



## SOLANO TRANSPORTATION AUTHORITY

### Member Agencies:

Benicia ♦ Dixon ♦ Fairfield ♦ Rio Vista ♦ Suisun City ♦ Vacaville ♦ Vallejo ♦ Solano County

*Solano Transportation Authority*  
... working for you!

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### SOLANO EXPRESS INTERCITY TRANSIT CONSORTIUM

1:30 p.m., Tuesday, September 28, 2021

#### Zoom Webinar Meeting

<https://us02web.zoom.us/j/89137405685?pwd=Z3ZyUjFyVm5wVU8rZCtKRllnbXA3UT09>

**Webinar ID: 891 3740 5685**

**Passcode: 515662**

#### Join by Phone

**Dial: 1(408) 638-0968**

**Participant ID: 891 3740 5685**

### MEETING AGENDA

#### ITEM

#### STAFF PERSON

#### 1. CALL TO ORDER

Beth Kranda, Chair,  
SolTrans

#### 2. APPROVAL OF AGENDA

#### 3. OPPORTUNITY FOR PUBLIC COMMENT

(1:30 – 1:35 p.m.)

#### 4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

(1:35 – 1:50 p.m.)

##### A. MTC's Regional Integrated Fares Update

William Bacon, MTC

##### B. Update on Federal ARP Plan and Solano Express Budget and Transition

Daryl Halls

#### 5. CONSENT CALENDAR

Recommendation: Approve the following consent items in one motion.

(1:50 – 1:55 p.m.)

##### A. Minutes of the Consortium Meeting of August 24, 2021

Johanna Masiclat

Recommendation:

Approve the Consortium Meeting Minutes of August 24, 2021.

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#### CONSORTIUM MEMBERS

Louren Kotow

Diane Feinstein

Brandon Thomson

Beth Kranda  
(Chair)

Lori DaMassa  
(Vice Chair)

Gwendolyn Gill

Debbie McQuilkin

VACANT

Dixon  
Readi-Ride

Fairfield and  
Suisun Transit  
(FAST)

Rio Vista  
Delta Breeze

Solano County  
Transit  
(SolTrans)

Vacaville  
City Coach

County of Solano

Solano Mobility

STA

Ron Grassi  
STA Staff

The complete Consortium packet is available on STA's website: [www.sta.ca.gov](http://www.sta.ca.gov)

**B. Fiscal Year (FY) 2021-22 Transportation Development Act (TDA) Matrix –October 2021 - The City of Vacaville (City Coach) and STA/Suisun City**

Ron Grassi

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the October 2021 TDA Matrix for FY 2021-22 which includes the TDA Claim for the City of Vacaville (City Coach) and STA on behalf of the City of Suisun City as shown in Attachment B.

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**6. ACTION FINANCIAL ITEMS**

**A. Suisun City Mobility Hub Implementation**

Daryl Halls

Recommendation:

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

1. Program \$2,750,000 State Transit Assistance Fund (STAF) for the Downtown Suisun Mobility Hub;
2. Authorize the Executive Director to enter into Funding and Use Agreement with the City of Suisun City for the implementation of the Downtown Suisun Mobility Hub for an amount not-to-exceed \$1M for the capital cost; and
3. Authorize the Executive Director to enter into a consultant contract for design services for the Downtown Suisun City Mobility Hub.

(1:55 – 2:05 p.m.)

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**B. Solano Express Electrification Status and Programming of State Transit Assistance Funds (STAF)**

Ron Grassi

Recommendation:

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

1. Program \$5 million of State Transit Assistance Funds (STAF) towards the purchase of 5 electric buses, and
2. Program \$400,000 of STAF as contingency funding for the FY 2022-23 Solano Express Budget.

(2:05 – 2:10 p.m.)

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**7. ACTION NON-FINANCIAL**

**A. None.**

**8. INFORMATIONAL – DISCUSSION**

**A. Solano Express Intercity Bus Replacement Plan**

Mary Pryor

(2:10 – 2:20 p.m.)

**Pg. 27**

- B. Solano Connected Mobility Implementation Plan Update/Public Outreach Plan** Anthony Adams  
(2:20 – 2:25 p.m.)  
**Pg. 35**
- C. Vehicle Share Program Annual Report for Fiscal Year (FY) 2020-21** Brandon Thomson  
(2:25 – 2:30 p.m.)  
**Pg. 37**
- D. Commuter/Employer Programs Annual Report for Fiscal Year (FY) 2020-21** Katelyn Costa  
(2:30 – 2:35 p.m.)  
**Pg. 41**
- E. Solano Mobility Programs Annual Report for Fiscal Year (FY) 2020-21** Debbie McQuilkin  
  1. Travel Training
  2. Countywide ADA In-Person Eligibility Program
  3. Taxi Card Program utilizing the PEX card
  4. Medical Trip Concierge using GoGo Grandparents
(2:35 – 2:40 p.m.)  
**Pg. 47**

**NO DISCUSSION**

- F. Solano Mobility Call Center Monthly Update** Amy Antunano  
**Pg. 55**
- G. Legislative Update** Vincent Ma  
**Pg. 59**
- H. Summary of Funding Opportunities** Brent Rosenwald  
**Pg. 73**

**9. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES**

**10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS** Group

November 2021

- A. Federal Transit Funding Update
- B. Update on Solano Express Partial Service Restoration – First Quarter Report
- C. Countywide Electrification Update
- D. MTC Regional Mapping and Wayfinding
- E. Solano Express Capital Update
- F. Draft Solano Express Budget for FY 2023-24
- G. TDA Claims for FY 2021-22 – Dixon Redit-Ride, FAST, and Rio Vista Delta Breeze
- H. I-80 Corridor CMCP/Multi Modal Corridor Study Efforts – I-80 and I-680

December 2021

- A. Micro Transit Update
- B. Connected Mobility Plan Update

January 2022

- A. Transit Priority Projects Update

**11. ADJOURNMENT**

The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, November 16, 2021.**

**Meeting Schedule for the Calendar Year 2021**

**No Meeting in October**

**1:30 p.m., Tues., November 16<sup>th</sup> (Earlier Date)**

**1:30 p.m., Tues., December 14<sup>th</sup> (Earlier Date)**

**Translation Services:** For document translation please call:

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(707) 399-3239



**INTERCITY TRANSIT CONSORTIUM**  
**Meeting Minutes of August 24, 2021**

**1. CALL TO ORDER**

Chair Kranda called the regular virtual meeting of the Solano Express Intercity Transit Consortium to order at approximately 1:30 p.m. via Zoom.

**Members**

<b>Present:</b>	Beth Kranda, Chair	Solano County Transit (SolTrans)
	Louren Kotow	Dixon Redit-Ride
	Diane Feinstein	Fairfield and Suisun Transit (FAST)
	Brandon Thomson	Rio Vista Delta Breeze
	Debbie McQuilkin	Solano Mobility
	Gwendolyn Gill	Solano County Health & Social Services for Older & Disabled Adult Services
	Lori DaMassa, Vice Chair	Vacaville City Coach

**Members**

<b>Absent:</b>	None.	SolTrans
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**Also Present (In Alphabetical Order by Last Name):**

Janet Adams	STA
Amy Antunano	STA
Kristina Botsford	SolTrans
Pat Carr	SolTrans
Cheryl Chi	MTC
Ron Grassi	STA
Johanna Masiclat	STA
Mary Pryor	Transit Finance Consultant
Lloyd Nadal	STA
Shaun Vigil	FAST
Amber Villareal	FAST

**2. APPROVAL OF AGENDA**

On a motion by Louren Kotow, and a second by Brandon Thomson, the Solano Express Intercity Transit Consortium approved the agenda to include Addendum/Supplemental report emailed to the members related to Agenda Item 6.A, Allocation of Tranche 1 Federal American Rescue Plan (ARP) Funds. (7 Ayes)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

#### **4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES**

- A. MTC's Blue Ribbon Recovery Task Force's 27 Recommendations** presented by Ron Grassi
- B. Update on Solano Express Marketing** presented by Vincent Ma
- C.** Vincent Ma reminded the Consortium members to submit their nominations for the STA's 23<sup>rd</sup> Annual Awards in November.

#### **5. CONSENT CALENDAR**

On a motion by Brandon Thomson, and a second by Debbie McQuilkin, the Solano Express Intercity Transit Consortium unanimously approved Consent Calendar Item A. (7Ayes)

##### **A. Minutes of the Consortium Meeting of June 29, 2021**

###### Recommendation:

Approve the Consortium Meeting Minutes of June 29, 2021.

#### **6. ACTION FINANCIAL ITEMS**

##### **A. Allocation of Tranche 1 Federal American Rescue Plan (ARP) Funds (Supplemental/Addedum Report)**

Ron Grassi presented and summarized the allocation process of \$6.5 million of Tranche 1 Federal ARP Funds. He provided an update to the development of an expenditure plan for the distribution of ARP Funds in Solano County for Solano Express and local transit service. The expenditure plan attempts to address the revenue needs of Solano Express for FY 2022-23 and the local Transit needs for FAST, SolTrans and Vacaville. The amounts listed on attachment A are based on STA's expenditure plan for the allocation of ARP funds. Since MTC's Tranche 1 programming is based on 60% of the full ARP amount, staff recommends allocating the Tranche 1 ARP funds based on 60% of the amounts listed in the STA expenditure plan. Following the 60% calculation, some additional Federal ARP funds are recommended to be allocated to FAST for local transit service. As of August 23, 2021, discussions continue between STA and FAST staff regarding the recommended distribution of ARP funds between FAST's local service and the Solano Express. FAST staff has submitted a revised request for an increase in the amount of ARP funds by \$1,313,256 above the initial expenditure plan developed by STA to be allocated to Fairfield's local transit service. Attached is attachment B which is a matrix comparing the recommended ARP allocation by STA staff and the August 2021 proposal from FAST staff. Increasing the amount of ARP funding for FAST's local service would result in less funding for Solano Express service and SolTrans Local Service.

Diane Feinstein, FAST, presented FAST proposed use of MTC identified ARP Tranche 1 needs and opportunity funding for FY 2021-22. She commented that the City of Fairfield does not support STA staff's recommendation and noted that Fairfield is requesting additional time to analyze, review the budget and other documentation, and to continue having collaborative discussions. Ms. Feinstein made a motion to table this item to next month to allow additional time needed and to continue discussions. She noted FAST is seeking an additional \$600,000 from Tranche 1. Based on a roll call vote, the motion to table the item failed by a vote of 4 to 3 (4 Noes - Dixon Read-Ride, Rio Vista Delta Breeze, Solano Mobility, and SolTrans, and 3 Ayes - County, FAST, Vacaville City Coach).

Chair Kranda, SolTrans, made a motion to approve the staff's recommendation to approve the allocation of \$6.5 million of Tranche 1 Federal ARP Funds as specified Attachment C. Based on a roll call vote, the recommendation passed by a 4 to 3 vote (4 Ayes - Dixon Read-Ride, Rio Vista Delta Breeze, Solano Mobility, and SolTrans/3 Noes - County, FAST, and Vacaville City Coach).

**B. Fiscal Year (FY) 2022-23 Draft Solano Express Budget**

Mary Pryor, NWC Consulting, presented and reviewed the draft Solano Express Budget for FY 2022-23. She outlined MTC's allocation of \$6,563,592 in American Recovery Plan (ARP) Act funds to Solano County for both Solano Express and local transit service as part of tranche one with an additional tranche scheduled to be allocated by MTC later in FY 2021-22. She noted that STA staff recommends allocating \$4,068,000 of ARP funds for Solano Express operations in FY 2022-23 supporting the continuation of 62,500 Solano Express service hours. She added that discussions are underway between STA and FAST regarding the distribution of ARP funds between FAST's local service and the Solano Express Green Express line. An increase in the amount of ARP funding provided for FAST's local service would result in reductions to the Green Express, and adjustments to the proposed 62,500 service hours. She summarized the Revenue Forecasts noting that FY 2022-23 plan includes Federal ARP funding from MTC's first distribution, and that any excess ARP funds from FY 2022-23 would be used for FY 2023-24 Solano Express operations.

Recommendation:

Forward a recommendation to the STA TAC and STA Board to approve the FY 2022-23 Solano Express Budget and Cost Sharing Plan as specified in Attachment A.

On a motion by Brandon Thomson, and a second by Louren Kotow, the Solano Express Intercity Transit Consortium approved the recommendation with a 6 to 1. Diane Feinstein voted no.

**C. Solano Express Incentive Program**

Vincent Ma reviewed staff's Solano Express proposal to offer an incentive to reward existing Solano Express riders who are returning to transit and to entice new riders to try the Solano Express service. He identified STA staff's recommendation for STA to adopt an incentive program and expand the incentive to include all Solano County workers and residents. He cited that the proposed program would limit the incentive to one (1) free pass per person and per household from October 1, 2021 through June 30, 2022 and requires the applicant to complete a post program survey.

Recommendation:

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

1. Establishment of a Solano Express Incentive Program for Solano County residents and employees; and
2. Authorize the purchase Solano Express of Monthly and Daily Passes (from FAST and from SolTrans) in the amount not to exceed \$20,000.

On a motion by Diane Feinstein, and a second by Louren Kotow, the Solano Express Intercity Transit Consortium unanimously approved the recommendation. (7 Ayes)

**7. ACTION NON-FINANCIAL ITEMS**

**A. None.**

**8. INFORMATIONAL ITEMS – DISCUSSION**

**A. Solano Mobility Vanpool Program Update**

Amy Antunano

**B. Solano Mobility Call Center Annual Update**

Amy Antunano

## **NO DISCUSSION**

### **C. Legislative Update**

### **D. Summary of Funding Opportunities**

## **9. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES**

### **A. Dixon Redit Ride**

Louren Kotow implemented Golden Pass and completed the trial year.

### **B. Gwendolyn Gill**

Reported that COVID-19 numbers are

### **C. Mobility Program**

None to report.

### **D. Fairfield and Suisun Transit (FAST)**

None to report.

### **E. Rio Vista Delta Breeze**

None to report.

### **F. SolTrans**

None to report.

## **10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS**

## **11. ADJOURNMENT**

The meeting adjourned at 3:00 p.m. The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, September 28, 2021.**





DATE: September 20, 2021  
TO: Solano Express Intercity Transit Consortium  
FROM: Ron Grassi, Director of Programs  
Mary Pryor, Transit Finance Consultant  
RE: Fiscal Year (FY) 2021-22 Transportation Development Act (TDA) Matrix –  
October 2021 - The City of Vacaville (City Coach) and STA/Suisun City

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**Background:**

The Transportation Development Act (TDA) was enacted in 1971 by the California Legislature to ensure a continuing statewide commitment to public transportation. This law imposes a one- quarter-cent tax on retail sales within each county for this purpose. Proceeds are returned to counties based upon the amount of taxes collected, and are apportioned within the county based on population. To obtain TDA funds, local jurisdictions must submit requests to regional transportation agencies that review the claims for consistency with TDA requirements. Solano County agencies submit TDA claims to the Metropolitan Transportation Commission (MTC), the Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties. The Solano FY 2021-22 TDA fund estimates from July 2021 by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A).

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

The cost share for the intercity routes per the Intercity Funding Agreement is reflected in the TDA Matrix. The intercity funding formula is based on 20% of the costs shared on population and 80% of the costs shared and on ridership by residency. Population estimates are updated annually using the Department of Finance population estimates and ridership by residency is based on on-board surveys conducted in October 2018. The intercity funding process includes (budgeted) intercity revenues and expenditures for FY 2021-22 to determine the cost per funding partner.

**Discussion:**

The TDA apportionment for FY 2021-22 includes revenue estimates and projected carryover. The following claims for the City of Vacaville (City Coach) and STA on behalf of the City of Suisun City are within the parameters of available TDA funds and are being brought forward for review:

**City of Vacaville (City Coach) TDA Summary**

The City of Vacaville is requesting \$3,860,401 in Vacaville TDA Funds, \$1,460,401 for operations, and \$2,400,000 for Capital. Operations include City Coach Fixed Route, local Paratransit Services, Local Subsidized Taxi Program, contribution to the Intercity Taxi Scrip program, and the City Coach Direct demand response program. The \$2,400,000 in capital projects includes the following 6 capital projects:

- 1) \$500,000 for Electrification Charging System Infrastructure,
- 2) \$1,000,000 for Paratransit Bus Replacement and City Coach Direct Van Procurement,
- 3) \$200,000 for the Expansion of Transit Building,
- 4) \$150,000 for Upgrades to Transit Compressed Natural Gas (CNG) Station,
- 5) \$400,000 for Fixed Route Bus Fleet Upgrades, and
- 6) \$150,000 for Procurement of Transit Amenities and Related COVID-19 Sanitation Services.

Funds will be used to continue City Coach operations and enhance public transit amenities and services.

#### **STA TDA Summary for Suisun City**

STA is requesting an additional \$250,000 in Suisun City TDA funds for FY 2021-22 on behalf of the City of Suisun City. The \$250,000 of TDA funds will be used for the Suisun City Mobility Hub. The Mobility Hub is being planned to be a secured location to house vehicles that will be needed to implement micro transit recommendations for Suisun City house STA vehicles for the Vehicle Share Program and STA vehicles. This project is being jointly designed and funded by STA and the City of Suisun City. Subject to Suisun City approval, Fairfield and Suisun Transit (FAST) will be claiming some Suisun City TDA funds for the continuation of local paratransit and local transit service. These recommendations will take into account input from the FAST Comprehensive Operational Analysis, the Suisun City Community Based Transportation Plan, and the Solano Connected Mobility Implementation Plan. STA's TDA claim amounts for Suisun City are included in the October 2021 TDA matrix (Attachment B).

#### **Fiscal Impact:**

The STA Board's approval of the October 2021 TDA matrix provides the guidance needed by MTC to process the TDA claim submitted by STA from the local operators and Solano County's TDA funds.

#### **Recommendation:**

Forward a recommendation to the STA TAC and Board to approve the October 2021 TDA Matrix for FY 2021-22 which includes the TDA Claim for the City of Vacaville (City Coach) and STA on behalf of the City of Suisun City as shown in Attachment B.

#### **Attachments:**

- A. FY 2021-22 TDA Fund Estimate for Solano County dated July 2021
- B. FY 2021-22 Solano TDA Matrix for October 2021

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

July 14, 2021

Agenda Item 21 - 21-0888

**MTC Resolution Nos. 4450, Revised; 4464, Revised; 4465, Revised; 4466, Revised and 4472**

**Subject:** Revises the FY 2021-22 Fund Estimate, allocates \$73.6 million in FY 2021-22 Transportation Development Act (TDA), State Transit Assistance (STA), and Regional Measure 2 (RM2) funds to six transit operators to support transit operations and capital projects in the region, and approves the FY 2021-22 State of Good Repair project list.

**Background:****1) Fund Estimate Revision**

**Reconcile Actual FY 2020-21 TDA and AB 1107 Revenue:** Overall, actual Bay Area TDA and AB 1107 sales tax receipts for FY 2020-21 are 7.4% lower and 7.8% lower, respectively, than originally estimated by county auditors and MTC in February 2020. This results in roughly \$32.3 million less in TDA funding for Bay Area transit operators for FY 2020-21 than was originally anticipated. For AB 1107, actual revenue is \$7.3 million below what was originally expected to be made available to AC Transit and SFMTA based on the fifty-fifty split in AB 1107 revenues between the two operators. Attachment A provides details on actual TDA revenues by county.

The impacts of the COVID-19 pandemic on sales tax revenue have varied across counties. While counties such as Contra Costa, Marin and Santa Clara have experienced stable or increased revenues, others such as San Francisco, Napa and San Mateo have experienced significant declines. Notably, actual TDA revenues in San Francisco were 36% below original estimates, due largely to significant declines in daytime populations because of shelter-in-place orders.

**Updated Calculations for STA Revenue and Population-based**

**Programs:** This revision also updates the estimates for the STA Revenue and Population-based programs based on the May Revision to the Governor's Budget. These programs are driven by a diesel sales tax, and with increasing diesel prices, the state forecasts a 3.8% increase in FY2020-21 revenues and 21.8% increase in FY2021-22 revenues. Although the July Fund Estimate does not typically update these estimates, this will allow operators to claim additional funds now. The next revision to the Fund Estimate will include official figures and updated distribution factors from the State Controller's Office.

With respect to the augmentation in discretionary STA funds that will come to MTC and the Regional Coordination Program, staff will be taking information to the Commission in the fall as to how a portion of those funds can be used to support the Blue Ribbon Transit Recovery Task Force initiatives.

**2) State of Good Repair Program – FY 2021-22 Regional Project List**  
 Caltrans' State of Good Repair (SGR) Program guidelines require regional agencies like MTC to approve SGR Program Revenue-Based projects from transit operators, in addition to the population-based funds, and submit a single region-wide list of projects to Caltrans by September 1st of each year. MTC has worked with the Bay Area's transit operators to compile a single, regional list of SGR Program projects for FY 2021-22, as shown in Attachment A to MTC Resolution 4472.

Approximately \$31 million is expected in revenue-based funds, along with \$11.5 million in population-based funds. Most operators are using their revenue-based funds for state of good repair projects at facilities and stations, or to provide local match, and in a few cases for rehabilitation of vehicles or to contribute to new vehicles costs. For the population-based funds, MTC is programming all \$11.5 million to the next generation Clipper® system, in accordance with the policy established in MTC Resolution No. 4321.

### 3) Allocations

This month's proposed actions continue the annual allocation process of these funds for FY 2021-22. The six operators requesting TDA, STA, and RM2 allocations this month that exceed the \$1 million delegated authority limit are identified in the table below. Allocation requests that are less than \$1 million are approved separately through the Executive Director's Delegated Authority process. These funds comprise a significant share of the revenue for agencies' operating budgets.

Transit Operator/ Claimant	TDA Resolution No. 4465	STA Resolution No. 4466	RM2 Operating Resolution No. 4464	Grand Total
ECCTA	\$16.2	\$2.9	-	\$19.1
LAVTA	\$16.0	-	-	\$16.0
NVTA	\$6.7	-	-	\$6.7
Sonoma County Transit	\$11.1	-	-	\$11.1
WestCAT	\$2.4	\$2.7	-	\$5.2
WETA	\$0.0	-	\$15.6	\$15.6
<b>Grand Total</b>	<b>\$52.4</b>	<b>\$5.6</b>	<b>\$15.6</b>	<b>\$73.6</b>

To receive an allocation of funds, operators agree to comply with transit coordination requirements in MTC Resolution 3866, the Transit Coordination Implementation Plan. The Commission could consider further coordination requirements as a condition of receiving these funds.

Additional details regarding the FY 2021-22 operating budgets and current and future services for the above claimants is provided in Attachment A to MTC Resolution 4465.

**Issues:** None

**Recommendation:** Refer MTC Resolution Nos. 4450, Revised, 4464, Revised, 4465, Revised, 4466, Revised, and 4472 to the Commission for approval.

**Attachments:** Attachment A: TDA and AB 1107 Revenues  
Attachment B: Transit Operator Budget Summary  
MTC Resolution Nos. 4450, Revised, 4464, Revised, 4465, Revised and 4466, Revised and 4472

  
Therese W. McMillan

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**FY 2021-22 FUND ESTIMATE  
REGIONAL SUMMARY**

Attachment A  
Res No. 4450  
Page 1 of 20  
7/28/2021

TDA REGIONAL SUMMARY TABLE								
Column	A	B	C	D	E	F	G	H=Sum(A:G)
	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	FY2021-22	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance <sup>1</sup>	Outstanding Commitments, Refunds, & Interest <sup>2</sup>	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	21,803,450	(84,837,158)	93,151,568	(8,528,040)	(3,384,941)	84,846,744	(3,393,870)	99,740,869
Contra Costa	27,480,405	(50,154,225)	46,139,252	2,536,705	(1,947,038)	45,908,428	(1,836,337)	68,242,569
Marin	254,408	(11,067,179)	14,000,000	173,464	(566,939)	12,017,498	(480,699)	14,330,553
Napa	2,566,799	(6,400,082)	9,885,444	(1,135,446)	(350,000)	8,979,207	(359,168)	13,186,753
San Francisco	1,706,317	(34,559,356)	53,477,500	(19,401,978)	(1,363,021)	44,562,500	(1,782,501)	42,639,460
San Mateo	4,139,323	(42,693,866)	48,558,690	(6,311,258)	(1,689,897)	42,857,457	(1,714,298)	43,257,389
Santa Clara	6,109,012	(120,691,158)	121,909,000	216,666	(4,885,027)	130,850,000	(5,234,000)	128,325,123
Solano	31,320,613	(18,997,380)	22,251,809	222,766	(898,983)	22,483,483	(899,338)	55,482,971
Sonoma	11,130,299	(17,524,399)	26,300,000	(80,022)	(1,048,799)	26,600,000	(1,064,000)	44,344,180
TOTAL	\$106,510,627	(\$386,924,803)	\$435,673,263	(\$32,307,142)	(\$16,134,645)	\$419,105,317	(\$16,764,211)	\$509,549,867
STA, AB 1107, BRIDGE TOLL, LOW CARBON TRANSIT OPERATIONS PROGRAM, & SGR PROGRAM REGIONAL SUMMARY TABLE								
Column	A		B	C	D	E=Sum(A:D)		
	6/30/2020		FY2019-21	FY2020-21	FY2021-22	FY2021-22		
Fund Source	Balance (w/ interest) <sup>1</sup>		Outstanding Commitments <sup>2</sup>	Revenue Estimate	Revenue Estimate	Available for Allocation		
State Transit Assistance								
Revenue-Based	20,210,979		(140,246,431)	147,096,376	179,286,509	206,347,431		
Population-Based	64,021,806		(67,321,507)	53,756,799	65,520,778	115,977,875		
SUBTOTAL	84,232,784		(207,567,938)	200,853,175	244,807,287	322,325,306		
AB1107 - BART District Tax (25% Share)	0		(86,173,152)	86,173,152	83,000,000	83,000,000		
Bridge Toll Total								
MTC 2% Toll Revenue	6,609,841		(4,790,435)	1,450,000	1,450,000	4,719,406		
5% State General Fund Revenue	15,651,030		(2,327,829)	3,656,386	3,408,427	20,388,014		
SUBTOTAL	22,260,871		(7,118,264)	5,106,386	4,858,427	25,107,420		
Low Carbon Transit Operations Program	0		0	36,583,611	38,778,628	75,362,239		
State of Good Repair Program								
Revenue-Based	416,285		(31,898,364)	31,528,098	31,477,988	31,524,007		
Population-Based	13,345,856		(24,867,891)	11,522,035	11,503,725	11,503,725		
SUBTOTAL	13,762,141		(56,766,255)	43,050,133	42,981,713	43,027,732		
TOTAL	\$120,255,796		(\$357,625,609)	\$371,766,457	\$414,426,055	\$548,822,697		

Please see Attachment A pages 2-20 for detailed information on each fund source.

1. Balance as of 6/30/20 is from the MTC FY2019-20 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 6/30/20, and FY2020-21 allocations as of 6/30/21.

**FY 2021-22 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**SOLANO COUNTY**

Attachment A  
Res No. 4450  
Page 9 of 20  
7/28/2021

FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
<b>FY2020-21 Generation Estimate Adjustment</b>			<b>FY2021-22 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 20)		22,251,809	13. County Auditor Estimate		22,483,483
2. Actual Revenue (Jun, 21)		22,474,575	<b>FY2021-22 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		222,766	14. MTC Administration (0.5% of Line 13)		112,417
<b>FY2020-21 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)		112,417
4. MTC Administration (0.5% of Line 3)		1,114	16. MTC Planning (3.0% of Line 13)		674,504
5. County Administration (Up to 0.5% of Line 3)		1,114	17. Total Charges (Lines 14+15+16)		899,338
6. MTC Planning (3.0% of Line 3)		6,683	18. TDA Generations Less Charges (Lines 13-17)		21,584,145
7. Total Charges (Lines 4+5+6)		8,911	<b>FY2021-22 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		213,855	19. Article 3.0 (2.0% of Line 18)		431,683
<b>FY2020-21 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		21,152,462
9. Article 3 Adjustment (2.0% of line 8)		4,277	21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		209,578	22. TDA Article 4 (Lines 20-21)		21,152,462
11. Article 4.5 Adjustment (5.0% of Line 10)		0			
12. Article 4 Adjustment (Lines 10-11)		209,578			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,251,791	25,097	1,276,888	(1,664,162)	0	427,235	4,277	44,238	431,683	475,921
Article 4.5										
<b>SUBTOTAL</b>	<b>1,251,791</b>	<b>25,097</b>	<b>1,276,888</b>	<b>(1,664,162)</b>	<b>0</b>	<b>427,235</b>	<b>4,277</b>	<b>44,238</b>	<b>431,683</b>	<b>475,921</b>
Article 4/8										
Dixon	1,120,732	24,501	1,145,234	(982,748)	0	938,978	9,400	1,110,864	959,641	2,070,505
Fairfield	5,266,879	104,099	5,370,978	(4,655,294)	0	5,557,256	55,634	6,328,574	5,620,857	11,949,431
Rio Vista	641,837	15,233	657,070	(384,638)	0	446,672	4,472	723,575	479,869	1,203,444
Solano County	2,493,104	37,449	2,530,553	(1,007,503)	0	928,826	9,299	2,461,175	916,397	3,377,572
Suisun City	5,473	1,632	7,105	(1,115,374)	0	1,396,892	13,984	302,607	1,399,148	1,701,755
Vacaville	10,837,671	213,369	11,051,040	(4,248,078)	0	4,687,157	46,924	11,537,043	4,749,915	16,286,958
Vallejo/Benicia	9,703,126	164,553	9,867,679	(5,525,515)	0	6,978,721	69,865	11,390,750	7,026,636	18,417,386
<b>SUBTOTAL</b>	<b>30,068,822</b>	<b>560,835</b>	<b>30,629,658</b>	<b>(17,919,150)</b>	<b>0</b>	<b>20,934,502</b>	<b>209,578</b>	<b>33,854,588</b>	<b>21,152,462</b>	<b>55,007,050</b>
<b>GRAND TOTAL</b>	<b>\$31,320,613</b>	<b>\$585,932</b>	<b>\$31,906,546</b>	<b>(\$19,583,312)</b>	<b>\$0</b>	<b>\$21,361,737</b>	<b>\$213,855</b>	<b>\$33,898,826</b>	<b>\$21,584,145</b>	<b>\$55,482,971</b>

1. Balance as of 6/30/20 is from the MTC FY2019-20 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 6/30/20, and FY2020-21 allocations as of 6/31/21.
3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.



**FY 2021-22 TDA Matrix**

Date Prepared 17-Sep-21  
STA Board Action

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
<b>TDA Revenue Available</b>									
FY21-22 TDA Revenue Estimate from MTC	1	\$ 959,641	\$ 5,620,857	\$ 479,869	\$ 1,399,148	\$ 4,749,915	\$ 7,026,636	\$ 916,397	\$ 21,152,462
Projected Carryover from MTC	1	\$ 1,110,864	\$ 6,328,574	\$ 723,575	\$ 302,607	\$ 11,537,043	\$ 11,390,750	\$ 2,461,175	\$ 33,854,588
Available for Allocation per MTC	1	\$ 2,070,505	\$ 11,949,431	\$ 1,203,444	\$ 1,701,755	\$ 16,286,958	\$ 18,417,386	\$ 3,377,572	\$ 55,007,050
FY20-21 Allocations / Returns	1								\$ -
<b>Total TDA Revenue Available for Allocation</b>		<b>\$ 2,070,505</b>	<b>\$ 11,949,431</b>	<b>\$ 1,203,444</b>	<b>\$ 1,701,755</b>	<b>\$ 16,286,958</b>	<b>\$ 18,417,386</b>	<b>\$ 3,377,572</b>	<b>\$ 55,007,050</b>

**USES**

<b>Paratransit</b>									
Intercity Taxi Scrip	2	\$ 2,650	\$ 17,274	\$ 100		\$ 34,613	\$ 58,298	\$ 437,066	\$ 550,000
Paratransit	3					\$ 337,794	\$ 470,417	\$ 316,750	\$ 1,124,961
Local Taxi Scrip	3					\$ 52,534	\$ 50,000		\$ 102,534
<i>Subtotal Paratransit</i>		<i>\$ 2,650</i>	<i>\$ 17,274</i>	<i>\$ 100</i>	<i>\$ -</i>	<i>\$ 424,941</i>	<i>\$ 578,715</i>	<i>\$ 753,816</i>	<i>\$ 1,777,495</i>

<b>Local Transit Service</b>	3					\$ 607,206	\$ 2,273,489		\$ 2,880,695
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<b>SolanoExpress Intercity Bus</b>									
To FAST	4	\$ 192,570	\$ 539,260	\$ -	\$ 97,029	\$ 1,599,041	\$ 114,669	\$ 91,967	\$ 2,634,536
To SolTrans	4	\$ 9,927	\$ 106,881	\$ -	\$ 24,869	\$ 54,484	\$ 860,565	\$ 87,058	\$ 1,143,784
<i>Subtotal SolanoExpress Intercity Bus</i>		<i>\$ 202,497</i>	<i>\$ 646,141</i>	<i>\$ -</i>	<i>\$ 121,897</i>	<i>\$ 1,653,525</i>	<i>\$ 975,234</i>	<i>\$ 179,025</i>	<i>\$ 3,778,319</i>

<b>Transit Capital</b>	Claimed by each agency	3					\$ 2,400,000	\$ 4,012,000	\$ 6,412,000
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<b>STA Planning</b>	Claimed by STA	6	\$ 26,980	\$ 159,680	\$ 12,834	\$ 40,138	\$ 134,679	\$ 200,798	\$ 26,688	\$ 601,797
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FY 2021-22 TDA Matrix

Date Prepared 17-Sep-21  
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 FY20-21 funding shares	7		\$ 890						\$ 890
	SGR swap: Dixon to claim from FAST for FY21-22 funding shares	7		\$ 1,277						\$ 1,277
	LCTOP swap: Rio Vista to claim from SolTrans for FY20-21 funding shares	8						\$ 283		\$ 283
	SGR swap: Rio Vista to claim from SolTrans for FY20-21 funding shares	8						\$ 1,186		\$ 1,186
	LCTOP swap: Vacaville to claim from FAST for FY20-21 funding shares	9		\$ 2,894						\$ 2,894
	SGR swap: Vacaville to claim from FAST for FY21-22 funding shares	9		\$ 4,154						\$ 4,154
	FTA 5311 CRRSAA fund swap, claimed by Vacaville	10	\$ 462,867							\$ 462,867
	Fairfield-Vacaville Train Station claimed by FAST	11					\$ 69,312			\$ 69,312
	Suisun City Train Station, claimed by STA	12				\$ 130,000				\$ 130,000
	Suisun City Mobility Hub Capital Project, claimed by STA	13				\$ 250,000				
	Faith in Action, claimed by STA	14							\$ 45,000	\$ 45,000
Subtotal Swaps			\$ 462,867	\$ 9,215	\$ -	\$ 380,000	\$ 69,312	\$ 1,469	\$ 45,000	\$ 717,863
Total To Be Claimed by All Agencies			\$ 694,994	\$ 832,310	\$ 12,934	\$ 542,035	\$ 5,289,663	\$ 8,041,704	\$ 1,004,529	\$ 16,168,169
Balance			\$ 1,375,511	\$ 11,117,120	\$ 1,190,510	\$ 1,159,720	\$ 10,997,295	\$ 10,375,682	\$ 2,373,042	\$ 38,838,880

- Notes
- (1) MTC July 28, 2021 Fund Estimate; Reso 4450; 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. Amount claimed from Solano County by STA is for ADA assessments.
  - (4) Based on FY 2021-22 Intercity Transit Funding Agreement forecast approved by STA Board in April 2021
  - (5) (Not used)
  - (6) Claimed by STA from all agencies per formula; Amount in matrix is \$1 less due to rounding.
  - (7) Dixon to claim from FAST per April 7, 2021 and June 10, 2021 swap letters
  - (8) Rio Vista to claim from SolTrans per April 19, 2021 swap letter and May 21, 2020 SolTrans staff report
  - (9) Vacaville to claim from FAST per April 8, 2021 and June 10, 2021 swap letters
  - (10) FTA 5311 CRRSAA fund swap from MTC's FY2021 Estimates by Operator. Vacaville to swap with Dixon due to 5311 eligibility limitations.
  - (11) FAST to claim from Vacaville based on 2002 agreement for operation of Fairfield - Vacaville Train Station. Amount covers FY19-20 costs.
  - (12) To be claimed by STA for Suisun Amtrak station maintenance
  - (13) To be claimed by STA for Suisun City Mobility Hub Capital Project
  - (14) To be claimed by STA for Faith in Action



DATE: September 20, 2021  
TO: Solano Express Intercity Transit Consortium  
FROM: Daryl Halls, Executive Director  
Janet Adams, Deputy Executive Director/Director of Projects  
RE: Suisun City Mobility Hub Implementation

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**Background:**

In recognition of the Metropolitan Transportation Commission (MTC) Blue Ribbon Transit Recovery Task Force, which was formed to provide a regional response to the decline in transit use and funding during the COVID pandemic, Solano County is currently in the process of analyzing ways to improve mobility for our local residents.

In response to a request from Suisun City, the STA, initiated an update to its Community Based Transportation Plan (CBTP) in Suisun City earlier this month. The CBTP process and plan will be used as a framework to guide community and participatory engagement with the overarching goal of working with the community to gather feedback and prioritize future mobility programs and projects including microtransit. The STA and Suisun City will engage community residents and use the recently adopted Equity Guiding Principles along with other studies such as the Active Transportation Plan (ATP), the Solano Travel Safety Plan and all the previous CBTPs which help in identifying the needs and priorities of the community and developing future equitable and accessible transportation programs and projects for residents of Suisun City.

These efforts also include the Fairfield and Suisun Transit (FAST) Transit Comprehensive Operational Analysis, or COA. The effort will perform an analysis of existing FAST local transit services and programs and identify future options, services, and programs to maximize post-COVID ridership within the FAST service area. Further, it will also develop a plan that will solicit broad and innovative community input, address resident goals and objectives, as feasible, maximize ridership within existing financial constraints, and evaluate future options. This work was initiated in the December 2021 and is expected for release in October 2021. Because of the geographics and density of Suisun City, the COA is expected to also recommend Micro Transit Service for the Suisun City service area.

Another current mobility study is the Solano Connected Mobility Implementation Plan. This study calls for a consultant to conduct an analysis of Solano Express and other existing transportation programs/services within Solano County and propose recommendations for improvement along a 2, 5, and 10 year time-frame. This will also look at microtransit options in multiple locations. Along with stakeholders, consultant will develop metrics for efficiency and effectiveness of programs/services and recommend governance changes to maximize cost/benefit.

**Discussion:**

STA and Suisun City staff have been in discussion for a plan to fund and implement a new Suisun City Mobility Hub. This Hub will be a supplement to the existing facility adjacent to the Suisun Train Depot. The STA is in escrow for a one-acre site (Attachment A) that will be the location of this new Hub. The Hub is envisioned to be a secured location to house vehicles that will be needed

to implement the micro transit recommendations for Suisun City. These recommendations will take in account input from all three active plans (the FAST COA, the Suisun CBTP, and the Solano Connected Mobility Implementation Plan. Additionally, the Hub will house the STA's Vehicle Share Vans. Currently the STA owns two shared vehicles, but this is likely to increase in the future. STA also plans to house its two electric vehicles and SR2S vans and to be housed at this locations. This site will also provide parking at the new STA building and Suisun City events. As such, the Hub will need to accommodate all these needs. In a preliminary review, the site can hold 65+ vehicles. The site will be fenced, include lights, and electric changing facilities.

As mentioned above, STA and Suisun City staff have jointly developed a plan to implement this Hub. The estimated costs is \$3M. Suisun City has already gone to their City Council to commit \$1M of Suisun City Transportation Development Act (TDA) funds. These funds will be made available over 4 years, with \$250,000 committed each year beginning this year. In a separate staff report, the Suisun City TDA claim includes this first \$250,000 for this use.

The development of the site will be through a joint effort with the City and led by the STA. A funding and use agreement will be required with the City as well. Below are the terms of the Hub funding plan:

- STA will provide 2/3 Contribution
- Suisun City will provide 1/3 Contribution
- Suisun City will contribute \$1M over four years (\$250k/\$250k/\$250k/\$250k) starting FY 2021-22
- STA to advance City contribution for years 2, 3 and 4 with State Transit Assistance Funds (STAF) Funding
- City to provide dedicated maintenance staff person to Train Station, Depot Mobility Hub and the Downtown Suisun Mobility Hub. The existing Train Depot Hub and this new Hub (funded w TDA funds, not general fund)
- City to dedicate \$25,000/yr. to the Downtown Suisun Mobility Hub Capital improvement Program (CIP) starting the year after construction is completed. These funds will be made available for capital maintenance needs of the Hub.
- Design of new Hub will be a joint effort (City/STA) to include opportunities for mixed uses of lot by City.
- Development of a Use Agreement between the STA and the City of Suisun City during the design effort of the Hub.

As mentioned above, the capital improvements of the new Suisun City Mobility Hub, will require an investment by the STA in addition to the City of Suisun City. STA's share is \$2M plus the advancement of the City's future year investment with TDA funds of \$750,000. This portion is proposed to be funded with STAF funds.

#### **Fiscal Impact:**

The cost to design and build the Downtown Suisun Mobility Hub is estimated at \$3M. This work will be funded with \$1M Suisun City TDA funds and \$2M STA STAF funds. The STA will advance, or loan \$750,000 of the City's TDA funds with STAF. This \$750,000 will be re-paid to the STA over the next three years by the STA claiming \$250,000 per year of their funds. The total STAF claim at this time will be \$2,750,000.

**Recommendations:**

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

1. Program \$2,750,000 State Transit Assistance Fund (STAF) for the Downtown Suisun Mobility Hub;
2. Authorize the Executive Director to enter into Funding and Use Agreement with the City of Suisun City for the implementation of the Downtown Suisun Mobility Hub for an amount not to exceed \$1M for the capital cost; and
3. Authorize the Executive Director to enter into a consultant contract for design services for the Downtown Suisun Mobility Hub.

Attachment:

- A. Downtown Suisun Mobility Hub Site Location

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DATE: September 22, 2021  
TO: Solano Express Intercity Transit Consortium  
FROM: Ron Grassi, Director of Programs  
Anthony Adams, Senior Project Manager  
RE: Solano Express Electrification Status and Programming of State Transit Assistance Funds (STAF)

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**Background:**

The State of California will be required to cut emissions from transportation over the next decade. Currently, transportation emissions are [37% of statewide greenhouse gas emissions](#), [83% of statewide NO<sub>x</sub> emissions](#) and [95% of statewide diesel emissions](#).

The Global Warming Solutions Act of 2006, or Assembly Bill 32, began the State's fight against global warming by establishing a comprehensive program to reduce Greenhouse Gas (GHG) emissions by 15% from all sources throughout the state by 2020. In 2016, Senate Bill 32 (SB 32) was passed, which mandates to reduce GHG emissions 40% below 1990 levels by 2030. These laws serve to guide regulatory, funding, and implementation agencies in how best to develop for the future.

The California Air Resources Board (CARB) adopted the Innovative Clean Transit (ICT) Regulation in December 2018. This regulation requires all public transit agencies to gradually transition to a 100 percent zero-emission bus (ZEB) fleet. Beginning in 2029, 100% of new purchases by transit agencies must be ZEBs, with a goal for full transition by 2040. It applies to all transit agencies that own, operate, or lease buses with a gross vehicle weight rating (GVWR) greater than 14,000 lbs. It includes standard, articulated, over-the-road, double-decker, and cutaway buses.

In June 2020, CARB also approved the Advanced Clean Trucks Regulation (ACTR), mandating that, among other things, that 5% of all Class 7 and Class 8 trucks sold be electric beginning in 2024. Under the Plan, the percentage of medium and heavy electric trucks sold would increase each year, topping out at 40% annually from 2032 and beyond. CARB is also working on a proposal that would as early as 2021 or 2022 would require truck fleets to take on a responsibility to purchase zero-emission electric vehicles.

**Discussion:**

As part of this mandate to reduce GHG, the STA is working to develop and implement strategies across the County and for our member agencies to have a roadmap for electrification. There are multiple elements to this, including planning and implementing capital improvements to put in place charging infrastructure throughout the county.

***Solano Express Electrification***

STA adopted an Alternative Fuels Plan in 2013 which calls for the divestment away from fossil fuels to power Solano County's transit fleets. Since the adoption of this Plan, STA, Solano County Transit (SolTrans), and Fairfield and Suisun Transit (FAST) have been successful in obtaining a total of 6 grants going towards electrification infrastructure or to purchase electric buses.

With over \$14M in competitive grants received towards electrification as follows:

- STA: \$8M
- SolTrans: \$3.65M
- FAST: \$2.4M

STA's grant awards came from the Transit and Intercity Rail Capital Program (TIRCP) for electrification of the SolanoExpress fleet. SolTrans and FAST both received Federal Transit Administration (FTA) grants for electrification infrastructure at their maintenance yards. To date each of Solano's five transit operators are moving forward with electrification at various stages, see Attachment A.

Status: SolTrans is in the process of planning the electrification of their corporation yards and the conversion of their fleets from CNG to electric. SolTrans has completed the design engineering and June 2021 bid out for the construction of the infrastructure.

SolTrans has also placed an order to purchase a 45 ft. BYD CM10 bus at a cost of \$1.1 million to begin the electrification of the Solano Express Yellow Line; funded by STA's 2018 TIRCP award. This bus will help to test and identify which inductive charging provider to use on the route. The intent is to electrify the Yellow Line first then next would be the Green Express Line. The Yellow Line requires 6 buses to operate, with the one already ordered 5 more will need to be purchased once the SolTrans Corp Yard infrastructure project is complete. STA staff is recommending to program \$5 million of State Transit Assistance Funds (STAF) towards the purchase of the next 5 electric buses to match the TIRCP grant funding.

### ***Solano Express Budget FY 2022-23***

On September 8, 2021 the STA Board approved the FY 2022-23 Solano Express Budget and Cost Sharing Plan (Attachment B). The Solano Express Budget included Regional Measure 2 (RM-2) bridge toll revenue forecast at 15% less than the pre-pandemic annual amount and Fare revenues at 35% of the pre-pandemic level. The approved budget had a built in contingency of \$31,637 which may not be sufficient to cover potential operating budget shortfalls. In consultation with MTC staff it is anticipated that RM-2 funding will be at 20% or 25% less than the pre-pandemic annual amount which would create a \$200,000 to \$300,000 funding shortfall. Therefore due to the uncertainty of RM-2 funds and fares, STA staff is recommending to program \$400,000 of STAF to provide sufficient contingency funding for the FY 2022-23 Solano Express Budget. At the end of the fiscal year, STA staff will return any unused funds back to capital replacement/electrification for Solano Express or dedicate the funds for Solano Express service in FY 2023-24.

### **Fiscal Impact:**

None to the STA budget. STA staff is recommended to program \$5 million of State Transit Assistance Funds (STAF) towards the purchase of 5 electric buses and \$400,000 of STAF as contingency funding for the FY 2022-23 Solano Express Operating Budget.

### **Recommendation:**

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

1. Program \$5 million of State Transit Assistance Funds (STAF) towards the purchase of 5 electric buses, and
2. Program \$400,000 of STAF as contingency funding for the FY 2022-23 Solano Express Budget.

Attachments:

- A. Transit Operator Current Status on Electrification
- B. FY 2022-23 Solano Express Budget and Cost Sharing Plan



# Solano Transit Operator Current Status on Electrification

(September 2021)

Operator	Local Electric Buses	SolanoExpress Electric Bus	Electrification Plan	Design for Electrification	Inductive Charging at Regional Facilities	Electrification of Corp Yard
SolTrans	2020 (4)	2021- 1 Pilot Bus 2023 - 5 Yellow Line 2024 - 6 Green Line	December 2020	December 2020	Curtola P&R Fall 2021 VTC & York St Spring 2023	Winter 2023
FAST	(2) in 2022	N/A	Fall 2021	Winter 2023	(FTC, Suisun Amtrak, WC & Del Norte BART) Fall 2023	Fall 2023
City Coach	TBD	N/A	Fall 2021	Fall 2022	Vacaville Transit Center Fall 2023	Fall 2023
Delta Breeze	TBD	N/A	Fall 2021	Winter 2023	N/A	Fall 2023
Readi-Ride	TBD	N/A	Fall 2021		N/A	TBD



= Complete



= 6 months or less



= 1 – 2 years



= More than 2 years

	FY 2021-22	FY 2022-23	FY 2022-23
	June 2021 59,555 Service Hours 30% Farebox	STA Approved Budget 62,500 Service Hours 35% Farebox	STA Approved Budget with STAF Contingency 62,500 Service Hours 35% Farebox
<b>Solano Express Service</b>			
FAST Service Hours	28,757		
SolTrans Service Hours	30,798		
<b>Total Service Hours</b>	59,555	62,500	62,500
<b>IFA Cost/Hr</b>	\$ 174.40	\$ 165.68	\$ 165.68
FAST Cost	\$ 5,015,111		
SolTrans Cost	\$ 5,371,211		
<b>Total Estimated Cost</b>	<b>\$ 10,386,323</b>	<b>\$ 10,355,000</b>	<b>\$ 10,355,000</b>
<b>Revenues</b>			
Fares (FAST)	\$ 414,648	\$ 483,756	\$ 483,756
Fares (SolTrans)	\$ 731,594	\$ 853,527	\$ 853,527
RM-2	\$ 2,271,944	\$ 2,472,409	\$ 2,472,409
RM-3			
STAF Lifeline	\$ 69,485		\$ 400,000
JARC (FAST & Vacaville)	\$ 171,274		
Solano College Pass (\$11k FAST, \$55K SolTrans)	\$ 66,000	\$ 66,000	\$ 66,000
Parking Revenue (SolTrans)	\$ 141,680	\$ 49,588	\$ 49,588
Benicia	\$ 194,300	\$ 213,730	\$ 213,730
Dixon	\$ 90,093	\$ 99,102	\$ 99,102
Fairfield	\$ 646,141	\$ 710,755	\$ 710,755
Suisun City	\$ 121,897	\$ 134,087	\$ 134,087
Vacaville	\$ 540,044	\$ 594,048	\$ 594,048
Vallejo	\$ 780,935	\$ 859,029	\$ 859,029
Balance of County	\$ 179,025	\$ 182,606	\$ 182,606
TDA Equal to 50% CARES Act Tranche 2 (Dixon)	\$ 42,486		
TDA Equal to 50% CARES Act Tranche 2 (Vacaville)	\$ 650,614		
FTA CRRSA Act Tranche 2 (or other) (Dixon)	\$ 69,918		
FTA CRRSA Act Tranche 2 (FAST)	\$ 1,049,102		
FTA CRRSA Act Tranche 2 (SolTrans)	\$ 1,692,275		
FTA CRRSA Act Tranche 2 (or other) (Vacaville)	\$ 462,867		
FTA ARP (FAST Ph. 1)		\$ 500,000	\$ 500,000
FTA ARP (SolTrans Ph. 1)		\$ 2,700,000	\$ 2,700,000
FTA ARP (or other) (Vacaville Ph. 1)		\$ 468,000	\$ 468,000
<b>Total Revenue</b>	<b>\$ 10,386,323</b>	<b>\$ 10,386,637</b>	<b>\$ 10,786,637</b>
<b>Balance *</b>	<b>\$ 0</b>	<b>\$ 31,637</b>	<b>\$ 431,637</b>

\* Any balance of unused ARP funds from FY 2022-23 would be used for SolanoExpress operations in FY 2023-24

FY 22-23 Scenario

IFA Cost per Hour based on October 2020 presentation to STA Board; reduced from \$174.40 to \$165.68

Overall service hours reduced from previous estimate of 65,000 to 62,500; subject to STA discussions with FAST on distribution of ARP funds for local FAST service and potential reduction in Green Express service hours

Fares estimated to be 35% of pre-pandemic levels

SolTrans parking revenue assumed to be 35% of pre-pandemic levels

RM-2 assumes 7.5% reduction from pre-pandemic amount

TDA contributions escalated 10% from FY21-22 amounts; TDA was reduced by 25% in FY20-21

ARP Funds are 60% of amounts by operator from May 26, 2021 STA memo to MTC

STA goal to have 5% contingency balance due to projection uncertainties



DATE: September 21, 2021  
TO: Solano Express Intercity Transit Consortium  
FROM: Mary Pryor, NWC Partners Consultant  
RE: Intercity Bus Replacement Capital Plan Update

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### **Background**

In 2013, the Intercity Transit Funding Working Group met and jointly developed a plan for funding Solano Express 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 2013, the Intercity Bus Replacement Funding Plan has been updated numerous times to reflect updated procurement schedules, costs, and revenues. The most recent update was approved by the STA Board in September 2019, and is included as Attachment A. That plan includes a total of 39 vehicles, with 19 diesel buses for FAST and 16 CNG buses for SolTrans. The updated funding shares were approximately 39% from STA, 52% from the local agency members of the Intercity Transit Funding Group, and 9% from MTC or other sources. The total funding commitments by contributor are shown in Attachment B. The following table summarizes the status of each local agency's commitments.

### **Status of Local Agency Commitment (from September 2019 Plan)**

<b>Agency</b>	<b>Total Commitment</b>	<b>Amount Provided to Date</b>	<b>Outstanding Commitment</b>
Dixon	\$352,412	\$352,412	\$0
FAST	\$4,449,021	\$1,478,957	\$2,970,064
SolTrans	\$4,921,841	\$4,921,841	\$0
Vacaville	\$2,013,150	\$983,139	\$1,030,011
Unincorporated County	\$100,139	\$100,139	\$0
<b>Total</b>	<b>\$11,836,563</b>	<b>\$7,836,488</b>	<b>\$4,000,075</b>

### **Discussion**

The goals for the Solano Express vehicle replacement plan are to ensure an adequate fleet to reliably operate all four Solano Express routes until new vehicles are delivered; electrify the Yellow and Green lines in the near term; and to bring zero-emission buses to the Red and Blue lines in the longer term.

Two significant changes have occurred related to the Intercity Bus Replacement Plan since its last approval in September 2019. These changes include the 2018 and 2020 cycle awards of Transit and Intercity Rail Capital Program (TIRCP) funds for the electrification of Solano Express service, and the STA Board's September 2021 action to transition from two to one operator for contracting for the operation of the Solano Express service. The move to an electric fleet follows the California Air Resources Board (CARB) mandate for transit agencies to transition to a 100% zero-emission fleet by 2040.

## **Single Operator**

At its September 8, 2021 meeting, the STA Board authorized STA's Executive Director to develop a plan to transition the Solano Express service from a two transit operator system to a one transit operator system. Fleet planning is one element of this transition. The assumptions for the proposed SolanoExpress Fleet Replacement Funding Plan is that SolTrans will be the sole operator, and the FAST vehicles that are used for the SolanoExpress service will be transitioned to SolTrans.

STA staff and the TMD consultant team are working to develop a fleet plan that will ensure that all of the existing service can continue to be operated until replacement vehicles are delivered. This analysis will evaluate the SolTrans and FAST fleets to assess whether that the current SolTrans fleet is adequate to operate the Red and Yellow lines, and the remaining useful life of the FAST fleet for the Blue Line and Green Express. The capital needs for each route will be evaluated to guide the planning for the number, type, and timing of the replacement vehicles. The results of this analysis are anticipated prior to the November 2021 Consortium meeting.

SolTrans will be converting its 16 Solano Express CNG vehicles to electric over the coming decade. As part of the transition to one operator, FAST's 19 Solano Express Diesel vehicles will also be part of an overall Solano Express fleet replacement/management plan, which will be completed in late Fall 2021, which will be part of the Transition Plan. Due to infrastructure and funding constraints, a mix of CNG and electric vehicles may be recommended.

SolTrans replaced their Solano Express fleet with CNG buses between FY 2016-17 and FY 2019-20. In September 2020, SolTrans authorized the purchase of one electric commuter coach funded by the TIRCP grant obtained by STA. The current Solano Express fleet includes 10 diesel buses that FAST last replaced in 2003, and which have exceeded their useful life. The September 2019 Intercity Bus Replacement Plan planned that 3 of these buses would be replaced with diesel buses in FY 2018-19, with the remaining 7 replaced in FY 2021-22 and FY 2022-23. To date, none of the 2003 vehicles has been replaced. STA staff, consultants, and SolTrans staff will evaluate whether these vehicles will be capable of continuing operations until the new electric vehicles are delivered, or if an interim bus lease may be needed to ensure reliable and safe SolanoExpress service.

## **TIRCP**

In March 2018, CalSTA awarded a TIRCP grant of \$2,700,000 to STA for the purchase of 13 electric buses for Solano Express. These funds were programmed for Fiscal Year 2024-25.

\$1,100,000 of this award was allocated by the California Transportation Commission (CTC) in March 2021 to fund SolTrans' purchase a pilot 45-foot battery electric commuter coach from BYD. SolTrans authorized this purchase in March 2021, with delivery anticipated in November 2021.

The remaining \$1,600,000 in TIRCP funding is planned to be used to help fund up to 12 additional electric vehicles for Solano Express service.

## **Electrification Cost and Schedule**

STA staff and consultants developed a draft funding plan to acquire 13 electric vehicles, per the TIRCP award. The number and timing of the electric vehicle procurements could change depending on the fleet needs identified by the near-term fleet evaluation.

The SolanoExpress Electric Vehicle Funding Plan, shown in Attachment C as an informational item, groups the electric bus purchases into three tranches. As mentioned, the first is the

SolTrans procurement, currently underway, at a cost of \$1,125,000. The second includes the purchase of 5 vehicles that could be purchased using currently identified funds and would be dedicated for use on the Solano Express Yellow Line. The third tranche is the balance of the vehicles included in the TIRCP award and would be dedicated to the Green Express service. For the future vehicle purchases, the estimated price per vehicle is \$1,234,000, based on MTC's pricelist for an over-the-road 45' battery electric bus in FY 2024-25. The prices for future procurements will be updated as additional information becomes available.

### **Identified Funding**

STA has identified several funding sources for the replacement bus procurements, as follows:

- TIRCP will fund the first electric vehicle, with the balance of the grant funds allocated to future purchases on a proportionate share basis. In addition, STA staff will work with FAST to redirect the **\$500,000** of TIRCP funds previously programmed for FAST's facility electrification toward Solano Express vehicle purchases. This redirection of TIRCP would cover FAST's committed share of the previously-planned purchase of three vehicles in FY19-20. The TIRCP funds would only be available for electrification.
- STAF: STA staff has identified **\$1,736,049** in STAF for the vehicle replacement program. This is a combination of the outstanding STAF commitment and a portion of the funds previously identified as "MTC/Other" in the Intercity Bus Replacement Funding Plan prepared by staff in January 2021.
- FAST Commitment: Under the September 2019 Board-adopted plan and January 2021 plan prepared by STA staff and consultants, FAST had a total commitment of more than \$4.4 million to the intercity bus replacement program. The **\$2,244,719** shown for the third tranche of electric vehicles would complete FAST's financial contribution to the replacement program.
- Vacaville has committed to provide a total of approximately \$2 million to the September 2019 vehicle replacement plan. The **\$1,030,011** is the balance of this funding that has not yet been claimed. The September 2019 plan had directed these funds to FAST for future purchases. Under the proposed plan, these funds would be claimed by SolTrans for Solano Express vehicles through the TDA Matrix. The amounts for procurement tranches 2 and 3 may vary depending on actual costs and the availability of other funding sources.
- Transit Performance Initiative (TPI) Swap: In March 2017, STA requested **\$333,719** in TPI funds (STP/CMAQ) for the FAST buses as part of a swap with STAF for bus stop improvements. In June 2017, STA requested **\$1,000,000** in TPI funds to swap with STAF for the SR 37/Fairgrounds project. As of September 2019, FAST had not yet placed the TPI funds in an FTA grant. These funds should be moved to SolTrans, as SolTrans would conduct the future replacement bus procurements.
- One Bay Area Grant (OBAG) 3 / Congestion Mitigation and Air Quality Improvement (CMAQ): As part of the York St. Extension project, the option to include elements of Vallejo Downtown Streetscape Phase VI were identified. Vallejo agreed to advance the additional pedestrian amenities and pay for it through a **\$1,000,000** loan of future (OBAG 3) CMAQ funding. STA advanced \$1,000,000 in STAF funding to fund the project with the agreement from Vallejo that they would not compete for OBAG 3 CMAQ funding.
- Low Carbon Transit Operations Program (LCTOP): STA receives between **\$500,000 to \$800,000** annually in LCTOP funds. Staff recommends utilizing LCTOP funds to meet electric bus transition for Solano Express in the near term.
- Future Commitments lists the amount of funding needed to complete the electric vehicle purchases. This amount could change, based on the fleet needs and costs.

## **Potential Sources**

STA staff has identified additional funding sources that may be available for the bus purchases, as follows:

- California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP): California's HVIP program was established by the California Air Resources Board (CARB) in 2009. The program provides point-of-sale vouchers to make electric vehicles more affordable. Funding is provided on a first-come, first-served basis, but public agencies can request vouchers in advance of each wave of funding being opened. In FY 2020-21, the amount available per public transit commuter coach serving a disadvantaged community was \$150,000. This source would only be available for electrification.
- Bay Area Air Quality Management District (BAAQMD) and Yolo-Solano Air Quality Management District (YSAQMD): These Air Quality Management Districts manage several funding programs designed to improve air quality. STA staff will work with the Districts to identify and request these potential sources for the Solano Express replacement fleet.

## **Recommendation**

Informational.

Attachments:

- A. Intercity Bus Replacement Funding Plan Adopted September 11, 2019
- B. Agency Funding Status for Intercity Bus Replacement Funding Plan dated August 28, 2019
- C. Draft SolanoExpress Electric Vehicle Funding Plan dated September 21, 2021

# Solano County Intercity Bus Fleet Replacement Costs and Funding

Prepared by NWC Partners 28-Aug-19

Attachment B Page 1 of 2

Approved by STA Board:

			Funded	Funded <sup>a</sup>								
Year of Replacement <sup>b</sup>		FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total	
Total Buses to be Replaced		0	6	4	15	3	4	0	5	2	39	
FAST: All Diesel		0	0	0	9	3			5	2	19	
SolTrans: All CNG		0	6	4	6		4				20	
Unit Cost -- 45 ft Over-the-Road Diesel <sup>c</sup>			\$ 637,000	\$ 645,000	\$ 610,000	\$ 610,000	\$ 669,000	\$ 689,070	\$ 709,742	\$ 731,034		
Unit Cost -- 45 ft CNG <sup>d</sup>			\$ 792,774	\$ 795,642	\$ 811,269	\$ 835,607	\$ 847,995	\$ 873,434	\$ 899,638	\$ 926,627		
Vehicle Cost		\$ -	\$ 4,756,647	\$ 3,182,569	\$ 10,357,613	\$ 1,830,000	\$ 3,391,979	\$ -	\$ 3,548,711	\$ 1,462,069	\$ 28,529,586	
Funding												
Near Term: STA Commitments												
Federal Earmarks			\$ 1,260,000								\$ 1,260,000	
Prop 1B Lifeline + Interest			\$ 475,937	\$ 528,247							\$ 1,004,184	
Prop 1B Pop Base + Interest Swapped for TDA			\$ 547,224	\$ 2,381,151							\$ 2,928,375	
STAF				\$ 581,467							\$ 581,467	
											\$ -	
Funding Share Commitments												
33.1% Funding from STA <sup>e</sup>				\$ 681,000		\$ 1,333,719	\$ 2,295,528	\$ 1,896,110	\$ 1,481,871		\$ 7,688,228	
Fairfield Train Station Loan Repayment <sup>f</sup>						\$ 1,048,115	\$ 211,508				\$ 1,259,623	
10.2% Funding from MTC or Other <sup>g</sup> -- Proposed										\$ 1,971,146	\$ 1,971,146	
56.7% Funding by Locals												
Dixon	1.5%				\$ 38,622	\$ 191,929				\$ 121,861	\$ 352,412	
FAST <sup>h</sup>	19.6%				\$ 1,478,957	\$ 933,226			\$ 1,807,774	\$ 229,064	\$ 4,449,021	
SolTrans <sup>i</sup>	21.6%		\$ 2,473,531	\$ 4,080,815	\$ 2,760,075	\$ (1,048,115)	\$ 647,874	\$ (1,896,109)	\$ (1,048,115)	\$ (1,048,115)	\$ 4,921,841	
Vacaville	8.8%					\$ 746,071	\$ 237,068		\$ 946,011	\$ 84,000	\$ 2,013,150	
Unincorporated County	0.4%				\$ 65,511					\$ 34,628	\$ 100,139	
Total Bus Replacement Funding		\$ -	\$ 4,756,692	\$ 8,252,680	\$ 4,343,165	\$ 3,204,945	\$ 3,391,979	\$ 0	\$ 3,187,542	\$ 1,392,584	\$ 28,529,586	
Annual Balance		\$ -	\$ 45	\$ 5,070,111	\$ (6,014,448)	\$ 1,374,945	\$ 0	\$ 0	\$ (361,169)	\$ (69,485)	\$ 0	
Cumulative Balance		\$ -	\$ 45	\$ 5,070,156	\$ (944,292)	\$ 430,654	\$ 430,654	\$ 430,654	\$ 69,485	\$ 0		

Train Station Loan Funding Plan <sup>f</sup>												
STA Loan of Prop 1B		\$ 1,259,623									\$ 1,259,623	
Fairfield Loan Repayment			\$ 314,906	\$ 314,906	\$ 314,906	\$ 314,906					\$ 1,259,623	
Cumulative Loan Balance		\$ 1,259,623	\$ 944,717	\$ 629,812	\$ 314,906	\$ -	\$ -	\$ -	\$ -	\$ -		

## Notes

Blue revenues identified for FAST procurement; orange for SolTrans procurement or repayment.

- STA Board approved the 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 FAST. FAST may subsequently swap out an estimated \$700,000 of the TDA funds with 5307 funds.
- Year of replacement reflects the cash flow requirement; programming for these expenditures would be needed 2 years prior to the year of replacement.
- Diesel Vehicle price in FY17-18 and FY18-19 from FAST procurement, from MTC's FY19-20 pricelist plus \$20,000 per vehicle based on FAST procurement information, with 3% annual escalation after
- CNG Vehicle prices from SolTrans procurement, with 3% annual escalation after FY17-18.
- Funding from STA - STA is committed to providing the local match for the Intercity SolanoExpress Bus Replacement from a combination and STAF and Prop 1B funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the local match is met. In March 2017, STA requested \$333,719 in Transit Performance Initiative funds (STP/CMAQ) for the FAST buses as part of a swap with STAF for bus stop improvements. In June 2017, STA requested \$1 million in TPI funds to swap with STAF for the Fairgrounds project. FAST will place TPI funds in an upcoming FTA grant. Funding includes \$1,461,175 STAF approved by STA Board in June 2018, which is planned to be swapped with future CMAQ funds for the VTC York Street Project.
- 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.
- Proposed MTC or other funding.
- FAST has identified additional funding (FTA 5339 and local match) for earlier acquisitions.
- SolTrans has identified Federal and local funding to complete purchase of 16 vehicles, which exceed their share of the overall funding. Other funding agencies to reimburse SolTrans with local funds. Repayment shown as negative amounts, repaid over five years.

# Solano County Intercity Bus Fleet Replacement Costs and Funding

Attachment B Page 2 of 2

Prepared by NWC Partners 28-Aug-19

**DRAFT**

	Phase 1: SolTrans	SolTrans Phase 1 Repayment	Phase 2: FAST <sup>a</sup>	Phase 3: Longer Term FAST <sup>a</sup>	Phase 4: SolTrans 2019 <sup>b</sup>	SolTrans Phase 4 Repayment	Total
Total Buses to be Replaced							
FAST: All Diesel			12	7			19
SolTrans: All CNG	16				4		20
Vehicle Cost	\$ 12,806,828		\$ 7,320,000	\$ 5,010,779	\$ 3,391,979	\$ -	\$ 28,529,586
Funding							
Near Term: STA Commitments							
Federal Earmarks	\$ 1,260,000						\$ 1,260,000
Prop 1B Lifeline	\$ 1,004,184						\$ 1,004,184
Prop 1B Pop Base Swapped for TDA	\$ 547,224		\$ 2,381,151				\$ 2,928,375
STAF			\$ 581,467				\$ 581,467
							-
Funding Share Commitments							
33.1% Funding from STA	\$ 681,000	\$ 2,372,757	\$ 903,066	\$ 1,187,421	\$ 1,695,989	\$ 847,995	\$ 7,688,228
Fairfield Train Station Loan Repayment		\$ 1,259,623					\$ 1,259,623
10.2% Funding from MTC -- Proposed		\$ 985,573		\$ 985,573			\$ 1,971,146
56.7% Funding by Locals							
Dixon		\$ 121,861	\$ 230,551				\$ 352,412
FAST		\$ 229,064	\$ 2,412,183	\$ 1,807,774			\$ 4,449,021
SolTrans	\$ 9,314,421	\$ (5,240,574)			\$ 1,695,989	\$ (847,995)	\$ 4,921,841
Vacaville		\$ 237,068	\$ 746,071	\$ 1,030,011			\$ 2,013,150
Unincorporated County		\$ 34,628	\$ 65,511				\$ 100,139
Total Bus Replacement Funding	\$ 12,806,829	\$ 0	\$ 7,320,000	\$ 5,010,779	\$ 3,391,979	\$ -	\$ 28,529,586
Balance	\$ 0	\$ 0	\$ -	\$ -	\$ -	\$ -	\$ 0

- a. Excess Phase 2 funding is FAST TDA identified as local match for FAST's Federal grants; may be able to use other TDA as match. Funds included in Phase 2 timeframe as contingency for unforeseen revenue timing issues.
- b. Phase 4 assumes SolTrans and STA will each fund 2 vehicles in near-term, with STA repaying SolTrans for one vehicle in the future.

for



# Solano County Intercity Bus Fleet Replacement Funding Status

Identified Funding as of August 2019

**DRAFT**

Attachment C

	Dixon	County	FAST	SolTrans	Vacaville	STA	MTC or Other	Total
<b>Funding Need</b>	\$ 352,412	\$ 100,139	\$ 4,449,021	\$ 4,921,841	\$ 2,013,150	\$ 8,947,851	\$ 1,971,146	\$ 22,755,560
<b>Identified Funding</b>								
Fairfield Loan Repayment <sup>a</sup>						\$ 1,259,623		\$ 1,259,623
TDA			\$ 702,407		\$ 2,013,150			\$ 2,715,557
STAF programmed through June 2018 <sup>b</sup>						\$ 3,810,525		\$ 3,810,525
STAF (Planned to be Programmed) <sup>c</sup>						\$ 2,543,984		
Transit Performance Initiative <sup>d</sup>						\$ 1,333,719		\$ 1,333,719
FTA 5307 <sup>e</sup> (awarded/pending)				\$ 3,828,114				\$ 3,828,114
FTA 5307 (planned per TCP)				\$ 3,240,458				\$ 3,240,458
FTA 5309 Earmark				\$ 30,598				\$ 30,598
TDA swapped for FTA 5311 <sup>f</sup>	\$ 352,412	\$ 100,139						\$ 452,551
FTA 5339 <sup>g</sup> (awarded/pending)			\$ 1,112,085	\$ 1,124,817				\$ 2,236,902
FTA 5339 (planned per TCP)			\$ 739,618	\$ 736,414				\$ 1,476,032
FTA 5339 (planned per TCP, for FY 21-22)			\$ 567,705					
Auction Proceeds				\$ 58,381				\$ 58,381
AB 664 (estimate)				\$ 330,133				\$ 330,133
								\$ -
<b>Total Identified Funding</b>	\$ 352,412	\$ 100,139	\$ 3,121,815	\$ 9,348,915	\$ 2,013,150	\$ 8,947,851	\$ -	\$ 23,884,282
<b>Balance to be Funded</b>	\$ (0)	\$ 0	\$ 1,327,206	\$ (4,427,074)	\$ -	\$ 0	\$ 1,971,146	\$ (1,128,722)
<b>Proposed Sources</b>	<b>Dixon</b>	<b>County</b>	<b>FAST</b>	<b>SolTrans<sup>h</sup></b>	<b>Vacaville</b>	<b>STA</b>	<b>MTC or Other<sup>i</sup></b>	
			TDA replaced with Federal funds as grants become available					

## Notes:

- Fairfield Loan Repayment sources are Fairfield's AB1600 (1/3) and Northeast TIF funding (2/3).
- Includes STAF programmed through June 2018. Funding includes \$1,461,175 STAF approved by STA Board in June 2018, which is planned to be swapped with future CMAQ funds for the VTC York Street Project.
- Planned STAF Programming of \$1,695,989 in FY19-20 for purchase of two SolTrans buses, and \$847,995 in FY20-21 for repayment to SolTrans for one bus.
- In March 2017, STA requested \$333,719 in Transit Performance Initiative funds (STP/CMAQ) for the FAST buses as part of a swap with STAF for bus stop improvements. In June 2017, STA requested \$1 million in TPI funds to swap with STAF for the Fairgrounds project. FAST to place TPI funds in FTA grant.
- SolTrans FTA 5307 includes \$416,385 for FY13 and \$975,000 in FY14, obligated in August 2015; additional SolTrans FTA 5307 for FY16, FY17, and FY18 from pending grants and pending TIP approvals.
- Dixon & County funds swap FTA 5311 with TDA. County's identified funds to flow through Dixon. Includes revised FY 2016, FY 2017, and FY 2018 amounts as of April 11, 2018. Includes \$38,781 of \$65,000 in FY18 5311 re-programmed from FAST to Dixon; balance of \$65,000 to Dixon for local needs.
- SolTrans FTA 5339 includes \$767,581 for FY13 & FY14 request and \$357,236 FY16/17/18 request pending approval.
- SolTrans has identified Federal and local funds through FY18 to fund their bus purchases. These identified funds exceed their commitment to the replacement program. The other partner agencies could meet their commitment through providing local funds to SolTrans as reimbursement of the excess funds provided by SolTrans.
- Potential sources could include Federal, bridge toll, cap & trade, or other funds. Cost reductions reduce the needed amount.

**SolanoExpress Electric Vehicle Funding Plan****Attachment C**

21-Sep-21

DRAFT

<b>Vehicle Type</b>	<b>BYD C10M battery-electric motor coach</b>	<b>Over-the-Road 45' Battery MTC FY24- 25 pricelist</b>	<b>Over-the-Road 45' Battery MTC FY24- 25 pricelist</b>	<b>Total</b>
Unit Cost	\$ 1,125,000	\$ 1,234,000	\$ 1,234,000	
# of Vehicles	1	5	7	13
<b>Total Cost</b>	<b>\$ 1,125,000</b>	<b>\$ 6,170,000</b>	<b>\$ 8,638,000</b>	<b>\$ 15,933,000</b>
<b>Funding Sources</b>				
TIRCP	\$ 1,125,000	\$ 625,000	\$ 875,000	\$ 2,625,000
TIRCP FAST Redirect		\$ 500,000		\$ 500,000
STAF Commitment		\$ 1,736,049		\$ 1,736,049
FAST Commitment			\$ 2,970,064	\$ 2,970,064
Vacaville Commitment		\$ 475,232	\$ 554,779	\$ 1,030,011
TPI Swap		\$ 1,333,719		\$ 1,333,719
OBAG 3 / CMAQ		\$ 1,000,000		\$ 1,000,000
LCTOP		\$ 500,000	\$ 500,000	\$ 1,000,000
Future Commitments			\$ 3,738,157	\$ 3,738,157
<b>Total Funding</b>	<b>\$ 1,125,000</b>	<b>\$ 6,170,000</b>	<b>\$ 8,638,000</b>	<b>\$ 15,933,000</b>
Balance	\$ -	\$ 0	\$ (0)	\$ -
<b>Potential Sources</b>				
California HVIP - Potential		\$ 750,000	\$ 1,050,000	\$ 1,800,000
Bay Area AQMD - Potential				\$ -
Yolo-Solano AQMD - Potential				\$ -



DATE: September 20, 2021  
TO: Solano Express Intercity Transit Consortium  
FROM: Anthony Adams, Senior Project Manager  
RE: Solano Connected Mobility Implementation Plan Update/Public Outreach Plan

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**Background:**

At the March 10<sup>th</sup> STA Board meeting, the scope of work and budget was approved for the Solano Connected Mobility Implementation Plan ("Plan"). Since that time, STA has contracted with TMD as the consultant ("Consultant") to deliver the Plan. The Plan is currently under development with the Current Conditions report due in late September.

The MTC Blue Ribbon Transit Recovery Task Force (BRTRTF) was created in mid-2020 to address how transit would look in the Bay Area post-pandemic. The Task Force ultimately provided 27 recommendations on how to improve, integrate, and coordinate transit in the Bay Area. As part of these recommendations, \$5M was available regionwide, to facilitate early implementation strategies. As the Solano Connected Mobility Implementation Plan is designed to address Task Force recommendations, STA requested \$500,000 in early implementation funds from MTC. In early August the MTC Programming and Allocations Committee approved the request from STA.

At the September 8<sup>th</sup> STA Board meeting, an amendment to add these additional funds to the Plan was approved. The additional funding allowed for further scope expansion, which can be found below:

1. Address BRTRTF's 27 recommendations as they relate to Solano
2. Expand Solano Express Operational Analysis and BRT Lite recommendations to include SR37 and I-505 corridors
3. Utilizing existing route structure, recommend how additional operational hours should be invested into the system. (e.g. additional 10k, 20k, and 40k annual hours.)
4. Assist on components of Solano Express Transition Plan, from 2 operators to 1 operator
5. Expand Micro-Transit recommendations into a Micro-Transit Implementation Plan, focus on connecting to regional transit opportunities.

**Discussion:**

The approved budget and scope amendment provides substantial new resources to the effort. The new deliverables will require additional outreach and public engagement to ensure equity is addressed. STA staff discussed this need for additional public outreach with STA's Consultant and came up with a marketing and outreach plan that includes the following elements:

**Phase 1: Education of Current Services and Asking How We Can Improve**

- Webpage
- Paper & Online survey
- Online/Telephone Townhall
- Presentations at local stakeholder groups

- Pop-up Events for all local jurisdictions
- Coordinating with Transit Providers' marketing teams
- Digital advertising

**Phase 2: Proposing New Services and Asking If We Got it Right**

- Webpage
- Online Survey
- Online/Telephone Townhall
- Digital advertising

STA staff is coordinating with a Project Leadership Team (PLT) comprised of STA and the five transit operators' staff to review and approve all materials that will be presented at outreach events. The timeline for the outreach phase will be October 2021 – February 2022.

Following the first round of outreach, existing programs and services will be analyzed and gaps will be identified. The Consultant will develop evaluation criteria to assist the analysis of the effectiveness and “room for improvement” for each program.

**Fiscal Impacts:**

No additional financial impact

**Recommendation:**

Informational.



DATE: September 17, 2021  
TO: Solano Express Intercity Transit Consortium  
FROM: Brandon Thomson, Transit Mobility Coordinator  
RE: Vehicle Share Program Annual Report for Fiscal Year (FY) 2020-21

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**Background:**

The concept of a Vehicle Share Program for Solano County was one of several proposed at Solano Community Based Transportation Studies and the 2011 Solano County Mobility Study for Seniors and People with Disabilities conducted by the Solano Transportation Authority (STA).

The issues raised were as follows: Community Based Organizations (CBOs)/Non-profits do not have the funding to own and operate a vehicle and only need a vehicle a few hours a week to transport their clients to medical appointment, social services, and activities to stay engaged in their community.

In November 2018 the Solano County Board of Supervisors approved an intergovernmental agreement with Yocha Dehe Wintun Nation for \$1,000,000 to implement five projects to improve the health and well-being of Solano County residents. One of the projects is to improve transportation options for non-ambulatory low-income older adults and people with disabilities to access medical appointments, social services, and other activities. \$100,000 was allocated to partner with Solano Transportation Authority (STA) to purchase two wheelchair accessible vans for a Vehicle Share Program. A Vehicle Share Program would allow vehicles to be shared amongst multiple non-profits, public or any other 501(c)(3) organization that provides services for older adults and people with disabilities in Solano County.

**Discussion:**

With the funds provided by Yocha Dehe Wintun Nation through the County of Solano, STA was able to purchase two-wheel chair accessible vehicles that were unveiled to the public in June 2019. Since the unveiling of the two vehicles, STA staff worked with Solano CBOs (Community Action Northbay, Connections for Life, Faith in Action, Independent Living Resources, and the Opportunity House) to develop policies and procedures for use of the vehicles. STA contracts with Michaels Transportation to provide driver training and to date 13 drivers representing 8 CBOs (Community Action Northbay, Connections for Life, Faith in Action, Independent Living Resources, Vallejo Senior Citizens' Council, Guru Sikh Temple, Vallejo Project, and the Opportunity House) have successfully completed their training and are able to utilize the vans per the program guidelines.

Due to the COVID pandemic, the requests to use the vehicle share vans have decreased. The Vallejo Project has remained an active user and utilizes the van three times a week for various tasks such as medical trips and after school activities. Moreover, as the State and County move to less restrictive measures, there has been an uptick in the requests to utilize the vans with Connections for Life and the Opportunity House recently returning to the program.

**Fiscal Impact:**

None at this time.

**Recommendation:**

Informational.

Attachment:

- A. List of Participating CBOs/Non-profits

## Vehicle Share Van Mid-year Usage

Agency	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Total
Vallejo Project	19	36	33	32	36	36	<b>192</b>
Connections for Life	0	0	0	0	0	1	<b>1</b>
Opportunity House	0	0	0	0	0	1	<b>1</b>
<b>Total Trips</b>	<b>19</b>	<b>36</b>	<b>33</b>	<b>32</b>	<b>36</b>	<b>38</b>	<b>194</b>

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DATE: September 20, 2021  
TO: Solano Express Intercity Transit Consortium  
FROM: Katelyn Costa, Program Coordinator II  
Amy Antunano, Program Coordinator II  
RE: Commuter/Employer Programs Annual Report for Fiscal Year (FY) 2020-21

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**Background:**

Since 1990, STA's Solano Mobility Program has worked to support the transportation needs and services of all Solano County residents, employers, older adults, and people with disabilities. The Solano Mobility Employer Program now the Commuter Program of the Solano Transportation Authority serves to connect commuters to existing benefits to induce sustainable mode shift. Solano Mobility administers all commuter benefits programs directly to residents and employees in the county. Staff connects with businesses, homeowner associations, and community clubs as platforms to advertise these commuter benefits.

In FY 2019-20, Solano Mobility reorganized its implementation strategy to expand collaboration, efficiency, accessibility, and ease into commuting, especially via non-drive alone modes. A focus on promotion of full-package transportation options encourages transit use and other sustainable options other than solo driving. Staff is strengthening existing commuter programs to enhance simplicity and tailor offerings to audiences with transit propensity and traffic congestion issues. The ultimate goal is to continue to expand transit and active transportation options.

The pandemic has severely impacted mobility across the region. In the post-COVID world staff is focused on retention of previous sustainable modes users, supporting them in a shift to alternative modes that feel safer to them in order to keep the number of single occupancy vehicles down. Flexibility is key in this moment. Staff is keeping in touch with our community regularly through email and social media, making sure travelers know Solano Mobility is still here as a resource. Progress to different forms of engagement will follow in subsequent months and years as COVID conditions stabilize and safety in shared transportation modes can be ensured.

Solano Mobility's approach is moving to accommodate changes in commuter trends and continue to find the Solano community the right ride. A long term goal for STA's Solano Mobility Program is to expand longterm teleworking propensity and the regional public transportation use average on ferry, rail, express bus and ridesharing once Covid challenges have subsided.

In light of the pandemic, STA's Solano Mobility Program is committed to working with each employer of the Solano business community to develop tailored commute goals that make sense to each employer given the current landscape. The Program has been and will continue to promote working from home, off-peak hours travel and of course, safe alternative mode travel as most transition back to the workplace.

## **Discussion:**

In previous years, staff had been laying the groundwork for exponential program growth with the expansion with the Ride Amigos platform, development of an employer toolkit and partnership with Solano Economic Development Corporation (EDC). During COVID, doing outreach was more important than ever. Leveraging social media, we were able to preserve progress and increase awareness and participation. Program statistics can be found in Attachment A.

### *Ride Amigos Online Platform*

STA's various programs (i.e. Emergency Ride Home, Bucks for Bikes, Vanpools, etc) are housed in the RideAmigos platform where anyone can choose from a menu of options with a simple sign-up interface. There are 3060+ users on the platform, 715 of which are active users. Staff has tripled active usership in the last year. Moving forward, staff will be leveraging RideAmigos platforms across multiple counties to streamline outreach across various corridors.

### *First/Last Mile Program*

The First/Last Mile Program provides 80% subsidized Lyft rides (with a maximum of \$25/per ride) to and from 12 Transit Centers (Amtrak stations, SolanoExpress fixed stops, and 4 former FAST routes) across Solano County. The goal of this program is to encourage transit use through first-last mile connections to/from the Transit Centers to decrease single occupancy vehicle usage, specifically among commuters that travel to/from our county. This pilot also serves to increase mobility to and from locations not served by transit. There are currently 310 people signed up, a nearly 60% increase from the previous year despite the pandemic.

### *SolTrans Lyft Programs*

The SolTrans Lyft program provides rides within the Benicia city limits, as well as to select fixed-route, transfer points in Vallejo, allowing for quick connections to school campuses, medical services, social services and retail centers. The Benicia Dial-A-Ride Replacement program gives older adults, people with disabilities, and Veterans additional ways to travel around the City. Trip details can be found in Attachment B.

### *Active Mobility Summer Programs*

Despite the constraints of COVID, staff has remained flexible and focused on decreasing carbon emissions. This year, staff leveraged technology more than ever. Doing outreach almost exclusively online, bringing activities onto the web, and maintaining a connection with the month long Bike Bingo activity and Summer Bucketlist challenge.

### *Bucks for Bikes Program*

The Bucks for Bikes program was created to help encourage Solano County residents to bike to work for all or a portion of their commute. Once approved, they can receive up to 60% of the cost of a new bike and helmet at a \$300 maximum reimbursement for this program. Riders will be encouraged to log their trips on the Solano Commutes platform for additional incentives. An incentive distribution table can be viewed in Attachment C.

### *Guaranteed Ride Home (GRH) Program*

The objective of the GRH Program is to support Solano County employees who commute with a free ride if an unexpected emergency arises. Program participants may use taxi, Uber, Lyft or rental car in cases of emergency. In order to participate in the program, residents must live within 100 miles of their Solano County employer and can use the program no more than three times per calendar month and a total of six times in a calendar year.

As of December 2019, the STA Board approved a rebrand of the program to ease confusion and mirror the surrounding Bay Area counties. Solano Mobility is working with Sacramento Area Council of Governments (SACOG) to align with their GRH Program as a potential corridor strategy through the I-80 Corridor with the goal to model along I-680 and State Route (SR) 37 as well.

To provide more equity for GRH users, staff is incorporating free Lyft codes for those that are not able to afford the reimbursement option or do not have access to a taxi voucher. The Lyft codes will be added to the participants Solano Commutes account on Ride Amigos. The code can be redeemed no more that 3 times a month or 6 times a year and cannot be used on rides costing more than \$100. Taxi voucher will continue to be available for those that do not have a smart phone.

#### *Vanpool Program*

As of March 2020, STA's Solano Mobility staff reached out to the 201 registered vanpools. Of those vans 131 were still active. This equates to approximately 1,560 van riders: 62,400 trips annually. Over the past two years, the program has seen a decrease in vanpool usage and that has not changed in this post COVID era. The Solano Mobility Call Center staff assisted with only one new vanpool formation in 2020-21.

In January of 2021, in an effort to increase Vanpool usage, STA entered in to an agreement with Enterprise Rideshare to play a more active role in the steps and process for signing up new Vanpools. Solano Mobility will provide a \$200 incentive directly to Enterprise. This incentive will be paired with the Metropolitan Transportation Commission's \$350 subsidy for a total of \$550 subsidy to help offset the cost of new vans. Additionally, Solano Mobility will continue to support vanpools through the Solano Commutes platform on Ride Amigos. Since the implementation of this new incentive, 2 new vanpools have formed.

#### **Fiscal Impact:**

Solano Mobility Commuter/Employer Programs are funded using Congestion Mitigation and Air Quality (CMAQ) program funds, Transportation Fund for Clean Air (TFCA) funds through the Bay Area Air Quality Management District (BAAQMD) and Clean Air Funds through the Yolo Solano Air Quality Management District (YSAQMD).

#### **Recommendation:**

Informational.

#### Attachments:

- A. Commuter Program Overall Statistics
- B. SolTrans Lyft Program Trip Table
- C. Bucks for Bikes Incentive Distribution

**ATTACHMENT A**

	<b>FY 18/19</b>	<b>FY 19/20</b>	<b>FY 20/21</b>
Employers Engaged	85	78	78
Community Outings	110	100	0
Social Media Reach	701	14,461	16,866
Program Participation			
First/ Last Mile Shuttle	81	195	310
Amtrak/Lyft Pilot	28	40	7
Bucks for Bikes	21	9	6
Guaranteed Ride Home	10	1	1
Vanpool	3	1	1

**ATTACHMENT B**

	Trips Taken Since Sept 2019- April 2020
Benicia Dial-A-Ride Replacement (Lyft)	607
Benicia Dial-A-Ride Replacement (Taxi)	584
Mare Island Code	183
Carquinez Heights Code	83
Gateway Plaza Code	0

**ATTACHMENT C**

<b>Buck for Bike Program</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-2021</b>
All Applications Received	21	33	21	15	6
All Incentives Paid	8	8	10	9	6



DATE: September 20, 2021  
TO: Solano Express Intercity Transit Consortium  
FROM: Debbie McQuilkin, Transit Mobility Program Coordinator  
RE: Solano Mobility Programs Annual Report for Fiscal Year (FY) 2020-21  
1. Travel Training  
2. Countywide ADA In-Person Eligibility Program  
3. Taxi Card Program utilizing the PEX card  
4. Medical Trip Concierge using GoGo Grandparents

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**Background:**

The Solano County Mobility Management Program was developed in response to public input provided at two mobility summits held in 2009 and the Solano Transportation Study for Seniors and People with Disabilities completed in 2011. Mobility Management was identified as a priority strategy to address the transportation needs of seniors, people with disabilities, low income and transit dependent individuals in the 2011 Solano Transportation Study for Seniors and People with Disabilities. On April 9, 2014, the Solano Transportation Authority (STA) Board unanimously adopted the Solano County Mobility Management Plan which included authorizing the STA to begin implementation of the four key priority elements identified in the Plan: Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program, Travel Training, Senior Driver Safety Information, and the Solano Mobility One Stop Call Center.

Between 2017 and 2018, eight (8) additional mobility summits were held throughout Solano County to update the plan. Based on the findings of this outreach, the Medical Trip Concierge Program (through GoGo Grandparent) was implemented in order to address the number 1 issue that came up: a need for transportation to and from medical appointments. STA additionally manages the Intercity Taxi Card Program, which transitioned from Solano County in February of 2015, and the SolTrans Local Taxi Program utilizing the PEX card. Both taxi programs require ADA eligibility.

For the purposes of this report, STA staff will provide fiscal year end information on the following programs:

1. Travel Training
2. Countywide ADA In-Person Eligibility Program
3. Taxi Card Program utilizing the PEX card
4. Medical Trip Concierge using GoGo Grandparent

In response to precautionary COVID-19 safety measures currently established by the Solano County Public Health Department and the Center for Disease Control (CDC), the Solano Transportation Authority (STA) announced proactive measures to SolanoExpress, Local Route Transit Agencies and Solano Mobility. These proactive measures include modification, or disruptions to service levels. The Solano Mobility in-person services were temporarily closed until further notice, although the Call Center remained open answering calls during the same time period of Monday-Friday 8am-5pm.

### **Discussion:**

Fiscal Year (FY) 2020-21 data shows that the Mobility Programs remained resilient and sustained usage during the pandemic (Attachment A). Here are a few brief highlights:

#### **Countywide In-Person Americans with Disabilities Act (ADA) Evaluations:**

- A total of 589 Evaluations were conducted.
- While the overall number of new and recertifying applicants decreased by 13% from FY19-20 to FY20-21, the auto-renewal applications processed increased 21%, from 149 to 181 this FY.
- Auto Renewal saved the program \$18,100.
- Evaluations were temporarily replaced with an alternative paper application and phone interview process.

#### **Travel Training:**

- A total of 65 trainings (Individual and Field Trip) have been conducted during FY20-21.
- To encourage trainings, past trainees were contacted about the restarting of the program.
- 2 Field Trips were conducted with a total of 13 participants.
- All trainees are and will continue to be provided with Personal Protective Equipment (PPE): masks, gloves and hand sanitizer.

#### **Medical Trip Concierge Program (GoGo Grandparents):**

- 4,836 rides were taken using the GoGo Program which was a slight increase (nearly 3%) over last FY usage.
- Due to the driver shortage in the Intercity Taxi Program, the GoGo Program was expanded to include ADA eligible individuals not being served by the ITX Program.
- Monthly ridership nearly doubled upon ADA expansion.

#### **Intercity Taxi Card (ITX) Program:**

- A total of 3,314 Intercity Taxi trips were taken in FY20-21.
- Rides decreased most dramatically at the onset of the pandemic with an over 30% reduction in rides between from FY19-20 to FY20-21, however remained steady through the end of the FY20-21.
- A taxi driver shortage, along with Uber and Lyft usage, may have impacted trips taken.

Intercity Taxi program was also drastically impacted by the pandemic. With the lack of available drivers to assist ADA clients, the GoGo Program was expanded to include this vulnerable population, regardless of age, to get to and from medical and other essential appointments. This appeared to be a sound solution during the driver shortage; however, through public feedback, it has become apparent that Lyft/Uber drivers are not always able or willing to take the needs of ADA clients into account when a ride was requested and it's not their policy to do so. In some instances, Lyft/Uber drivers cancelled the ride once they realized someone with special needs, such as using a wheelchair or walker, was the client.

Since ADA individual may at times require more care and assistance, STA staff is partnering with North Bay Transit to provide additional needed support such as help entering and exiting a cab, folding a wheelchair, etc. STA has a longstanding relationship with North Bay Transit and this "white glove" service would be available for ambulatory and non-ambulatory ADA eligible individuals.



Once details of the contract are finalized, STA staff will begin to notify ADA GoGo participants who are under the age of 60 that they will no longer be eligible to use this program and will need to resume use of the Intercity Taxi Card Program by January 2022. Anyone can continue to use the GoGo Grandparent program individually, however, only those who are 60+ and registered for the program at the Call Center, will be eligible for the subsidy.

Another consideration of the new contract is the option of providing non-ambulatory taxi trips utilizing PEX for travel within a city. Staff has recently been made aware of several issues in which ADA eligible individuals cannot schedule paratransit trips in a timely manner to get to their appointments. Staff will seek input from the CTSA-AC, the Intercity Transit Consortium, and the PCC about the potential contract changes and collaboration in distribution of this new cab service information for both ambulatory and non-ambulatory individuals.

**Fiscal Impact:**

The programs are primarily funded with State Transit Assistance Fund (STAF) funds. Transit Development Act (TDA) funding is also utilized for the Intercity Taxi Card program. The Fiscal YTD actual expenses versus the budgeted amounts are shown below:

Program	Program Expense FY 2020-21	Programs Budgeted
Intercity Taxi Program	\$280,944	\$800,000
ADA In-Person Eligibility	\$113,356	\$316,561
Countywide Travel Training	\$290,161	\$325,439
Medical Trip Concierge	\$110,568	\$115,000

**Recommendation:**

Informational.

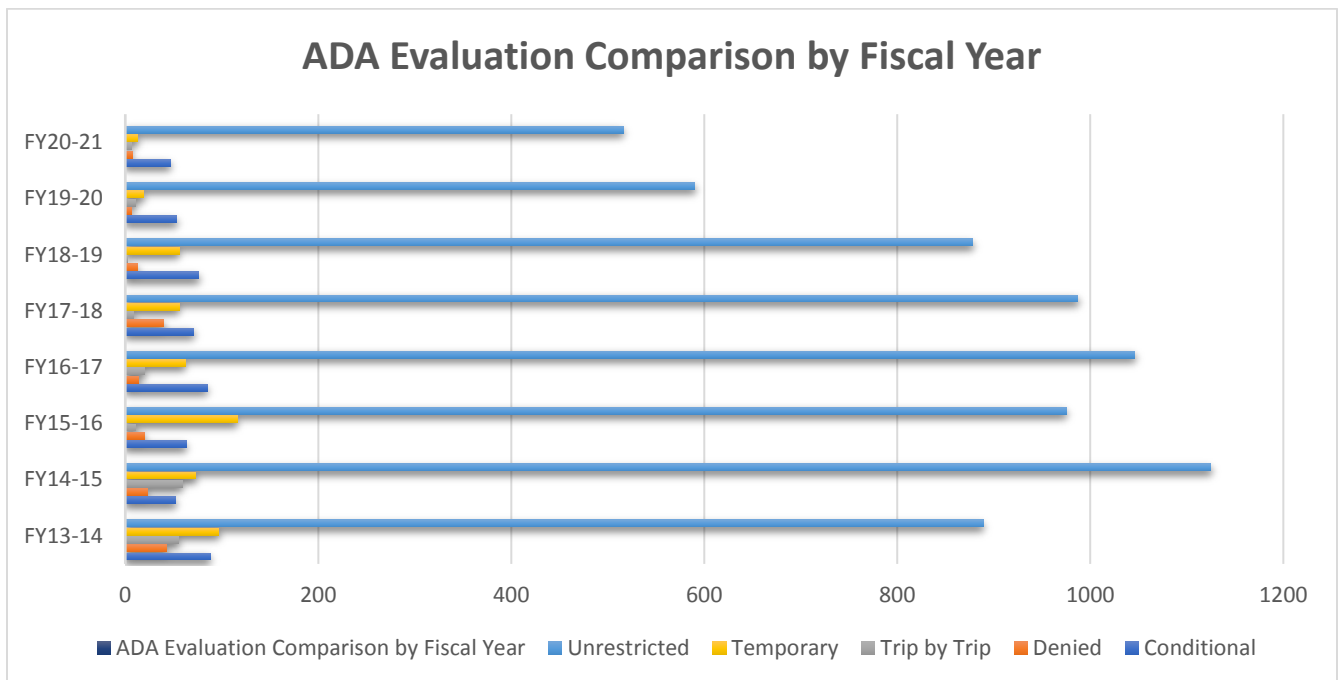
Attachment:

- A. Solano Mobility Program Comparison Update

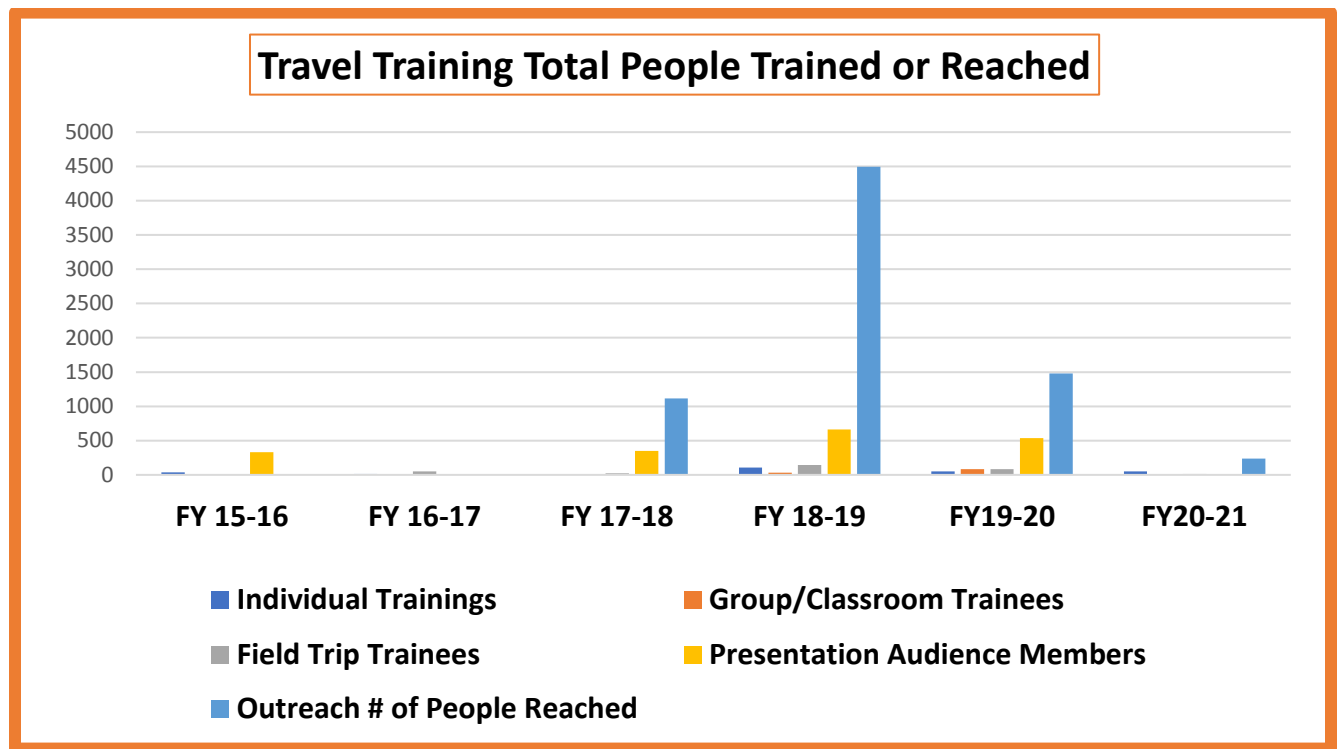
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ITX Trips Per Month FY Comparison				
	FY17-18	FY18-19	FY19-20	FY20-21
Month	Taxi Scrip	Taxi and PEX	Taxi and PEX	PEX
July	607	560	413	267
August	837	824	482	262
September	783	678	408	289
October	464	824	452	259
November	728	588	455	260
December	647	703	500	292
January	705	447	516	269
February	624	564	460	262
March	675	741	346	318
April	582	550	203	303
May	675	653	259	273
June	573	489	251	260
Totals:	7900	7,621	4745	3314

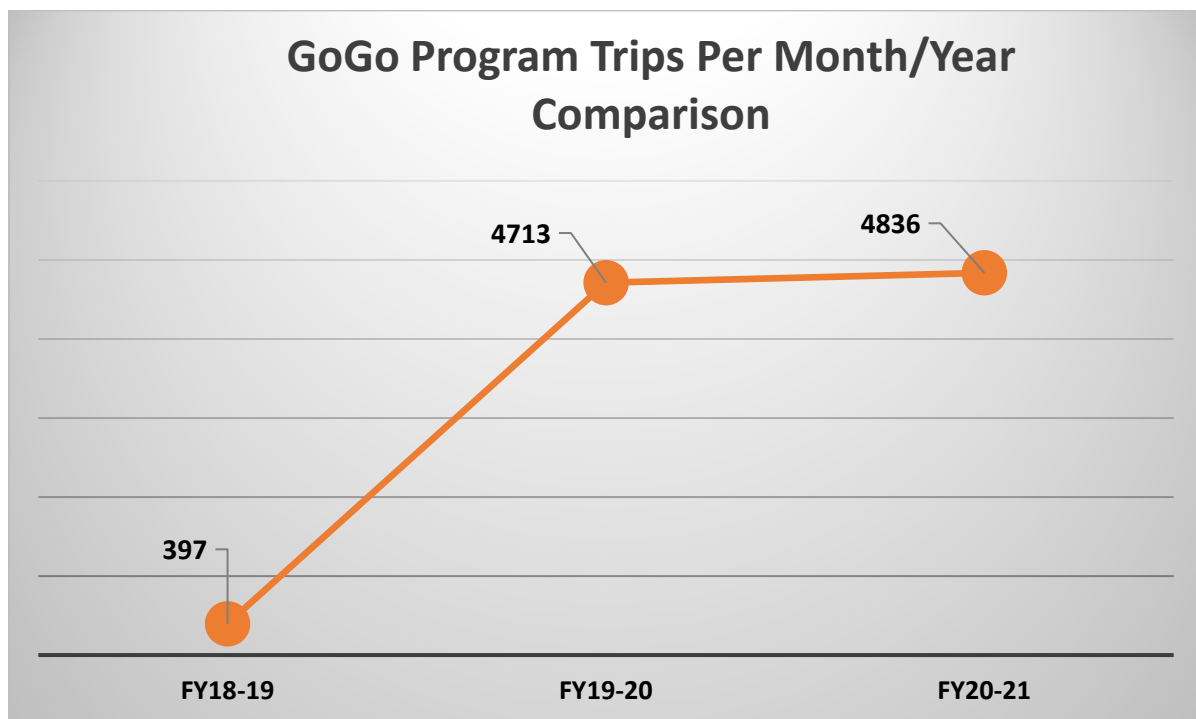
ADA Evaluation Comparison by Fiscal Year								
Eligibility	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18	FY18-19	FY19-20	FY20-21
Conditional	88	52	63	85	71	76	53	47
Denied	43	23	20	14	40	13	6	7
Trip by Trip	55	59	11	20	9	2	11	6
Temporary	97	73	116	62	56	56	19	13
Unrestricted	889	1125	975	1046	987	878	590	516
<b>Totals</b>	<b>1172</b>	<b>1332</b>	<b>1185</b>	<b>1227</b>	<b>1163</b>	<b>1025</b>	<b>679</b>	<b>589</b>
<b>Auto Renew</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>88</b>	<b>169</b>	<b>166</b>	<b>149</b>	<b>181</b>



Travel Training Total People Trained or Reached						
	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY19-20	FY20-21
Individual Trainings	37	14	9	107	49	52
Group/Classroom Trainees	0	0	0	33	82	0
Field Trip Trainees	0	52	23	142	83	13
Presentation Audience Members	332	300*	349	663	534	8
Outreach # of People Reached	0	305*	1117	4494	1480	239



Medical Trip Concierge (GoGo) Program Trips Taken			
Trips Per Month/Year Comparison			
Month	FY18-19	FY19-20	FY20-21
July	0	491	240
August	0	894	146
September	0	740	228
October	0	809	494
November	0	277	389
December	0	273	430
January	0	282	464
February	0	264	425
March	0	155	549
April	3	83	505
May	90	178	462
June	304	267	504
Totals	397	4713	4836





DATE : September 20, 2021  
TO: Solano Express Intercity Transit Consortium  
FROM: Amy Antunano, Program Coordinator II  
RE: Solano Mobility Call Center Monthly Update

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**Background:**

The original Solano County Rideshare Program called Solano Commuter Information began as part of a statewide network of rideshare programs in the early 1990s funded primarily by Caltrans for the purpose of managing countywide and regional rideshare programs in Solano County and providing air quality improvements through trip reduction. In 2000, the Solano Commuter Information program was transferred from Solano County Public Works to STA and became Solano Napa Commuter Information a few years later in partnership with Napa Valley Transportation Planning Agency (now Napa Valley Transportation Authority (NVTa)).

In February 2014, the STA expanded its services to include the Solano Mobility Call Center. This was one of four Solano Mobility priorities identified in the most recent Solano Transportation Study for Seniors and People with Disabilities completed in 2011. In addition to providing commuters and Solano County employers with information on a variety of transit services and incentive programs, the Solano Mobility Call Center provides older adults and people with disabilities with a range of various mobility information. STA's Solano Mobility staff started with four part-time customer service representatives and has since expanded to six.

**Discussion:**

*Solano Mobility Call Center*

In response to precautionary COVID-19 safety measures currently established by the Solano County Public Health Department and the Center for Disease Control (CDC), the Solano Transportation Authority (STA) developed proactive measures for Solano Express and Solano Mobility. These proactive measures include modification, or disruptions to service levels. The Solano Mobility in-person services were open to the public by appointment only starting July 2020 while the Call Center remained open answering calls during the same time period of Monday-Friday 8am-5pm.

December 17, 2020, Solano County was directed to shelter in place, once again, due to the COVID-19 Pandemic. As a result, there was a decrease in calls and walk-in clientele. However, even with the pandemic, the Solano Mobility Call Center had significant increase in Solano County Older Adult Medical Concierge calls and Intercity Taxi Card calls. For the month of August (FY) 2021-22, the Solano Mobility Call Center assisted 816 clients. The Call Center processed 6 RTC cards, processed funds for 75 Inter City Taxi Pex cards, and spoke with 91 clients regarding the Solano County Older Adult Medical Concierge program. (Attachment A).

**Recommendation:**

Informational.

Attachment:

A. Call Center Activity Chart



### Call Center Activity Chart Fiscal Year 2021/22

	July	August	Total for the year
ADA Paratransit	81	93	174
SolanoExpress	70	72	142
General Transit	24	58	82
Travel Training	11	24	35
Local Scrip	25	28	53
ITX	163	202	365
GGG	82	91	173
Lyft programs	15	44	59
Commuter Incentives	6	9	15
Trip Planning	17	17	34
General Information	7	15	22
Private Transport	8	21	29
RTC/Clipper	35	42	77
Other	119	100	219
<b>Total Calls</b>	<b>663</b>	<b>816</b>	<b>1479</b>
<b>Complaints</b>	<b>4</b>	<b>19</b>	<b>23</b>
<b>Bilingual Calls</b>	<b>2</b>	<b>5</b>	<b>7</b>
<b>Walk In</b>	<b>8</b>	<b>6</b>	<b>14</b>
<b>Website Views</b>	<b>4,169</b>	<b>4,655</b>	<b>8,824</b>

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DATE: September 17, 2021  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Vincent Ma, Marketing and Legislative Program Manager  
RE: Legislative Update

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**Background:**

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 13, 2021, the STA Board approved its 2021 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2021.

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:**

After returning from Summer Recess on August 16<sup>th</sup>, the California Legislature worked through the final bills of the year before adjourning the first year of the 2021-22 Legislative Session on September 10, 2021. The Governor now has until October 10<sup>th</sup> to veto or sign any bills that were presented to him. Discussions between Legislative leadership and the Governor on a \$4.2 billion allocation for California's high-speed rail project have been tabled for the year, which means that allocations of transportation funding in Senate Bill 129 (SB129) will likely revert back to the General Fund.

The current status of bills where STA has a *SUPPORT* position:

- AB 455 (Wicks) Bay Bridge Fast Forward Program: *Inactive*
- AB 1499 (Daly) Design-Build: *Governor's Desk*
- SB 44 (Allen) CEQA: Streamlined Judicial Review: Environmental Leadership Transit Projects: *Governor's Desk*
- SB 339 (Wiener) Road User Charge: *Governor's Desk*

The following bills are being watched by staff, but no position is currently being recommended:

- AB 106 (Salas) Regions Rise Grant Program: *Cancelled at the request of the author*
- AB 602 (Grayson) Development fees: impact fee nexus study: *Governor's Desk*
- AB 604 (Daly) Road Maintenance and Rehabilitation Account: *Governor's Desk*
- AB 680 (Burke) Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021. *Governor's Desk*
- AB 713 (Garcia) State Air Resources Board: greenhouse gas emissions scoping plan: *Suspense File*
- AB 897 (Mullin) Office of Planning and Research: regional climate networks: *Suspense File*

- AB 1147 (Friedman) Regional transportation plan: Active Transportation Program. *Governor's Desk*
- AB 1260 (Chen) California Environmental Quality Act: exemptions: transportation-related projects: *Suspense File*
- AB 1384 (Gabriel) Resiliency Through Adaptation, Economic Vitality, and Equity Act of 2022: *Inactive File*
- AB 1401 (Friedman) Residential and commercial development: parking requirements. *Suspense File*
- SB 7 (Atkins) Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021 *Signed by Governor*
- SB 9 (Atkins) Housing development: approvals: *Signed by Governor*
- SB 10 (Wiener) Planning and zoning: housing development: density: *Signed by Governor*
- SB 12 (McGuire) Local government: planning and zoning: wildfires: *Failed in Committee*
- SB 15 (Portantino) Housing development: incentives: rezoning of idle retail sites. *Failed*
- SB 83 (Allen) Sea Level Rise Revolving Loan Program: *Governor's Desk*
- SB 671 (Gonzalez) Transportation: Clean Freight Corridor Efficiency Assessment. *Governor's Desk*
- SB 674 (Durazo) Public Contracts: workforce development: transportation-related contracts. *Inactive File*
- SB 726 (Gonzalez) Alternative fuel and vehicle technologies: Sustainable Transportation Strategy: *Inactive File*

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

The results from the gubernatorial recall election on September 14<sup>th</sup> support allowing Governor Newsom to remain in office for the remainder of his term. Counties have thirty days to certify their results, so the final announcement from the Secretary of State will occur in mid-October.

The California State Transportation Agency (CalSTA) released the Transit and Intercity Rail Capital Program (TIRCP) Cycle 5 draft guidelines on August 9<sup>th</sup>. Approximately \$500-600 million in new funding is available through Fiscal Year 2026-27. The additional \$2.6 billion for the TIRCP program in SB 129 will now return to the General Fund.

Updates on the following are detailed in Attachment A:

- Legislative Update
- Fiscal Year 2021-22 State Budget
- CalSTA Releases Draft TIRCP Guidelines
- Bill of Interest

*Federal Legislative Update (Akin Gump):*

STA's federal legislative advocate (Susan Lent of Akin Gump) continues to work with STA staff to align STA's strategic objectives with those of the new administration.

On August 10<sup>th</sup>, the Senate passed the \$1.2 trillion bipartisan infrastructure bill, which includes \$550 million of new funding for transportation, broadband, and utilities. The following day, the Senate approved a budget resolution that would allow Democrats to pass a \$3.5 trillion spending plan for "social" infrastructure without any bipartisan support using the budget reconciliation process. By a party-line vote of 220-212, the House passed the \$3.5 trillion budget resolution on August 24<sup>th</sup>, and is scheduled to vote on the bipartisan infrastructure bill by September 27<sup>th</sup>. Unfortunately, the Senate bipartisan infrastructure bill does not include the Member Designated Projects that were approved as part of the House's INVEST in American Act; however, there is an effort to re-insert these projects into the \$3.5 trillion reconciliation bill. The Fixing America's

Surface Transportation (FAST) Act expires at the end of September and would require an extension unless the bipartisan infrastructure bill is passed.

Updates on the following are detailed in Attachment C:

- Infrastructure Legislation
- Fiscal Year 2022 Appropriations
- Potential Bills of Interest

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

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

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916-446-4656

August 24, 2021

TO: Board of Directors, Solano Transportation Authority

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

RE: **STATE LEGISLATIVE UPDATE – September 2021**

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### ***Legislative Update***

The Legislature reconvened from Summer Recess on August 16 and entered the final month of the first year of the 2021-22 Legislative Session. Fiscal committees have until August 27 to report bills to the floor of each house. The Legislature will adjourn on September 10. The Governor has until October 10 to act on bills sent to him in the final weeks of the session.

The date for the election to decide if Governor Newsom should be recalled has been set for September 14, though mail ballots have been going out since mid-August. County elections offices will have 30 days to certify the results and the Secretary of State will announce the official result approximately 8 days later. As such, we won't know the official outcome until late-October.

### ***Fiscal Year 2021-22 State Budget***

On July 12, the Governor signed [SB 129 \(Skinner\)](#), a "Budget Bill Jr." that amends the main budget bill, [AB 128 \(Ting\)](#), signed by Governor Newsom on June 28. As we reported last month, SB 129 includes significant investments in transportation, including \$2.7 billion in funding for zero-emission vehicles and infrastructure and \$2.5 billion for statewide Transit and Intercity Rail Capital Program (TIRCP) funding, funding for the 2028 LA Olympics, and funding for grade separations statewide. The bill also includes investments in active transportation and highways. Notably, SB 129 did not include the Governor's proposed \$4.2 billion investment in the California high-speed rail project, which is still the subject of ongoing negotiations between Legislative Leaders and Governor Newsom. Also, SB 129 dictates that a significant portion of the transportation funding only takes effect if subsequent legislation is approved by October 10. This ensures that if an agreement is not reached on high-speed rail, these funds will revert to the General Fund.

Additionally, on July 16, the Governor signed [AB 149 \(Committee on Budget\)](#), the transportation trailer bill, which includes additional statutory relief measures for transit pursued this year, and which expand on the relief secured last year in the budget.

### ***CalSTA Releases Draft TIRCP Guidelines***

On August 9, the California State Transportation Agency (CalSTA) released the Transit and Intercity Rail Capital Program's (TIRCP) Cycle 5 [discussion draft guidelines](#). CalSTA kicked off the TIRCP guideline development process for the 2022 cycle with a workshop on August 12, 2021. The current focus is on updating the program to reflect the resources currently available through the budget, which includes approximately \$500-600 million of new funding for projects statewide through Fiscal Year 2026-27. The initial guidelines do not address the proposed additional \$2.6 billion for the program included in AB 129 (as discussed above). If additional funding is approved, CalSTA will update the guidelines to address the additional funding.

### ***Bills of Interest***

#### **SB 44 (Allen) CEQA: Streamlined Judicial Review: Environmental Leadership Transit Projects**

This bill would establish procedures for the expedited administrative and judicial review for up to seven fixed guideway transit project undertaken by a public agency within Los Angeles County that meets certain criteria and deemed to be an "environmental leadership" project. More specifically, the bill would require the Judicial Council, on or before April 1, 2022, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 365 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project. ***The STA Board SUPPORTS this bill (February 10, 2021 Board Meeting). This bill has been significantly amended.***

#### **SB 339 (Wiener) Road User Charge**

Existing law requires the CTC to create a Road Usage Charge (RUC) Technical Advisory Committee to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system and report its work to the Legislature. The existing authorization sunsets on January 1, 2023. This bill would extend the sunset date to January 1, 2027 because the CTC requested an extension to run another pilot with actual fee collection. ***The STA Board SUPPORTS this bill (April 14, 2021 Board Meeting).***

#### **AB 43 (Friedman) Speed Limits**

This bill would grant Caltrans and local authorities greater flexibility in setting speed limits based on recommendations of CalSTA's Zero Traffic Fatality Task Force. Principally, this bill authorizes a local authority, by resolution or ordinance, to lower speed limits by five miles per hour below a traffic engineer's recommendation after a traffic survey if the street has been designated as a high-injury street and/or the street is adjacent to an area that has a significant number of bicycles or pedestrians, especially from vulnerable groups such as children, seniors, persons with disability, and the unhoused. The bill also allows Caltrans to set a speed limit of 20 mph or 15 mph on state highways if a traffic survey is conducted (under current law, Caltrans can only go as low as 25 miles per hour). ***The STA Board SUPPORTS this bill (June 9, 2021 Board Meeting).***



**AB 455 (Wicks) Bay Bridge Fast Forward Program – 2-Year Bill**

This bill would allow the Bay Area Toll Authority (BATA), in consultation with Caltrans, to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge, accessible to mass transit vehicles, or other designated vehicles including taxis and vanpools, during posted times. ***The STA Board SUPPORTS this bill (March 10, 2021 Board Meeting).***

**AB 602 (Grayson) Development Fee Nexus Study**

The Permit Streamlining Act requires each public agency to provide a development project applicant with a list that specifies the information that will be required for a development project. The Mitigation Fee Act requires a local agency that establishes, increases, or imposes a fee as a condition of approval of a development project to determine a reasonable relationship between the fee's use and the type of development project. This bill would require a local agency that conducts an impact fee nexus study to follow specific standards and practices outlined in the bill. The bill would also require a local agency to post a written fee schedule or a link directly to the written fee schedule on its internet website. This bill would also require HCD to create an impact fee nexus study template that may be used by local jurisdictions.

**AB 629 (Chiu) Seamless Bay Area – 2-Year Bill**

As currently drafted, this bill would require MTC to consult with transit agencies, local jurisdictions, county transportation agencies, and the public to establish and maintain a transit priority network for the San Francisco Bay area that designates corridors that can best support transit service.

This bill would require MTC to submit a copy of *the Fare Coordination and Integration Study and Business Case* to the Legislature by February 1, 2022, as well as a follow up report on the progress of implementing the recommendations in the study by January 1, 2023. The bill would require MTC to create a pilot program for an "accumulator pass" among operators providing service in at least three adjacent counties by July 1, 2023. This bill would require MTC in consultation with transit agencies to develop a standardized regional transit mapping and wayfinding system and to develop an implementation and maintenance strategy and funding plan for deployment of the system by July 1, 2024 and for each transit agency to use the system by July 1, 2025. The bill would require a transit operator in the Bay area to use open data standards to make available all routes, schedules, and fares in a specified data format and to track actual transmission of real-time information by transit vehicles and report that information to the commission to ensure that schedule predictions are available. The bill would require the commission to coordinate these activities and to develop an implementation and funding plan for deployment of real-time information. Finally, this bill would require MTC, Caltrans, and the operators of managed lanes in the Bay Area to take specified steps to ensure the regional managed lanes network supports seamless operation of high-capacity transit. ***On May 20, this bill was made a 2-year bill in the Assembly Appropriations Committee. The bill will not move forward in 2021. It can be moved again in 2022.***

**AB 844 (Grayson) Green Empowerment Zones**

Existing law allows for the formation of infrastructure financing districts, enhanced infrastructure financing districts, infrastructure and revitalization financing districts, and community revitalization and investment authorities, and public-private partnerships to undertake various economic development projects, including financing public facilities and infrastructure, affordable housing, and economic

revitalization. This bill would establish the Green Empowerment Zone for the Northern Waterfront area of the Counties of Contra Costa and Solano composed of the following cities in Solano County: Benicia and Vallejo. The Zone would be governed by a board of directors and would task the directors with various duties, including, among other things, identification of projects and programs that will best utilize public dollars and improve the economic vitality of the area to transition to a clean energy economy.

**AB 1499 (Daly) Design-Build**

Existing law authorizes Caltrans to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. Existing law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Existing law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system. Existing law repeals these provisions on January 1, 2024. This bill would extend these provisions until the January 1, 2034. ***The STA Board SUPPORTS this bill (April 14, 2021 Board Meeting).***

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

This constitutional amendment would lower the necessary voter threshold from a two-thirds supermajority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects, including public transit. The STA Board supported a nearly identical measure, also ACA 1 (Aguiar-Curry), in 2019. ***The STA Board SUPPORTS this bill (February 10, 2021 Board Meeting).***

## M E M O R A N D U M

August 24, 2021

**To:** Solano Transportation Authority  
**From:** Akin Gump Strauss Hauer & Feld LLP  
**Re:** July and August Report

In July and August, we monitored developments with transportation legislation and reported the developments to Solano Transportation Authority staff.

### **Infrastructure Legislation**

On August 10, the Senate passed the Infrastructure Investment and Jobs Act (IIJA) with bipartisan support. The bill authorizes \$1.2 trillion over five years for transportation, water, energy, broadband, and resiliency programs. Of the \$1.2 trillion, \$550 billion is new spending. The bill also authorizes highway, public transportation and rail programs for five years. This bill does not include all of the funding proposed by President Biden in his Build Back Better Plan since it is a bipartisan compromise. The plan is for Democrats to pass a separate bill that includes additional funding for social and other programs.

The Senate bill authorizes \$219.6 billion for the highway program and provides \$110 billion in supplemental funding for targeted projects. The bill reauthorizes most of the existing programs with some changes and includes funding for the following programs that may be of interest to STA:

- \$8 billion for the Nationally Significant Freight and Highway Projects program.
- \$12.5 billion for a competitive grant program for bridge investments.
- \$250 million for a Congestion Relief competitive grant program.
- \$7.3 billion in formula funding and \$1.4 billion in competitive funding for a new PROTECT grant program focused on resilient infrastructure.
- \$250 million for a congestion relief program that provides competitive grants to governmental entities to undertake congestion relief projects in congested metropolitan areas.
- \$6.4 billion for a formula Carbon Reduction Program for states to undertake projects that reduce transportation emissions.
- \$2.5 billion for a competitive grant program for electric vehicle charging infrastructure where local entities are eligible applicants and \$5 billion for a formula program for States.
- \$350 million for a Wildlife Crossings Pilot Program to provide competitive grants for projects to reduce wildlife vehicle collisions.
- \$1 billion for a Reconnecting Communities Pilot Program, including \$250 million for planning grants and \$750 million for construction grants.

- \$5 billion, plus an additional \$1 billion subject to appropriation for the Safe Streets and Roads for All Competitive Grant Program to implement “vision zero” plans and other improvements to reduce crashes and fatalities.
- \$1 billion for the Active Transportation Infrastructure Investment Program, a new competitive grant program for infrastructure improvements that create safe and connected active transportation facilities.
- \$1 billion, subject to appropriation, for a new Strengthening Mobility and Revolutionizing Transportation (SMART) competitive grant program for demonstration projects that implement advanced smart city or community technologies and systems to improve transportation efficiency and safety.
- \$500 million for a new Healthy Streets competitive grant program for states and local governments to deploy cool pavements and porous pavements and to expand tree cover.

There is \$66 billion in new funding for passenger and freight rail programs. Key programs include:

- \$5 billion for Consolidated Rail Infrastructure and Safety Improvements Grants (CRISI) plus an additional \$5 billion subject to appropriations.
- \$3 billion, subject to appropriations, for a Railroad Crossing Elimination competitive grant program.
- \$10 billion, subject to appropriations, for a National Infrastructure Project Assistance competitive grant program to fund large-scale transportation projects through multi-year grant agreements.
- \$36 billion for competitive Federal-State Partnership for Intercity Passenger Rail Grants, plus an additional \$7.5 billion authorized.
- \$7.5 billion, subject to appropriations, over five years for RAISE (formerly BUILD) grants.

The bill includes \$106.9 billion for Federal Transit Administration (FTA) programs over five years. Key programs include:

- \$33.5 billion for the §5307 and 5336 for Urbanized Area Formula Grants.
- \$2.1 billion for the Seniors and Individuals with Disabilities Grant program.
- \$4.58 billion for rural formula grants.
- \$18.4 billion for §5337 State of Good Repair Grants, including \$1.5 billion for competitive grants to replace rail rolling stock that is past its useful life.
- \$966.4 million for planning.
- \$5.5 billion for bus and bus facilities grants comprised of \$3.16 billion is for formula bus grants and \$2.34 billion for general competitive grants, which includes \$374.6 million for low-no emission bus competitive grants. These grants require applicants for zero-emission vehicle grants to submit a zero-emission fleet transition plan and to use 5 percent of the funding for workforce development training.
- \$5.25 billion for the Low-No discretionary grant program.
- \$23 billion for Capital Investment Grants (CIG).
- \$192.8 million for public transit innovation.
- \$62 million for technical assistance for workforce development.

- \$24 million for the Coordinated Access and Mobility program.
- \$3.88 billion for growing and high-density states.
- \$68.8 million is for the Transit Oriented Development Planning Pilot Program for projects around fixed guideway programs.
- \$400 million for the passenger ferry program and for low-emission ferries.
- \$1.75 billion for ADA accessibility improvements at rail stations.
- The bill also makes changes to the safety program (49 USC 5329), including enhanced requirements for safety plans, improved safety training, training regarding de-escalation to reduce assaults on transit workers and measures to reduce vehicle and pedestrian accidents involving buses.

The bill includes environmental streamlining provisions intended to expedite project review, including the following:

- Codifies One Federal Decision policy, which makes the FAST-41 permitting process permanent.
- Streamlines Section 4(F) reviews by requiring the Secretary of Transportation to give participating agencies 30 days to comment and then allows the Secretary to assume there is no objection if the participating agency does not comment within 15 days.
- Authorizes Reimbursement of Costs for Early Utility Relocation Work in Advance of Completing Environmental Review Process provided the early utility relocation is incorporated into the larger transportation project and does not influence the NEPA review.
- Increases the threshold for projects with minimal federal funds to be eligible for a Categorical Exclusion to projects that receive less than \$6 million in federal funds or projects estimated to cost \$35 million or less and that have less than 15 percent of the estimated project cost coming from federal funds.

The House passed an infrastructure bill on July 1 largely along party lines. The House bill included \$5.7 billion for member-designated projects or “earmarks”, including \$7.4 million for the Jepson Parkway Vanden Road Complete Streets Project and \$4 million for the I-505/Vaca Valley Parkway Corridor MultiModal Improvements Project. In light of the bipartisan Senate bill, the House is likely to take up the Senate bill and not advance the House bill.

Democrats in the House have tied passage of the Senate infrastructure bill to passage of the bigger funding bill mentioned above. The Senate passed a budget resolution on August 11 that authorizes up to \$3.5 trillion in new spending for such programs. The budget resolution included instructions for congressional committees to draft legislation that provides funding and tax incentives for traditional infrastructure and social infrastructure programs. Under “budget reconciliation” rules, Senators may pass budget legislation with only 51 votes. Otherwise, the Senate would need 60 votes to pass a bill.

The House is attempting to pass its budget resolution this week, however it still remains uncertain. Once the House passes the budget resolution, the House and Senate will begin work on budget legislation that will assign funding to programs. Chairman DeFazio has said he would like to include the earmarks from the House bill in the budget bill. It is not clear that he will be successful.

## **Fiscal Year 2022 Appropriations**

The House has passed seven of its twelve appropriations bills. On July 31, the House passed [H.R. 4502](#), a “minibus” including six bills, including the Transportation-HUD (THUD) bill. The THUD bill would appropriate \$105.7 billion for DOT, an increase of \$19 billion above the fiscal year 2021 enacted levels. Highlights from the bill include:

- \$61.9 billion for the Federal Highway Administration for formula programs funded from the Highway Trust Fund.
- \$1.2 billion for National Infrastructure Investments (RAISE) discretionary grants, an increase of \$200 million from fiscal year 2021.
- \$15.5 billion for the Federal Transit Administration, including:
  - \$12.2 billion for transit formula grants, an increase of \$1.4 billion above the fiscal year 2021 enacted level.
  - \$2.5 billion for Capital Investment Grants, an increase of \$459 million above the fiscal year 2021 enacted level.
  - \$580 million for Transit Infrastructure Grants, an increase of \$64 million above the fiscal year 2021 level. This amount includes:
    - \$203 million for buses and bus facility competitive grants, an increase of \$40 million from fiscal year 2021. The bill also contains an additional \$5 million for competitive transportation planning grants for zero-emission bus fleets.
    - \$240 million for low or no emission grants, an increase of \$115 million from fiscal year 2021.
    - \$20 million for low-emission ferry boat grants, an increase of \$12 million from fiscal year 2021.
    - \$25 million for deployment of innovative mobility solutions competitive research and cooperative agreement grants, an increase of \$24 million from fiscal year 2021.
    - \$30 million for new competitive climate resilience and adaptation grants for capital projects.

The Senate has only begun marking up appropriations bills. It had not marked up the THUD bill before the August recess. It is likely Congress will not be able to complete work on funding bills before the end of the current fiscal year and will need to pass a continuing resolution to fund the federal government into fiscal year 2022.

### **Potential Bills of Interest**

- [H.R. 5059](#), the Make It in America Act, was introduced by Rep. John Garamendi (D-CA) to strengthen Buy America requirements applicable to infrastructure projects. The bill was referred to the Committee on Oversight and Reform.
- [H.R. 4908](#), the Community Vehicle Charging Act of 2021, was introduced by Rep. Jason Crow (D-CO). The bill was referred to the House Committee on Energy and Commerce.
- [S. 2616](#), the Livable Communities Act of 2021, was introduced by Rep. Bob Menendez (D-NJ) to create a federal grant program to incentivize the coordinated development of affordable housing and transit. The bill was referred to the Committee on Banking, Housing, and Urban Affairs.

- [H.R. 4920](#) to establish a working group on electric vehicles was introduced by Rep. Deborah Ross (D-NC). The bill was referred to the Subcommittee on Highways and Transit.
- [S. 2611](#) to designate high priority corridors on the National Highway System was introduced by Sen. Ted Cruz (R-TX). The bill was referred to the Committee on Environment and Public Works.
- [S. 2579](#) the Bikeshare Transit Act of 2021 was introduced by Sen. Ron Wyden (D-OR). The bill was referred to the Committee on Banking, Housing, and Urban Affairs.

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DATE: September 17, 2021  
TO: Solano Express Intercity Transit Consortium  
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
<b>Federal</b>			
1.	Federal Highway Administration (FHWA) – Nationally Significant Federal Lands and Tribal Projects (NSFLTP)	Up to <b>\$300 million</b> ; projects of at least <b>\$25 million</b>	First deadline is December 18, 2018, applications accepted on a Quarterly Rolling Basis.
<b>Regional</b>			
1.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
2.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$7,000</b> 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 <b>\$5,000 to \$45,000</b> 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.	YSAQMD Clean Air Funds Program	Up to <b>\$30,000</b> available for EV Chargers in YSAQMD portion of Solano County	STA to open solicitation period on October 13 <sup>th</sup>
<b>State</b>			
1.	CalTrans Sustainable Communities Grant	<b>\$29.5 Million</b> of Funding Available	Grants due on October 27, 2021
2.	CaTrans Strategic Partnerships Grant	<b>\$4.5 Million</b> of Funding Available	Grants due on October 27, 2021
3.	CalTrans Clean CA Grant Program	<b>\$296 Million</b> of Funding Available	Solicitation Period Opens December 2021

**Fiscal Impact:**

None.

**Recommendation:**

Informational.