifeline means based fares transit pilot FY 2020-21 	STA/MTC	Lifeline STAF Lifeline JARC STAF	X	X	\$766,679	Transit Ron Grassi Debbie McQuilkin
STA Lead - Programs	39.	<p><u>FTA 5311</u> In Solano County, STA programs the 5311 funding. These funds are used for transit capital and operating purposes for services in non-urbanized areas.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> STA Coordinating 5311 funding between Dixon and Rio Vista completed January 2020 FY 2019-20 applications for 5311 project funds through Caltrans completed February 2020 <p><u>Status and Estimated Completion Date:</u></p> <ul style="list-style-type: none"> COVID-19 – Coordinated Emergency Response, Service Changes, CARES Act Federal Transit Funding for Rural Operators, and a Recovery Plan for FY 2020-21 		FTA 5311	X	X	?	Transit Ron Grassi
					X			
					X			

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STA Lead – Programs	40.	<p><u>Paratransit Coordination Council (PCC); Seniors and People with Disabilities Transportation Advisory Committee?</u></p> <p>STA to staff and provide administrative support to advisories committees that advocate and address transportation needs for seniors, people with disabilities and low-income individual, build community awareness and support, and locate funding sources to meet those needs.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • PCC Work Plan for 2020 (adopted January 2020) • PCC reached full membership capacity <p><u>Status:</u></p> <ul style="list-style-type: none"> • Outreach and Marketing Mobility Management Programs are ongoing • Solano Mobility Study for Older Adults and People with Disabilities reconnect with communities of Rio Vista, Suisun City, Benicia, Dixon, Vallejo, Vacaville, and Fairfield. • Operators & STA’s TDA Claims Review • Provide input for Plan Bay Area 2050 and OBAG 3 <p><u>ECD:</u> PCC Work plans: FY 2020-21 TDA Claim Review: May 2020 – November 2020 Solano Mobility Study for Seniors and People with Disabilities in progress estimated completion: June/July 2020</p>		STAF			\$ 25,508	Transit Debbie McQuilkin
STA Lead – Programs	41.	<p><u>Solano Express/Intercity Transit</u></p> <p>Coordinate to implement recommended strategies for Solano Express as identified in the Countywide studies and agreements.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Monitor performance measures for Blue Line, Yellow Line and Green Express. • Implemented the consolidation of the 80 and 85 to create the Red line • Development of multi-year Intercity funding plan • Updated Intercity Operating Agreements FYs 2019-20 & 2020-21 • Developed RFP for SolTrans’ NTD certification of their APC • Development of Intercity funding plan for FY2020-21 and reconciliation for FY 2018-19 		TDA STAF			\$470,000	Transit Ron Grassi Brandon Thomson

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		<u>Status and Estimated Completion Date:</u> <ul style="list-style-type: none"> Solano Express Service Changes COVID-19 Recovery Plan Phase I to be completed FY 2020-21 Phase II to be completed in FY 2021-22 Developed post COVID 19 schedules FY 2020-21 Develop SolanoExpress Intercity Transit Marketing Plan by September 2020 Monitor and update SolanoExpress Capital Bus Replacement Plan FY 2020-21 Monitoring of SolanoExpress through APC and AVL ongoing Coordinate with SolTrans and FAST on Performance Measures Ongoing SolanoExpress Ridership, anticipated in October of May of FY 2020-21 Coordinate with SolTrans and FAST on Performance Measures - Ongoing 			X	X		
					X	X		
					X	X		
					X	X		
					X	X		
					X	X		
					X	X		
					X	X		
STA Lead – Programs	42.	<u>Solano County Mobility Programs - Older Adults and People with Disabilities</u> Support and Monitor Mobility Management Programs, which includes Countywide ADA In-Person Eligibility Program, Travel Training Program, Senior Safe Driving, Concierge Medical Services (GoGo Grandparents) and Vehicle Share Program. <u>Milestones:</u> <ul style="list-style-type: none"> The Solano Mobility Management Call Center assisted 11,872 customers 56 Travel Training referrals 747 Completed Travel Trainings 16 Field trips Develop RFP for Travel Training Contractors Countywide In Person ADA Eligibility Program Contract RFP 444 In-Person ADA Eligibility Assessments completed through mid-year of FY 2019-20 Solano Mobility Website Updated GoGo Grandparent provided 4,185 completed trips through March FY 2019-20. Program guidelines modified in November 2019 	STA/ Transit Operators	STAF/ 5310	X	X	\$679,478	Transit Debbie McQuilkin

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		<ul style="list-style-type: none"> Developed a Vehicle Share Program July 2019 <p><u>Status:</u></p> <ul style="list-style-type: none"> COVID-19 impacts on all mobility program are currently being evaluated Coordinate and report on Countywide ADA In-Person Eligibility Program Support Transit Operators with Travel Training programs by providing bilingual; assistance Market the Solano Mobility Programs through community events Update Senior Safe Driving Information on Solanomobility.org and in partnership with California Highway Patrol's Age Well Drive Smart Program provide information on transportation alternative and Programs Monitor and complete 5310 Bi-Annual Reporting Monitor Medical Transports Program through GoGo Grandparent and make modifications as necessary <p><u>ECD:</u> On Going</p>						
STA Lead Program	43.	<p><u>Solano Mobility Intercity Taxi Card Program</u> Intercity Taxi Card Program (formerly Taxi Scrip Program) countywide service for ambulatory and non- ambulatory ADA certified residents of Solano County</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Taxi Card and Non Ambulatory Service implemented in all Solano cities July 2019 Total trips taken 4,032 through March FY 2019-20 266 total active program users through March FY2019-20 475 total active registered PEX Card holders STA completed reconciliation of Poynt and PEX system 1,358 <u>SolTrans Local</u> rides provided through PEX Card since December 2019 <p><u>Status:</u></p> <ul style="list-style-type: none"> Monitoring program - ongoing Reconciliation of Poynt and PEX system 	STA	TDA	X	X	\$800,000	Transit Ron Grassi Debbie McQuilkin

(PENDING STA Board Approval on May 13, 2020) | FINAL STA's Overall Work Plan for FY 2020-21 and FY 2021-22



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		ECD: • Ongoing						
STA Lead – Programs	44.	<p>Solano Mobility Call Center The Solano Mobility Call Center provides personalized assistance for traveling around Solano and neighboring counties, including services and information about transportation resources for seniors and people with disabilities.</p> <p><u>Milestones:</u> FY July 2019- February 2020</p> <ul style="list-style-type: none"> Assisted 12,225 people (3,439) in person and (7,754) over the phone with transportation information or services for seniors and people w/ disabilities Processed 101 RTC cards for qualified individuals with disabilities Completed Clipper card transactions 145 (51 Senior, 97 Adult, 3 Youth) Answered 756 questions regarding the ITX program and 939 questions about ADA eligibility. Processed 147 PEX card transfers Provided information brochures for transportation, services for seniors & people w/disabilities, biking, and schedules for transit at 148 display racks Sold 1 Bikelink cards. Implemented 1 new Vanpools in partnership with Enterprise. Solano Mobility Call Center continues to take calls within normal hours during the pandemic and respond to the public’s needs <p><u>Status:</u></p> <ul style="list-style-type: none"> Scheduled presentations at Senior facilities and safe driving workshops to educated people on Solano Mobility programs Increase public awareness of program through online and radio marketing. Social media activity has increased and website has been continually updated. Developed Intercity Subsidized Taxi Scrip Program for Vallejo and Benicia, Dixon, and Rio Vista, Suisun City and Fairfield and Vacaville Developed a reservation system for the Vehicle Share Program. 	STA	STAF CMAQ			\$307,046	Programs Erika Dohina Amy Antunano
					X	X		
					X	X		
					X	X		
					X	X		
					X	X		

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		<ul style="list-style-type: none"> Developing an out-of-office phone system to respond to calls during the pandemic Continue to update Solano Mobility website with recent information on transportation around Solano County in light of the pandemic 			X	X		
	45.	<p><u>Solano Mobility Employer Program</u> The Solano Mobility Program is a program of the STA where staff works to support the transportation needs and services of all Solano County residents including commuters, employers, older adults and people with disabilities. The website serves as a one-stop shop of transportation programs and coordinated services offered in Solano County and beyond.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Launched the Capitol Corridor/Amtrak Promotion offering \$20 for a 10-day pass and free Lyft ride for commuters willing to try alternative modes to work. 19 were registered in FY 2018-19 and as of February 2020 have 60 participants in the program. Created an Employer Program brochure and Employee Toolkit to assist staff when marketing our Employer Program services Contracted with Ride Amigos to offer Employers an easy-to-use online platform to receive incentives for alternative modes of travel and to administer the Solano Commute Challenge; currently there are 215 active users and over 3,000 enrolled on the platform. Conducted 110 worksite/outreach through December 2019 Changed from Emergency Ride Home to Guaranteed Ride Home Program to align with other agencies for seamless use. <p><u>Status:</u></p> <ul style="list-style-type: none"> The new year-round Solano Commute Challenge currently has 90 employers enrolled countywide and converting 3,000+ commute users from 511 to the new Ride Amigos platform by end FY 2019-20 Assisting 78 employers in Solano County through phone or in person consultations to implement commute alternative programs like the Bay Area Commuter Benefits Program Currently implementing the First/Last Mile Lyft Program from the Suisun City Amtrak Station, Fairfield/Vacaville Amtrak Station and 14 Solano Express stops countywide to nearby business/work centers 		TFCA CMAQ YSAQMD	X	X	\$383,128	Katelyn Costa Amy Antunano Lloyd Nadal

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		<p>using an 80% subsidized model. The program currently has 182 participants.</p> <ul style="list-style-type: none"> Continue to support Vanpool Programs in Solano County, present at employer and community sites and coordinate w/ Enterprise Rideshare for their \$350/month subsidy. 1 new Vanpool was added this year. Merging the Solano Mobility website with Commuterinfo.net to make it easier for commuters and employers to access our programs and resources Partnering with Solano's Economic Development Corporation to help with marketing and outreach for Employer Program <p><u>ECD:</u> Ongoing</p>						
STA Monitoring Programs	46.	<p><u>WETA Ferry Support and Operational Funds</u> A. Ferry Service</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Coordinated meeting with WETA, Vallejo, SolTrans and Napa to discuss WETA service and Phase B of Vallejo Station <p><u>Status:</u></p> <ul style="list-style-type: none"> RM 3 also will allow for increased and more frequent service to/from Vallejo and Mare Island to San Francisco Funding Phase B of the Vallejo Station is a priority <p><u>ECD:</u> Ongoing</p>	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP Funding Plan TBD			\$65M \$10.8M \$0.5M	Transit Brandon Thomson
STA Lead Program	47.	<p><u>Implement STA Title VI Program</u> Translation of Documents (Vital and Informational) Annual Monitoring and Translator Services</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Translation service available for call center Document translation service provided Annual Reporting <p><u>Status:</u></p> <ul style="list-style-type: none"> Translation of Documents (Vital and Informational) - ongoing 					\$10,000	Brandon Thomson/Transit Vince Ma

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		<ul style="list-style-type: none"> Annual Monitoring and reporting ongoing Call Center Translator Services ongoing Title VI Plan 2020 update in FY 2020-21 			X			
STA Lead – Programs	48.	<p><u>Consolidated Transportation Services Agency</u></p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Solano Older Adults Medical Trip Concierge Service was established in March 2019 and has provided 4,185 trips through March 2020. Area Agency on Aging provided \$50K in match funding for Medical Transport Program through GoGo Grandparents. Vehicle Share Program was implemented September 2019 and have 6 non-profits participating in the program. Community Based Transportation Plan (CBTP) in Vallejo obtained public input to identify transit gaps and pedestrian safety concerns. <p><u>Status:</u></p> <ul style="list-style-type: none"> Monitor and Evaluate Mobility Management Programs Vehicle Share Program is a partnership with non-profits to provide medical trips for non- ambulatory older adults and people with disabilities Travel Training Solano Mobility Call Center Senior Safety Driver Program Information In-Person ADA Eligibility Faith in Action Volunteer Driver Program Intercity Taxi Card Program Provide input on Solano Mobility Study for Seniors, People with Disabilities Plan July 2020 CBTP identified Bus Stop improvements and Pedestrian crossings improvements on Porter St. and Redwood St. Estimated completed FY 2020-21 CTSA Work Plan FY 2020-21 	STA	STAF & 5310	X	X	\$145,000	Transit Ron Grassi Debbie McQuilkin

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DATE: May 4, 2020
TO: STA Board
FROM: Anthony Adams, Project Manager
Erika McLitus, Project Assistant
RE: California Transportation Commission (CTC) Grant Deliverable and
Schedule Changes due to COVID-19

Background:

The Shelter-at-Home order issued by Governor Newsom in mid-March has changed the face of transportation funding going forward. Caltrans, the Metropolitan Transportation Commission (MTC), STA, and many local jurisdictions have been working from home, reducing productivity of the overall workforce. Many other workers are staying home as well, reducing the amount of gas consumed and gas tax collected. This reduction in gas tax is expected to have an impact on Caltrans' State Highway Operations and Protection Program (SHOPP), the State Transportation Improvement Program (STIP) program, as well as Local Streets & Roads (LS&R) funding that local jurisdictions receive. To compound this problem, the timing on when the economy and transportation overall will return to normal is unknown.

To accommodate the change in staffing availability and lack of certainty in funding, Caltrans and the CTC are proposing a myriad of delays in application deadlines for competitive funding programs, relaxation of delivery guidelines for state and federal funding, and consideration of amending Senate Bill 1 (SB 1) LS&R delivery guidelines.

One of the programs affected by the actions of CTC is the Active Transportation Program (ATP). This statewide funding program for bicycle and pedestrian projects, jointly administered by Caltrans and the California Transportation Commission (CTC). The ATP consolidates multiple state and federal funding sources into one program that aims to increase biking and walking trips throughout California. In total, the ATP Cycle 4 Call included approximately \$440M in ATP funding. Cycle 5 is expected to include about \$440M in ATP funding for Fiscal Years (FYs) 2021-22 through 2024-25.

Three Solano County jurisdictions received funding from ATP Cycle 3. Fairfield was awarded \$1.7 million in funding in the statewide solicitation for the East Tabor/Tolenas Safe Routes to School Gap Closure, while Vallejo received \$4.2 million in funding in the regional solicitation from MTC for the Bay Trail/Vine Trail Gap Closure project. Suisun City received funding in the amount of \$4.1 million for their McCoy Creek Trail Phase 2. The Cities of Fairfield, Rio Vista, and Vallejo and STA submitted applications for ATP Cycle 4 for West Texas Gateway, Airport Road, the Bluffs Trail, and Countywide Safe Routes to Transit, respectively; none were successful.

Discussion:

Based on the impacts to staffing the CTC has issued the following adjustments to funding and delivery programs:

RMRA Deadlines Extension

CTC staff is recommending a one-time amendment to the Local Streets and Roads Funding Program Annual Program Schedule, outlined below. The amended schedule is only applicable to Fiscal Year 2020-21 Funding Eligibility and Fiscal Year 2019-20 Expenditure Reporting.

Funding Eligibility Schedule for Fiscal Year 2020-21

Program Milestone	Current Schedule	Amended Schedule (Staff Recommendation)
Project Lists Due to Commission	May 1, 2020	Extend to July 15, 2020
Initial List of Eligible Cities and Counties Adoption	June Commission Meeting	August Commission Meeting
Commission Sends Adopted Initial Eligibility List to the State Controller	June 30, 2020 (at the latest)	August 31, 2020 (at the latest)
Subsequent Project Lists Due to Commission	August 1, 2020 (if needed)	Extend to September 30, 2020
Subsequent List of Eligible Cities and Counties Adoption	August Commission Meeting	October Commission Meeting
Commission Sends Adopted Subsequent Eligibility List to the State Controller	August 31, 2020 (at the latest)	October 31st (at the latest)

Expenditure Reporting Schedule for Fiscal Year 2019-20

Program Milestone	Current Schedule	Amended Schedule (Staff Recommendation)
Fiscal Year Expenditure Reports due to Commission	October 1, 2020	December 1, 2020
Informational Update to Commission	December Commission Meeting	December Commission Meeting

SB1 Competitive Programs Schedule Amendments/Deadline Extension

At their upcoming April 29th special meeting, the CTC will consider the following staff recommendations for extending the application due dates and program adoption for the three competitive SB1 categories:

Program	Application Due Date	Staff Recommendations	Program Adoption
Local Partnership Program (Competitive)	Original: June 12, 2020 Revised: June 22, 2020 (+10 days)	November 12, 2020 (No change)	December 2-3, 2020 (No change)
Solutions for Congested Corridors	Original: June 30, 2020 Revised: July 17, 2020 (+17 days)	November 12, 2020 (No change)	December 2-3, 2020 (No change)
Trade Corridor Enhancement Program	Original: July 15, 2020 Revised: August 3, 2020 (+19 days)	November 12, 2020 (No change)	December 2-3, 2020 (No change)

Caltrans, in partnership with STA and MTC, will be submitting the I-80 Managed Lanes project to the Solutions for Congested Corridors program and the Trade Corridor Enhancement Program; both of these programs have been delayed 17 and 19 days respectively.

Project Delivery Deadline Extension for State Funds

As part of a larger past effort to relax delivery deadlines and in consideration of COVID – 19 the CTC will also consider amending delivery deadlines for project delivery of state funds. The most impactful change from the perspective of our member agencies is the extension on the time to award contract from 6 months to 12 months. Highlights of proposed changes include:

- Project components that are programmed in Fiscal Year 2019-20 not yet allocated: The deadline to request an allocation will be extended from the June 2020 Commission meeting to the December 2020 Commission meeting. (No Solano Projects Affected)
- Time Extensions for any component and additional time is needed: Allocation, Expenditure, Construction Contract Award, Project Completion. A Time Extension Amendment to allow additional time, not to exceed 20 months in total (including original TE).
- Final invoice deadlines between March through December 2020: Agencies will have an additional 180 days to submit final invoice. (ATP Cycle 2 SR2S)

The following chart is recommended by CTC staff and will be considered at their next meeting:

Program	ATP	LPP	SCCP	TCEP	STIP
Statute Requirements	No	No	No	No	Yes
Project Delivery Milestones					
Allocation	12 Months				
Project Expenditure	Year of Allocation + 2 years				
Construction Contract Award	6 Months				
Completion	36 Months				
Final Invoice	180 Days (locally implemented projects)				
Deadline Time Extensions					
Allocation	20 months	12 months	12 months	12 months	20 months
Project Expenditure	12 months	12 months	12 months	12 months	20 months
Construction Contract Award	12 months	12 months	12 months	12 months	20 months
Completion	12 months	20 months	20 months	20 months	20 months

ATP Cycle 5 Funding Timeline Extension and Solano Project Sponsors

ATP Cycle 5 began their Call for Projects on March 26, 2020. Approximately \$440 million in funding will be available. The funding will be available for programming in fiscal years 2021-22, 2022-23, 2023-24, and 2024-25. Due to the statewide Shelter-in-Place Order issued in response to COVID-19, the California Transportation Commission (CTC) announced on April 8, 2020 that they are extending the ATP Cycle 5 Call for Projects. The schedule below reflects the proposed alternative to the schedule outlined in the adopted ATP Cycle 5 Guidelines.

Program	Application Due Date	Staff Recommendations	Program Adoption
Active Transportation Program (State)	Original: <i>June 15, 2020</i> Revised: September 15, 2020 (+3 mos)	Orig: <i>November 16, 2020</i> Rev.: February 15, 2021	Orig: <i>December 2-3, 2020</i> Rev: March 2021
Active Transportation Program (Quick Build*)	Original: <i>June 15, 2020</i> Revised: July 15, 2020 (+1 month)	Orig: <i>November 16, 2020</i> Rev.: Sept. 15, 2020 (-2 mo)	December 2-3, 2020 (No change)

Changes since ATP Cycle 4:

- Preliminary design and cost estimate need to be well-developed (PID equivalent)
- Cross-jurisdictional benefits are ranked highly
- Housing proximity and ability to promote affordable housing is considered
- If outreach is an issue due to COVID -19, then CTC suggests adding a non-infrastructure component to the application.
- MTC is recognizing community of concern as a disadvantaged community in regional scoring, (Vallejo, Suisun, Fairfield, Dixon, and Vacaville have COC)

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: May 4, 2020
TO: STA Board
FROM: Erika McLitus, Project Assistant
RE: Active Transportation Program (ATP) Cycle 5 Priorities and Discussion

Background:

The Active Transportation Program (ATP) is a statewide funding program for bicycle and pedestrian projects, jointly administered by Caltrans and the California Transportation Commission (CTC). The ATP consolidates multiple state and federal funding sources into one program that aims to increase biking and walking trips throughout California. It was created in 2013 by Senate Bill 99 and Assembly Bill 101 and was originally funded at about \$123M a year from a combination of state and federal funds. It is a highly competitive grant program, with nearly \$1 billion in requests for Cycle 3, with only \$240 million in funding available. In 2017, the Road Repair and Accountability Act of 2017 Senate Bill 1 (SB 1) added approximately \$100M per year in available funds to the ATP. In total, the ATP Cycle 4 Call included approximately \$440M in ATP funding. Cycle 5 is expected to include about \$440M in ATP funding composed of Federal funding, State SB1 and State Highway Account (SHA) funding for Fiscal Years (FYs) 2021-22 through 2024-25.

Three Solano County jurisdictions received funding from ATP Cycle 3. Fairfield was awarded \$1.7 million in funding in the statewide solicitation for the East Tabor/Tolenas Safe Routes to School Gap Closure, while Vallejo received \$4.2 million in funding in the regional solicitation from MTC for the Bay Trail/Vine Trail Gap Closure project. Suisun City received partial funding in the amount of \$1.7 million for their McCoy Creek Trail Phase 2 project during the regional call for projects, but subsequently received an additional \$2.4 million following a supplemental augmentation of funds for Cycle 3 after the passage of Senate Bill 1 (SB 1). The Cities of Fairfield, Rio Vista, and Vallejo and STA submitted applications for ATP Cycle 4 for West Texas Gateway, Airport Road, the Bluffs Trail, and Countywide Safe Routes to Transit, respectively. None were successful.

Forty percent of the ATP funds are distributed to Metropolitan Planning Organizations (MPO) in urban areas. Projects must be selected by MPOs through a competitive process and may be in large urban, small urban, or rural areas. Ten percent of the ATP funds are distributed to small urban and rural areas, with projects competitively awarded by the Commission to projects in those regions. Regardless of category, a minimum of 25% of the funds distributed must benefit disadvantaged communities. Match funding is not required unless specified by an MPO as a determining factor in its competitive process guidelines (MTC typically requires an 11.47% match for consideration).

Discussion:

ATP Cycle 5 began their Call for Projects on March 26, 2020. Approximately \$440 million in funding will be available. The funding will be available for programming in fiscal years 2021-22, 2022-23, 2023-24, and 2024-25. Due to the statewide Shelter-in-Place Order issued in response to COVID-19, the California Transportation Commission (CTC) announced on April 8, 2020 that they are extending the statewide ATP Cycle 5 Call for Projects. The schedule below reflects the proposed alternative to the schedule outlined in the adopted ATP Cycle 5 Guidelines. MTC staff plans to modify the regional ATP schedule accordingly.

In preparation for ATP Cycle 5, STA staff intends to open a discussion with our member agencies about their priorities and potential applications. As a starting point, a list of potential projects is provided below (many of which were unfunded in the OBAG 2 process and in ATP Cycle 4). STA is asking each member agency to confirm whether or not their jurisdiction will be applying for each project, whether they have a committed local match, and have a discussion for how STA staff and the agencies can coordinate on these applications. Member agencies may also wish to discuss potential projects they are considering to apply for funding that are not included in this list.

Jurisdiction	Project	Est. Project Cost	Shortfall	Application Type
Fairfield	West Texas Gateway	\$3.6 million	\$3 million	Medium
Rio Vista	Airport Rd & St. Francis Way Bike/Ped Improvements	\$1.5 million	\$1.3 million	Small
Solano County/Vallejo	Fairgrounds Drive Bike/Ped Improvements	\$2.5 million	\$1.25 million	Small
Vallejo	Vallejo Bluffs Trail	\$2.5 million	\$2.5 million	Medium

ATP 2021 (Cycle 5) Key Dates are shown below:

Commission hearing and adoption of ATP Guidelines and Fund Estimate; Call for Projects	March 26, 2020
Project applications to Caltrans (postmark date)	September 15, 2020
Commission adopts statewide and small urban and rural portions of the program; Projects not programmed distributed to large MPOs based on location	March 24, 2020
Deadline for MPO Final project programming recommendations to the Commission	May 3, 2021
Commission adopts MPO selected projects	June 2021

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: May 4, 2020
TO: STA Board
FROM: Erika McLitus, Project Assistant
RE: Project Delivery Update – FY 2019 3rd Quarter Update

Background:

As the County Transportation Authority for Solano County, the Solano Transportation Authority (STA) works with its eight member agencies to allocate and program federal, state and regional transportation funds and to coordinate the programming and delivery of federal and state funded transportation projects. To aid in the delivery of locally sponsored projects, a Solano Project Delivery Working Group (PDWG) was formed, which assists in updating the STA's Technical Advisory Committee (TAC) on changes to State and Federal project delivery policies and updates the TAC about project delivery deadlines.

The Metropolitan Transportation Commission (MTC)'s Resolution 3606 describes delivery policies for the San Francisco Bay Area. MTC monitors projects that do not meet stated deadlines and reprograms funds to other project in the region; Caltrans further enforces the deadline by not supplying an E-76 authorization for construction past stated deadlines. Projects programmed in Fiscal Year (FY) 2019-20 should have provided their Request for Authorization (RFA) to proceed with obligation from Caltrans by MTC's November 1, 2019 deadline. Projects that fail to meet this deadline are subject to funds being reprogrammed to later years or loss of funds.

Discussion:

Solano Countywide has three OBAG Cycle 1 projects scheduled for obligation in FY 2016-17 and seven OBAG 2 Projects scheduled for obligation in FY 2018-19 and FY 2019-20. Those projects and their statuses are included below:

Project on Schedule
Project Behind Schedule or Funding Shortfall
Under MTC Review
In Danger of Losing Funds

PROJECT DELIVERY STATUS

Solano Countywide has three OBAG Cycle 1 projects scheduled for obligation in FY 2016-17 and seven OBAG 2 Projects scheduled for obligation in FY 2018-19 and FY 2019-20. Those projects and their statuses are included as Attachment A.

Fiscal Impact:

None

Recommendation:

Informational.

Attachment:

A. Project Delivery Update – FY 2019-20 3rd Quarter

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ATTACHMENT A

FY 2018-19 OBAG2 Projects		
Project Sponsor	Project Name	Update
STA	Mobility Call Center	E-76 received in July 2019.
STA	Safe Routes to School Program	E-76 request revised January 28 th .
Vacaville	Vacaville- Pavement Preservation	Construction is complete. Project will close out this Spring.
FY 2019-20 OBAG2 Projects		
Project Sponsor	Project Name	Update
Fairfield	Grange Middle School	Submitted Preliminary ENV Study and Field Review documents to Caltrans on February 6 th . Currently working on the 35% design drawings. CON anticipated Summer 2021.
Solano County	Solano Farm 2 Market Phase 3	Received RFA for Design. Submitting RFA for CON soon.
Solano County	Solano County Road Preservation	Submitting RFA this Summer.
Suisun City	New Railroad Avenue Pavement Rehabilitation	

Solano County and its cities also have a total of 14 Local Safety Program (HSIP) projects in Cycle 5, 6, and 7; totaling \$5.8M. HSIP Cycle 7 projects must request CON RFA by Oct 1st.

HSIP Projects		
Project Sponsor	Project Name	Update
Cycle 7		
Suisun City	EB State Rt. 12 between Pennsylvania Ave and Marina Blvd	Project is expected to begin CON in the Spring.
<i>Suisun City</i>	<i>1) Sunset Ave between Hwy 12 and approx. 300 ft north of Railroad Ave. 2) Walters Rd between Hwy 12 & E. Tabor</i>	<i>Project Complete</i>
Benicia	The intersection of East 5th St and Vecino St, and along East 5th St between I-780 and Vecino St	Contract to be awarded soon. CON anticipated this Summer.
Benicia	The intersection of Military West, West 7th St, Carolina Dr, and Buena Vista	Currently under construction.
Cycle 8		
Solano County	Various Locations: Upgrade existing painted edge lines and centerlines to thermoplastic with raised pavement markers (RPMs) and thermoplastic markings for stop signs	CON is 98% complete but has been suspended. Project will close out after the final portion of chip seal is complete.

Solano County	Various Locations: Install new guardrail and upgrade existing guardrail.	CON anticipated soon.
Cycle 9		
Benicia	At 28 guardrail locations: Upgrade existing guardrails and the end treatments.	E-76 Submitted for Design. Currently working on a technical memo for Caltrans. CON 2021
Benicia	Enhance pedestrian crossings at 1) West 5th St. at Military West 2) Hasting Dr. at London Dr.	E-76 Submitted for Design. Currently working on a technical memo for Caltrans. CON 2021
Fairfield	At 14 signalized intersections: Install Adaptive Signal Timing and advanced dilemma-zone detection	PE 2019; CON 2021
Fairfield	Construct pedestrian crossing enhancements at: 1) N Texas St at Oak St 2) Pennsylvania Ave at Empire 3) N Texas St at Wisconsin St 4) Travis Blvd at Phoenix Dr 5) Travis Blvd at Clay St.	PE 2019; CON 2021
Fairfield	At 25 locations: Upgrade existing guardrails and their end treatments.	PE 2019; CON 2021
Rio Vista	Enhance pedestrian crossings at: 1) S 2nd and Marina Dr 2) DH White Elementary School and Thereza Way 3) DH White Elementary School and Laurel Way 4) S 7th St and Main St.	RFA submitted for Design. PE underway. CON 2021
Suisun City	Enhance pedestrian crossings at: 1) Merganser Dr between Sunset Ave and Wigeon Way 2) Pintail Dr. at Scoter Way 3) Lawler Ranch Pkwy between Fennie Way and Hillborn Way	RFA submitted for Design. CON 2021.
Vacaville	Construct pedestrian crossing enhancements at: 1) Browns Valley Rd at Waterford/Clarecastle Way 2) Marshall Rd. at Southside Bikeway	Field reviews held on July 16 th . E-76 request submitted. CON 2021.
Vacaville	At 21 intersections: Improve signal hardware and timing and Install Advanced Dilemma-Zone Detection	Field reviews held on July 16 th . E-76 request submitted. CON 2021.
Vallejo	Construct pedestrian crossing enhancements at: 1) Foothill Dr at Redwood Pkwy	Field reviews held on July 9 th . E-76 received. CON 2021.

	2) Valle Vista Ave at Redwood St 3) Fairview Ave at Redwood St 4) Howard Ave at Redwood St 5) Solano Ave at Tuolumne St	
Vallejo	Install HAWK beacons at: 1) Broadway at Hogan 2) Springs at Tregaskis 3) Broadway at Illinois 4) Springs at Heartwood 5) Springs at Lassen/Hilton 6) Broadway at Hampshire	Field reviews held on July 9 th . E-76 received. CON 2021.

ATP Cycle 2 Project		
Project Sponsor	Project Name	Update
STA, Vallejo, Benicia	Improvements at 7 schools	An extension to award contract was granted by the CTC. Contract now awarded. CON anticipated Summer 2020.

ATP Cycle 3 Project		
Project Sponsor	Project Name	Update
Vallejo	Bay Trail/Vine Trail	35 % Design. CON shortfall estimated between \$2-\$3M. Applied for Green Infrastructure Grant and was recommended for \$700K in Pilot Trip Reduction funds. Project Leadership Team meeting monthly.
Suisun City	McCoy Creek Phase 2	Environmental consultant completed report. RFA and allocation for PE received. E-76 resubmitted.
Fairfield	E. Tabor/Tolenas Elementary SR2S	State approved allocation for PS&E and ROW. Staff working on preparing RFQ to complete bid documents. CON Summer 2021.

Federal Earmark		
Project Sponsor	Project Name	Update
Solano County	Redwood Pkwy-Fairgrounds Dr	RFA resubmitted. Received E-76 from Caltrans. 35% Design.

Highway Bridge Program		
Project Sponsor	Project Name	Update
Vallejo	Sacramento Street Bridge Project	Request for AC approved 2/26. CON E-76 approved 3/20/20. Working on ROW recertification. Anticipate going out to bid in June.

TIRCP Projects		
Project Sponsor	Project Name	Update
STA	York St Bus Stop Extension	Groundbreaking February 24 th . Anticipated completion Summer 2020.

STA	<i>Fairgrounds Dr/SR37 Bus & Bike/Ped Improvements</i>	<i>CON is complete and bus stop is fully operational.</i>
Fairfield	FTC Slip-Ramp & Bike/Ped Improvements	Design is nearly complete. Anticipate CON beginning Summer 2020.



DATE: April 30, 2020
TO: STA Board
FROM: Brent Rosenwald, Planning Assistant
RE: STA Solano Napa Activity Based Model (SNABM) Update

Background:

The Solano Napa Activity Based Model (SNABM) was developed as a focused version of the Metropolitan Transportation Commission's (MTC's) Activity Based Model. The base year was updated to 2015 conditions by Cambridge Systematics (CS). Napa Valley Transportation Authority (NVTA) and STA hired TJKM consultants to validate the model in September 2018 due to considerable variances with observed conditions and forecasted counts between Napa County and Solano County.

TJKM and the STA were in the process of concluding their model validation in March 2019, and although there was tangible progress from the initial results, STA staff identified three areas where the model could be improved. First, the original model was calibrated with first regional travel model provided by the Metropolitan Transportation Commission (MTC) and thus used a 15% sample rate which resulted in under prediction or over prediction of mode split and travel within both Solano and Napa County corridors. Secondly, the original model was not calibrated to MTCS's regional model 1.5. This new regional model crucially contains Transportation Networking Company (TNC) data as well as an emphasis on performing more accurate public transit forecasts that allow for more robust travel forecasting. Lastly, with the passage of Senate Bill 743, vehicles miles traveled (VMT) became a new mitigation requirement for the California Environmental Quality Act and the original model was not designed to measure VMT impacts.

In order to realize these improvements, STA and NVTA staff proposed to continue their joint efforts to improve the model and subsequently proposed to amend the original scope of work. The desired results from the updated scope of work were to have a larger sample size, updated land use data, transit forecasting ability and tools to analyze VMT. The STA Board approved of this updated scope at the July 2019 board meeting.

Discussion:

Since the inception of this amended scope, STA's consultant TJKM has been working to update the model with the goal of completion by the summer of 2020. The majority of the work that TJKM has been conducting is reflected in the following tasks:

1. Update Network, Land Use, Freight Generators and Externals
2. Model Implementation
3. Implement PopulationSim and Housing Sampling
4. Calibration
5. Highway and Public Transport Model Validation
6. Documentation

In the Fall and Winter of 2019, TJKM made significant progress in both updating networks to correspond with MTC's Travel Model 1.5 as well as implementing PopulationSim and Housing Sampling data. Currently, TJKM has conducted a few initial model runs and has been working to calibrate and validate the model these results to accurately reflect base year travel behavioral data within Solano and Napa County.

Looking forward, TJKM will continue to test run the model in order to calibrate and validate the base year travel data. Following the completion of this task, TJKM will then look use this base year travel data to forecast local travel behavior which will then signal the completion of the model. STA staff is aiming for the model to be completed by late June 2020 whereby the model can be adopted at the July 2020 STA Board meeting.

On a longer term scale, once the model is completed, STA staff will be able to use the model for any project that involves local traffic forecasting, in particular STA's biannual Congestion Management Program. Moreover, with the proliferation of VMT as a required mitigation measure in CEQA, the model will act as an effective means to capture the transportation impacts of development projects throughout Solano County.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: April 20, 2020
TO: STA Board
FROM: Daryl Halls, Executive Director
Susan Furtado, Accounting & Administrative Services Manager
RE: Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2020-21

Background:

In January 2004, the Solano Transportation Authority (STA) Board unanimously adopted a policy to index the annual local Transportation Development Act (TDA) to provide 2.7% of the total TDA available to the county and 2.1% for Members Contribution based on the prior calendar year gas tax revenues received by all the agencies in Solano County. These funds were combined with federal transportation planning funds (Federal Surface Transportation Program (STP)) made available following the passage of Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 and provided by the region's federally designated Metropolitan Planning Organization (MPO), the Metropolitan Transportation Commission (MTC), to each of the nine Bay Area congestion management agencies (CMAs) to conduct countywide transportation planning and programming activities. The combination of local gas tax, TDA, and federal transportation planning funds, primarily funded STA's operations prior to 2000.

In March 2016, the TAC members and STA staff agreed to recommend a modification to STA's indexing policy for the Members Contribution calculations based on the average contribution amount by each members for the past twelve (12) years with an annual CPI adjustment beginning FY 2017-18. In May 2016, the STA Board unanimously adopted the new Members Contribution indexing policy recommended by the STA TAC.

Discussion:

Attachment A is the FY 2020-21 Local TDA Funds and Contributions from Member Agencies. The TDA funds contribution to STA for FY 2020-21 is in the amount of \$639,002, an increase of \$36,366 from the prior fiscal year. STA's TDA claim for FY 2020-21 is calculated based on the FY 2004 adopted indexing policy and the MTC's annual TDA funding estimates issued February 26, 2020. (Attachment A). This funding contribution varies depending on the amount of MTC's TDA funding estimates and adjustments are reflected in the subsequent fiscal year.

The FY 2020-21 contributions from Member Agencies is in the amount of \$283,209, which includes the CPI adjustment in the amount of \$6,988. This calculation is based on the May 2016 adopted modified calculation as recommended by TAC members. The CPI adjustment for FY 2020-21 is based on the U. S. Department of Labor, Bureau of Labor Statistics CPI data as of December 2019 extracted on February 2020 for the three areas: United States cities, Western Urban areas, and the San Francisco/Oakland/San Jose urban area. The calculated 2020 CPI rate is at 2.53%.

Consequently, with the recent health crisis due to the Corona Virus (COVID-19) and an anticipated economic down turn, STA staff has recommended a modified calculation for FY 2020-21 Local TDA Funds and Contribution from Member Agencies. The modified calculations will exclude adjustments to the MTC's TDA FY 2020-21 estimates as used in the policy calculation with an additional 15% reduction and the Member Contribution with no CPI adjustments to the calculations, instead a 15% reductions to the approved base of the indexed policy. Therefore, the modified Local TDA Funds for FY 2020-21 is \$500,874, a reduction of \$138,128 and the modified Members Contribution of \$234,789, a reduction of \$41,433. The total FY 2020-21 modified Local TDA Funds and the Members Contribution is \$735,633 for a total reductions of \$179,561 (Attachment B). These modified calculations are recommended as economies across the nation and state are halted due to people following the stay-at-home orders, and revenues from all sources are down.

Fiscal Impact:

FY 2020-21 Local TDA Funds is \$500,874, a reduction of \$138,128 using the modified calculation. The FY 2020-21 Members Contributions is \$234,789 with additional 15% reduction. In aggregate, the total TDA and Members' Contribution for the FY 2020-21 is \$735,663.

Recommendation:

Informational.

Attachments:

- A. MTC FY 2020-21 Fund Estimate TDA Funds Solano County (February 2020)
- B. FY 2020-21 Modified Local TDA Funds and Members Contributions

**FY 2020-21 Modified
Local Transportation Development Act (TDA)
and
Contributions from Member Agencies**

TDA Contributions to STA					
AGENCY	TDA Funding Policy (With MTC Adjustments)	No MTC Adjustments	With Additional 15% Reduction	With Additional 25% Reduction	FY 2019-20 TDA to STA
Benicia	39,955	36,845	31,318	27,634	38,278
Dixon	28,908	26,658	22,659	19,993	26,672
Fairfield	168,770	155,633	132,288	116,725	157,779
Rio Vista	13,350	12,311	10,464	9,233	12,465
Suisun City	42,415	39,113	33,246	29,335	40,489
Vacaville	143,810	132,616	112,723	99,462	136,078
Vallejo	173,268	159,782	135,814	119,836	163,477
Solano County	28,526	26,306	22,360	19,729	27,398
TOTAL	\$639,002	\$589,263	\$500,874	\$441,948	\$602,636

FY 2020-21 TDA Modification Fiscal Impact to STA	(\$138,128)
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Members Contributions				
AGENCY	Approved Annual Contribution	With CPI Adjustment (2.53%)	With No CPI Adjustment	With Additional 15% Reduction
Benicia	17,993	18,448	17,993	15,294
Dixon	11,436	11,725	11,436	9,721
Fairfield	69,316	71,070	69,316	58,919
Rio Vista	4,745	4,864	4,745	4,034
Suisun City	18,374	18,839	18,374	15,618
Vacaville	62,573	64,156	62,573	53,187
Vallejo	78,892	80,888	78,892	67,058
Solano County	12,893	13,219	12,893	10,959
TOTAL	\$276,223	\$283,209	\$276,223	\$234,789

FY 2020-21 Members Contribution Modification Fiscal Impact to STA	(\$41,433)
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Total FY 2020-21 Contributions from Member Agencies				
AGENCY	TDA	Member Contribution	TOTAL	Total Reductions
Benicia	31,318	15,294	46,612	(11,336)
Dixon	22,659	9,721	32,380	(7,964)
Fairfield	132,288	58,919	191,207	(46,879)
Rio Vista	10,464	4,034	14,498	(3,598)
Suisun City	33,246	15,618	48,864	(11,925)
Vacaville	112,723	53,187	165,911	(40,472)
Vallejo	135,814	67,058	202,872	(49,288)
Solano County	22,360	10,959	33,319	(8,100)
TOTAL	\$500,874	\$234,789	\$735,663	(\$179,561)

FY 2020-21 FUND ESTIMATE					<i>Attachment A</i>					
TRANSPORTATION DEVELOPMENT ACT FUNDS					<i>Res No. 4402</i>					
SOLANO COUNTY					<i>Page 9 of 20</i>					
					<i>2/26/2020</i>					
FY2019-20 TDA Revenue Estimate					FY2020-21 TDA Revenue Estimate					
<i>FY2019-20 Generation Estimate Adjustment</i>					<i>FY2020-21 County Auditor's Generation Estimate</i>					
1. Original County Auditor Estimate (Feb, 19)			21,239,810		13. County Auditor Estimate				22,251,809	
2. Revised Revenue (Feb, 20)			22,251,809		<i>FY2020-21 Planning and Administration Charges</i>					
3. Revenue Adjustment (Lines 2-1)				1,011,999	14. MTC Administration (0.5% of Line 13)			111,259		
<i>FY2019-20 Planning and Administration Charges Adjustment</i>					15. County Administration (0.5% of Line 13)			111,259		
4. MTC Administration (0.5% of Line 3)			5,060		16. MTC Planning (3.0% of Line 13)			667,554		
5. County Administration (Up to 0.5% of Line 3)			5,060		17. Total Charges (Lines 14+15+16)				890,072	
6. MTC Planning (3.0% of Line 3)			30,360		18. TDA Generations Less Charges (Lines 13-17)				21,361,737	
7. Total Charges (Lines 4+5+6)				40,480	<i>FY2020-21 TDA Apportionment By Article</i>					
8. Adjusted Generations Less Charges (Lines 3-7)				971,519	19. Article 3.0 (2.0% of Line 18)			427,235		
<i>FY2019-20 TDA Adjustment By Article</i>					20. Funds Remaining (Lines 18-19)				20,934,502	
9. Article 3 Adjustment (2.0% of line 8)			19,430		21. Article 4.5 (5.0% of Line 20)			0		
10. Funds Remaining (Lines 8-9)				952,089	22. TDA Article 4 (Lines 20-21)				20,934,502	
11. Article 4.5 Adjustment (5.0% of Line 10)			0							
12. Article 4 Adjustment (Lines 10-11)				952,089						
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest)¹	Outstanding Commitments²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	964,815	20,287	985,103	(1,355,968)	0	407,804	19,430	56,369	427,235	483,604
Article 4.5										
SUBTOTAL	964,815	20,287	985,103	(1,355,968)	0	407,804	19,430	56,369	427,235	483,604
Article 4/8										
Dixon	1,278,184	25,136	1,303,320	(1,431,732)	0	903,994	43,072	818,653	938,978	1,757,631
Fairfield	5,969,565	126,454	6,096,018	(9,066,136)	0	5,277,659	251,461	2,559,002	5,557,256	8,116,258
Rio Vista	627,857	13,684	641,541	(418,055)	0	417,466	19,891	660,842	446,672	1,107,514
Solano County	1,888,628	35,339	1,923,968	(840,480)	0	892,044	42,503	2,018,034	928,826	2,946,860
Suisun City	47,248	4,505	51,754	(1,373,612)	0	1,326,366	63,197	67,705	1,396,892	1,464,597
Vacaville	9,400,831	208,238	9,609,069	(4,647,361)	0	4,497,114	214,271	9,673,094	4,687,157	14,360,251
Vallejo/Benicia	5,379,599	120,873	5,500,472	(7,116,757)	3,821,134	6,667,772	317,695	9,190,315	6,978,721	16,169,036
SUBTOTAL	24,591,913	534,229	25,126,142	(24,894,133)	3,821,134	19,982,414	952,089	24,987,645	20,934,502	45,922,147
GRAND TOTAL	\$25,556,728	\$554,516	\$26,111,245	(\$26,250,101)	\$3,821,134	\$20,390,218	\$971,519	\$25,044,014	\$21,361,737	\$46,405,751

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.

3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.



DATE: April 30, 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
State			
1.	Active Transportation Cycle 5 Fund	Up to \$440 Million	An amended schedule will be announced in May due to the impact of COVID-19
2.	Trade Corridor Enhancement Program	Up to \$300 Million	An amended schedule will be announced in May due to the impact of COVID-19
3.	Solutions for Congested Corridors Program	Up to \$250 Million	An amended schedule will be announced in May due to the impact of COVID-19

Action:

None.

Recommendation:

Informational.

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DATE: May 5, 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:
Consortium:
TAC:
BAC:
PAC:
PCC:
SR2S-AC:

Meets 2nd Wednesday of Every Month
Meets Last Tuesday of Every Month
Meets Last Wednesday of Every Month
Meets 1st Thursday of every Odd Month
Meets 1st Thursday of every Even Month
Meets 3rd Thursday of every Odd Month
Meets Quarterly (Begins Feb.) on the 3rd 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	Intercity Transit Consortium	N/A	N/A
July 25 (No Meeting)	RECESS	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