

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

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Public Comments:

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

Americans with Disabilities Act (ADA):

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 707-399-3203

ITEM

BOARD/STAFF PERSON

- 1. CLOSED SESSION (5:30 – 6:00 p.m.)**
PERSONNEL MATTERS (Gov’t Code §54957):
 Public Employee Performance Evaluation: Executive Director

<u>STA BOARD MEMBERS</u>							
Jim Spering	Lori Wilson	Steve Young	Steve Bird	Harry Price	Ronald Kott	Ron Rowlett (Chair)	Robert McConnell (Vice Chair)
County of Solano	City of Suisun City	City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Vacaville	City of Vallejo
<u>STA BOARD ALTERNATES</u>							
Erin Hannigan	Wanda Williams	Lionel Lagaerspada	Jim Ernest	Chuck Timm	David Hampton	Nolan Sullivan	Pippin Dew

2. CALL TO ORDER/ PLEDGE OF ALLEGIANCE

(6:00 p.m.)

3. CONFIRM QUORUM/ STATEMENT OF CONFLICT

Chair Rowlett

An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.

4. APPROVAL OF AGENDA

5. OPPORTUNITY FOR PUBLIC COMMENT

(6:05 – 6:10 p.m.)

6. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls

(6:10 – 6:15 p.m.)

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7. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

MTC Commissioner Jim Spring

(6:15 – 6:20 p.m.)

8. STA PRESENTATIONS

(6:20 – 6:45 p.m.)

A. Presentation: Caltrans on Solano County State Highway Operations and Protection Program (SHOPP)

Doanh Nguyen, Caltrans District 4

B. Presentation: Kiewit on I-80/I-680/SR 12 Package 2A

Zach Riley, Kiewit

C. Presentation: Vacaville Priority Development Areas (PDAs)

Fred Buder, City of Vacaville

D. Department Reports:

1. Projects – California Energy Commission Grant

Anthony Adams

2. Planning - Climate Action Plan for Transportation Infrastructure (CAPTI) Letter of Support

Robert Guerrero

3. Programs

a. Solano County Bike Champion of the Year: Cande Medrano

Amy Antunano

b. SolanoExpress Intercity 3rd Quarter Report for Fiscal Year (FY) 2020-21

Brandon Thomson

c. First Last Mile Update

Lloyd Nadal

9. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

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

(6:45 – 6:50 p.m.)

A. Meeting Minutes of the STA Board Meeting of May 12, 2021

Johanna Masielat

Recommendation:

Approve the Minutes of the STA Board Meeting of May 12, 2021.

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- B. Draft Minutes of the STA TAC Meeting of May 26, 2021** Johanna Masielat
Recommendation:
 Approve the Draft Minutes of the STA TAC Meeting of May 26, 2021.
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- C. Fiscal Year (FY) 2020-21 Third Quarter Budget Report** Recommendation: Susan Furtado
 Receive and file.
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- D. STA’s Fiscal Year (FY) 2020-21 Proposed Final Budget Revision**
Recommendation: Daryl Halls
 Adopt the STA’s FY 2020-21 Proposed Final Budget Revision as shown in Susan Furtado
 Attachment A.
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- E. Renewal of Administrative Services Agreement with the City of Vacaville**
Recommendation: Susan Furtado
 Authorize the Executive Director to renew the Administrative Services Contract with the City of Vacaville for Accounting and Personnel Services for a three-year contract term beginning FY 2021-22 through FY 2023-24 for a total amount of \$195,000.
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- F. Request for Proposals (RFP) for Professional Auditing Service**
Recommendation: Susan Furtado
 Authorize the Executive Director to:
 1. Release a Request for Proposal for Professional Auditing Service; and
 2. Enter into a contract for an amount not-to-exceed \$30,000 per year for three years with the option to renew for one 2-year extension or two 1-year extensions.
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- G. Contract Extension for STA Legal Services** Daryl Halls
Recommendation:
 Authorize the Executive Director to extend the agreement with Solano County Counsel for the provision of legal services for a two-year period, with the option for a two year extension, for a not-to-exceed annual amount of \$80,000.
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- H. Climate Action Plan for Transportation Infrastructure Letter of Support** Robert Guerrero
Recommendation:
 Approve a Letter of Support for California State Transportation Agency’s (CalSTA) Climate Action Plan for Transportation Infrastructure (CAPTI).
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- I. On-Call Bench for Construction Management and Environmental & Design Services Consultants** Anthony Adams
Recommendation:
 Approve the results of RFQ 2021-01 On-Call Construction Management Services and RFQ 2023-03 On-Call ENV and PS&E Services
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- J. State Route (SR) 37 Policy Committee Appointment** Janet Adams
Recommendation:
 Appoint STA Board Member Robert McConnell to represent the STA Board and participate on the SR 37 Policy Committee.
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- K. Suisun City Station Lighting and Bus Shelter Implementation** Erika McLitus
Recommendation:
 Authorize the Executive Director to enter into:
1. Funding agreement with the Capitol Corridor Joint Powers Authority for \$305,000 in Minor Capital Improvements Program to deliver the Suisun Amtrak Station Improvements Project; and
 2. Contract not-to-exceed \$70,000 with WSP for Construction Management Services for the Suisun Amtrak Station Improvements Project.
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10. ACTION FINANCIAL ITEMS

- A. Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) Fiscal Year (FY) 2021-22 County Program Manager Funds** Brent Rosenwald
Recommendation:
 Approve the allocation of FY 2021-22 BAAQMD TFCA County Program Manager Funds as follows:
1. \$11,814 for the Cal Maritime’s Electric Golf Cart;
 2. \$34,192 for the Cal Maritime to purchase an all-electric powered Hyundai Kona;
 3. \$50,000 for SolTrans’ Curtola Park and Ride Inductive Bus Charger Project;
 4. \$17,511 for Six Flags Discovery Kingdom’s employee parking lot EV chargers;
 5. \$50,000 for Solano County’s Mobi Electric Vehicle Charger Project; and
 6. \$25,000 for the City of Vallejo’s Fleming Hill Fleet EV Charger Project
- (6:50 – 6:55 p.m.)
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B. Proposed MTC Quick-Strike Augmentation for Solano Projects

Erika McLitus

Recommendation:

Authorize the Executive Director to submit the below listed projects and amounts to MTC for the MTC Safe and Seamless Mobility Quick-Strike Program:

1. Hannigan Station Capacity Improvements (\$900,000); and
2. STA Safe Routes to School Non-Infrastructure Program (\$200,000).

(6:55 – 7:00 p.m.)

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11. ACTION NON-FINANCIAL ITEMS

A. SolanoExpress Service Modifications - August 2021

Brandon Thomson

Recommendation:

Conduct a Public Hearing for the proposed SolanoExpress Service Modifications as shown in Attachments B through E.

(7:00 – 7:10 p.m.)

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B. Legislative Update

Vincent Ma

Recommendation:

- SUPPORT AB 43 (Freidman) Traffic Safety. *SUPPORT* AB 43 (Freidman) Traffic Safety
- *SUPPORT* Transportation California Coalition to increase transportation spending for FY 2021-22 State Budget

(7:10 – 7:15 p.m.)

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12. INFORMATIONAL – DISCUSSION

A. Follow-up to STA Board Transit Workshop / Connected Mobility Study

Daryl Halls
Ron Grassi

(7:15 – 7:30 p.m.)

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NO DISCUSSION ITEM

B. Project Delivery

Erika McLitus

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C. Fiscal Year (FY) 2020-21 Abandoned Vehicle Abatement (AVA) Program Second Quarter Report

Brenda McNichols

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D. Summary of Funding Opportunities

Brent Rosenwald

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E. 2021 STA Board and Advisory Committee Meeting Schedule

Johanna Masielat

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13. BOARD MEMBERS COMMENTS

14. ADJOURNMENT

The meeting will be adjourned in memory of the victims and their families lost at the mass shooting that occurred at Santa Clara Valley Transportation Authority (VTA) on May 26, 2021.

The STA Board's next regularly scheduled meeting via Zoom is at **6:00 p.m., Wednesday, July 14, 2021.**

STA Board Meeting Schedule for Calendar Year 2021

6:00 p.m., Wed., July 14th

No Meeting in August (Summer Recess)

6:00 p.m., Wed., September 8th

6:00 p.m., Wed., October 13th

No Meeting in November due to STA's 24th Annual Awards Program

6:00 p.m., Wed., December 8th



DATE: June 2, 2021
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – June 2021

The following is a brief status report on some of the major issues and projects currently being advanced by the Solano Transportation Authority (STA). An asterisk (*) notes items included in this month's Board agenda.

I-80/I-680/SR 12 Interchange Construction Update*

The I-80/I-680/SR 12 Phase 2A project is currently under construction with a combination of Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP), bridge tolls, and State Transportation Improvement Program (STIP) funds, which were used to fund the \$84 million project. The project was delivered through a Construction Management General Contractor (CMGC) partnership between Caltrans District 4 and STA. The project's construction contractor, Kiewit Corporation, has been invited to provide an update on the project's construction at the June 9th Board Meeting.

Caltrans Presentation on State Highway Operations and Protection Program (SHOPP)*

Caltrans District 4's Doanh Nguyen, has been invited to provide an informational presentation on Caltrans' SHOPP funded projects programmed for Solano County for the next four years.

Solano Express Service Changes – Public Hearing*

Earlier this year, the STA Board approved the Fiscal Year (FY) 2021-22 budget for the Solano Express service that includes a combination of one-time allocation of federal Corona Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) provided by the Metropolitan Transportation Commission (MTC) and more traditional local transit development act (TDA), regional bridge toll, and fares. This budget provides the basis for increasing service on the Blue, Red and Yellow Lines and Green Express from a collective total of 44,500 hours to 62,500 hours. A public hearing has been scheduled to inform the public of the proposed service schedules prior to approval by the STA Board at this same meeting. These service changes are scheduled to go into effect in August of this year.

Concurrently, STA staff has developed Solano Express budget proposals for FY 2022-23 and FY 2023-24 that includes recommendations for forthcoming federal American Recovery Plan Act of 2021 (ARP) funding, which is expected to be allocated later this year by MTC through the region's 12 urbanized areas (UZAs) for 5307, three of which are located in Solano County. The federal ARP funds will be needed to replace the federal CRRSAA funds in order to sustain and gradually restore the Solano Express service in future fiscal years. The future fiscal year budgets for Solano Express will be brought back to the STA Board in July.

SolanoExpress 3rd Quarter Report *

STA staff continues to monitor the status of the four SolanoExpress routes. The two operators that STA contracts with to provide this service, Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST), have provided their 3rd quarter reports that will be summarized at the meeting. Through three quarters, the SolanoExpress service is staying within the FY 2020-21 budget parameters, although ridership recovery is still modest. The majority of SolanoExpress ridership is on the Red Line.

Follow up from Transit Workshop *

In April, the Board held a transit workshop to discuss MTC's Blue Ribbon Transit Recovery Task Force (BRTRTF) recommendations, the status and future of SolanoExpress service and funding, options for better connected service between SolanoExpress and regional services such as BART, the Capitol Corridor, and the SF Bay Ferry, and local service options such as First Last Mile and Microtransit connecting to the SolanoExpress service. At the April meeting, the Board condensed nine questions posed by staff down to three and subsequently approved STA and its five transit operators participating in MTC's Regional Mapping and Wayfinding pilot beginning in FY 2021-22. STA is also coordinating with the five transit operators to develop fare integration recommendations, a second task of the MTC's BRTRTF. The Board also authorized the initiation of a Connected Mobility Plan that will be conducted by STA in the first half of FY 2021-22. At the Board meeting, staff will bring back a summary of this item and seek further discussion and direction from the STA Board.

First Last Mile Program Update*

STA's First Last Program originated as a pilot in 2017 to connect the Suisun Amtrak Station to the Solano Business Park. In 2019, STA partnered with SolTrans to provide the First Last Mile Program in the City of Benicia. In 2020, the First Last Mile Program was expanded to serve regional transit facilities. Currently there are 240 active participants utilizing the program.

Vacaville Priority Development Areas (PDA) Presentation *

Later this year, MTC will be developing guidelines for the allocation of One Bay Area Grant funds (OBAG 3) that will be allocated via the nine county transportation agencies, such as STA for Solano County. A key focus for OBAG 3 is the investment in priority development areas (PDAs) identified by cities and designated by the Association of Bay Area Governments (ABAG). STA staff has invited the City of Vacaville's planning staff to be the first in a series of PDA updates to be presented to the STA Board in preparation for the future allocation of OBAG 3 recommendations by the STA Board.

STA Budget 3rd Quarter Report and Final Revision for FY 2020-2021*

STA's Finance staff has provided the 3rd quarter budget report for revenues and expenditures and final revisions for FY 2020-21. The updated FY 2021-22 budget and initial draft of the FY2022-23 budget will be presented to the STA Board at the meeting on July 14, 2021.

Programming of BAAQMD TFCA Funds for FY 2021-2022*

STA staff is recommending the programming of \$188,000 in FY 2021-22 BAAQMD Transportation Fund for Clean Air (TFCA) funding for six projects improving air quality.

STA Staff Update

In late May and early June, STA filled four part-time positions in the Programs Department. On May 17th, two part time Customer Service Representatives, Angela Gensler and Alexandra Padilla joined STA's Solano Mobility Call Center. On June 1st, two new Safe Routes to School Coordinators, Jennifer Hanley and Kara Shuttin also joined STA. All four are Solano County residents and we welcome them to the STA.

Attachment:

- A. STA Acronyms List of Transportation Terms

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A		F	
AADT	Average Annual Daily Traffic	FAST	Fairfield and Suisun Transit
ABAG	Association of Bay Area Governments	FAST Act	Fixing America’s Surface Transportation Act
ACTC	Alameda County Transportation Commission	FASTER	Freedom. Affordability. Speed. Transparency. Equity. Reliability.
ADA	American Disabilities Act	FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies
ADT	Average Daily Traffic	FEIR	Final Environmental Impact Report
APDE	Advanced Project Development Element (STIP)	FHWA	Federal Highway Administration
AQMD	Air Quality Management District	FPI	Freeway Performance Initiative
ARRA	American Recovery and Reinvestment Act	FTA	Federal Transit Administration
ATP	Active Transportation Program	G	
ATWG	Active Transportation Working Group	GARVEE	Grant Anticipating Revenue Vehicle
AVA	Abandoned Vehicle Abatement	GHG	Greenhouse Gas
B		GIS	Geographic Information System
BAAQMD	Bay Area Air Quality Management District	H	
BAC	Bicycle Advisory Committee	HIP	Housing Incentive Program
BACTA	Bay Area Counties Transportation Agencies	HOT	High Occupancy Toll
BAIFA	Bay Area Infrastructure Financing Authority	HOV	High Occupancy Vehicle
BARC	Bay Area Regional Collaborative	HPMS	Highway Performance Monitoring System
BART	Bay Area Rapid Transit	HSIP	Highway Safety Improvement Plan
BATA	Bay Area Toll Authority	I	
BCDC	Bay Conservation & Development Commission	INFRA	Infrastructure for Rebuilding America
BUILD	Better Utilizing Investments to Leverage Development	ISTEA	Intermodal Surface Transportation Efficiency Act
C		ITIP	Interregional Transportation Improvement Program
CAF	Clean Air Funds	ITS	Intelligent Transportation System
CalSTA	California State Transportation Agency	J	
CALTRANS	California Department of Transportation	JARC	Jobs Access Reverse Commute Program
CAPTI	California State Transportation: Climate Action Plan for Transportation	JPA	Joint Powers Agreement
CARB	California Air Resources Board	L	
CCAG	City-County Association of Governments (San Mateo)	LATIP	Local Area Transportation Improvement Program
CCCC (4’Cs)	City County Coordinating Council	LCTOP	Low Carbon Transit Operations Program (LCTOP)
CCCTA (3CTA)	Central Contra Costa Transit Authority	LEV	Low Emission Vehicle
CCJPA	Capitol Corridor Joint Powers Authority	LIFT	Low Income Flexible Transportation Program
CCTA	Contra Costa Transportation Authority	LOS	Level of Service
CEC	California Energy Commission	LS&R	Local Streets & Roads
CEQA	California Environmental Quality Act	LTR	Local Transportation Funds
CHP	California Highway Patrol	M	
CIP	Capital Improvement Program	MAP-21	Moving Ahead for Progress in the 21 st Century
CMA	Congestion Management Agency	MAZ	Micro Analysis Zone
CMIA	Corridor Mobility Improvement Account	MIS	Major Investment Study
CMAQ	Congestion Mitigation & Air Quality Program	MLIP	Managed Lanes Implementation Plan
CMGC	Construction Manager/General Contractor	MOU	Memorandum of Understanding
CMP	Congestion Management Plan	MPO	Metropolitan Planning Organization
CNG	Compressed Natural Gas	MTAC	Model Technical Advisory Committee
CPI	Consumer Price Index	MTC	Metropolitan Transportation Commission
CRRSAA	Coronavirus Response and Relief Supplemental Appropriation Act of 2021	MTS	Metropolitan Transportation System
CTA	California Transit Agency	N	
CTC	California Transportation Commission	NCTPA	Napa County Transportation & Planning Agency
CTP	Comprehensive Transportation Plan	NEPA	National Environmental Policy Act
CTSA	Consolidated Transportation Services Agency	NHS	National Highway System
D		NOP	Notice of Preparation
DBE	Disadvantaged Business Enterprise	NVTA	Napa Valley Transportation Authority
DOT	Department of Transportation	O	
E		OBAG	One Bay Area Grant
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	OPR	Office of Planning and Research
EIR	Environmental Impact Report	OTS	Office of Traffic Safety
EIS	Environmental Impact Statement	P	
EPA	Environmental Protection Agency	PAC	Pedestrian Advisory Committee
EV	Electric Vehicle	PCA	Priority Conservation Area
		PCC	Paratransit Coordinating Council
		PCI	Pavement Condition Index

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



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Virtual Meeting of
May 12, 2021

1. CALL TO ORDER

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

MEMBERS

PRESENT: Ron Rowlett, Chair City of Vacaville
Robert McConnell, City of Vallejo
Vice Chair
Steve Young City of Benicia
Steve Bird City of Dixon
Harry Price City of Fairfield
Ron Kott City of Rio Vista
Lori Wilson City of Suisun City
Jim Spering County of Solano

MEMBERS

ABSENT: None.

STAFF

PRESENT: (In alphabetical order by last name.)
Anthony Adams Senior Project Manager
Amy Antunano Senior Program Coordinator
Janet Adams Deputy Executive Director/Director of Projects
Katelyn Costa Program Coordinator
Bernadette Curry Legal Counsel
Susan Furtado Accounting & Administrative Services Mgr.
Ron Grassi Director of Programs
Kathrina Gregana Planning Assistant
Robert Guerrero Director of Planning
Daryl Halls Executive Director
Debora Harris Accountant
Cecilia de Leon Administrative Assistant
Vincent Ma Marketing & Legislative Program Manager
Johanna Masielat Office Manager/Clerk of the Board
Erika McLitus Assistant Project Manager
Debbie McQuilkin Mobility Transit Coordinator
Lloyd Nadal Program Svcs. Division Manager
Brandon Thomson Transit Mobility Coordinator

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

David Ambuehl Caltrans District 4
Scott Alman City of Dixon
Jim Ernest Dixon Vice Mayor and Alternate Board Member
Diane Feinstein 13Transit Manager, Fairfield and Suisun Transit (FAST)

Greg Folsom
George Gwynn
Will Hauke
Matt Maloney
Jim Lindley

City Manager, City of Suisun City
Member of the Public
Caltrans District 4
MTC
City Manager, City of Dixon

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

3. APPROVAL OF AGENDA

On a motion by Board Member Price, and a second by Board Member Young, the STA Board approved the agenda by the following roll call vote:

AYES: Bird, Kott, McConnell, Price, Rowlett, Spering, Wilson, and Young
NAYS: None
ABSENT None
ABSTAIN None

4. OPPORTUNITY FOR PUBLIC COMMENT

George Gwynn commented on various local transportation-related issues.

5. EXECUTIVE DIRECTOR’S REPORT

- MTC/ABAG Presentation on Plan Bay Area 2050 Implementation
- Caltrans Presentation on State Highway Maintenance
- Approval of STA’s Overall Work Plan for FY 2021-22 and FY 2022-23
- Regional Way Finding Pilot for Solano County Transit Operators
- Programming of STIP Augmentation Funds
- STA Proposal to Serve As Administrator for Person with Disabilities Funds
- RTIF Program Continues to Provide Resources for Local Projects
- Bike to Wherever Month

6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

None presented.

7. STA PRESENTATIONS

A. Caltrans Presentation on State Highway Maintenance

Will Hauke, Caltrans District 4, provided an informational presentation on Caltrans’ resources and priorities for maintenance.

B. MTC/ABAG Presentation on Plan Bay Area 2050 Implementation

Matt Maloney, MTC, presented and outlined the PBA 2050 Plan that contains 35 specific efforts divided into four quadrants: Transportation, Housing, Economy, and Environment.

C. Department Reports:

1. **Projects – Urban Greening Bay Trail** presented by Anthony Adams
2. **Planning**
3. **Programs – Bike to Wherever Month** presented by Amy Antunano

8. CONSENT CALENDAR

On a motion by Board Member Wilson, and a second by Board Member Price, the Consent Calendar Items A through E was approved as amended by the following roll call vote:

AYES: Bird, Kott, McConnell, Price, Rowlett, Spering, Wilson, and Young
NAYS: None
ABSENT None
ABSTAIN None

A. Meeting Minutes of the STA Board Meeting of April 14, 2021

Recommendation:

Approve the Minutes of the STA Board Meeting of April 14, 2021.

B. Draft Minutes of the STA TAC Meeting of April 28, 2021

Recommendation:

Approve the Draft Minutes of the STA TAC Meeting of April 28, 2021.

C. California Air Resource Board (CARB) Sustainable Transportation Equity Project (STEP) Grant Award

Recommendation:

Approve the following:

1. STA Resolution No. 2021-08 authorizing the STA Board to approve participation in the Sustainable Transportation Equity Project: and
2. Authorize STA's Executive Director to comply with the requirements of the CARB grant agreement, formally accept grant funds from CARB and enter into funding agreements with the City of Vallejo, the Solano Community College and Club Stride to implement the grant.

D. Big Data Strategy and Procurement

Recommendation:

Authorize the STA Executive Director to:

1. Issue a Request for Qualifications (RFQ) for an On-Call Data Consultant; and
2. Enter into an agreement for a data consultant an amount not to exceed \$100,000.

E. Regional Transportation Impact Fee (RTIF) Funding Agreement with District 5

Recommendation:

Authorize the Executive Director to enter into a Funding Agreement for the SR 113 Corridor Study with the City of Dixon and Solano County not-to-exceed \$20,000.

9. ACTION FINANCIAL ITEMS

A. 2021 Surface Transportation Improvement Program (STIP) Mid-Cycle Programming

Anthony Adams reported that as part of the federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA) of 2021 funds, STA is slated to program \$1.9 million of State Transportation Improvement Program (STIP) funds. To demonstrate STA's commitment to the I-80 Managed Lane Project, MTC has requested STA program \$1,859,490 of these STIP funds to the project with the balance of \$97,868 being programmed for STA's Planning, Programming and Monitoring (PPM) activities.

Board/Public Comments:

None presented.

Recommendation:

Approve the following:

1. Program \$1,859,490 in 2021 Mid-Cycle STIP funds to Solano I-80 Managed Lanes for Fiscal Year (FY) 2021-22; and
2. Program \$97,868 in 2021 Mid-Cycle STIP funds, 5% of total, to Planning, Programming, and Monitoring (PPM) activities for FY 2021-24.

On a motion by Board Member Spering, and a second by Board Member Wilson, the STA Board approved the recommendation unanimously by the following roll call vote:

AYES: Bird, Kott, McConnell, Price, Rowlett, Spering, Wilson, and Young
NAYS: None
ABSENT None
ABSTAIN None

B. Regional Transportation Impact Fee (RTIF) – 2nd Quarter Update FY 2020-21

This item was presented in two parts by STA and the City of Dixon staff.

Erika McLitus provided a 2nd quarter update to the RTIF for FY 2020-21. She reported that building activity remains active in Solano County during the COVID-19 Pandemic based on the second quarter for the Regional Transportation Impact Fee (RTIF) program which passed the \$9 million mark since the inception of the program. She also outlined the recommendation for allocating \$30,000 for the City of Dixon from RTIF Working Group # 5 for the Dixon Area Advanced Traffic and Rail Study and Parkway Boulevard Cost Share Agreement.

Scott Alman, City of Dixon, presented the Parkway Boulevard Overcrossing project. He outlined the goals, project status, project timeline, and potential funding shortfall.

Board/Public Comments:

Board Member Spering addressed his support for the project but raised concerns regarding the use of money. He asked Dixon staff to clarify the projected funding shortfall. Scott Alman responded that the range for projected shortfall is \$2.5 to \$6M to complete the project. Board Member Spering commented that his concern is the use of money being diverted on projects that are not going to be delivered until 10 to 15 years. Board Member Young echoed Board Member Spering's concerns.

Board Member Bird commented on the need of the overcrossing project due to the current booming housing market. He noted that the projected growth will bring in more traffic and that the overcrossing will help the traffic flow in the surrounding areas as well as public safety and improve the quality of life for Dixon residents.

Board Members Kott and Young asked clarification questions related to the total disbursements shown in the RTIF Revenue Summary for FY 2020-21.

Recommendation:

Approve the following:

1. Allocation of \$30,000 in RTIF funds from District 5 as cost share in the City of Dixon's Agreement with Union Pacific (total cost \$60,000); and
2. Authorize the Executive Director to enter into a modified Funding Agreement between the STA, Solano County and the City of Dixon for a Dixon Area Advanced Traffic and Rail Safety Study and Parkway Boulevard Cost Share Agreement not-to-exceed \$162,000 of RTIF funds.

On a motion by Board Member Spering, and a second by Board Member Bird, the STA Board approved the recommendation unanimously by the following roll call vote:

AYES: Bird, Kott, McConnell, Price, Rowlett, Spering, Wilson, and Young
NAYS: None
ABSENT None
ABSTAIN None

10. ACTION NON-FINANCIAL

A. STA's Overall Work Plan (OWP) for Fiscal Years (FY's) 2021-22 and 2022-23

Daryl Halls cited that adoption of this updated two-year OWP will proceed development of the STA's updated two budget scheduled for consideration by the Board at your meeting in July.

Board/Public Comments:

None presented/

Recommendation:

Adopt STA's OWP for FY 2021-22 and 2022-23 as shown in Attachment A.

On a motion by Board Member Wilson, and a second by Board Member Price, the STA Board approved the recommendation unanimously by the following roll call vote:

AYES: Bird, Kott, McConnell, Price, Rowlett, Spering, Wilson, and Young
NAYS: None
ABSENT None
ABSTAIN None

B. Approval of STA to Serve as Local Access Fund Administrator (LAFA) for the Access for All Program

Debbie McQuilkin reported that staff is recommending STA serve as the Local Access Fund Administrator (LAFA) for a new state program providing funding for on-demand transportation service for people with disabilities called Access for All Program. If approved by the STA Board, this program would be added to the array of Solano Mobility Programs as part of STA's role as the Consolidated Transit Services Agency (CTSA) for Solano County.

Board/Public Comments:

None presented.

Recommendation:

Approve STA Resolution No. 2021-09 authorizing the execution of the certification to serve as the Local Access Fund Administrator (LAFA) for the Access for All Program for the County of Solano as shown in Attachment A.

On a motion by Board Member Price, and a second by Board Member Wilson, the STA Board approved the recommendation unanimously by the following roll call vote:

AYES: Bird, Kott, McConnell, Price, Rowlett, Spering, Wilson, and Young
NAYS: None
ABSENT None
ABSTAIN None

C. Regional Transit Mapping and Wayfinding Pilot Program

Ron Grassi, with the support of all five transit operators, the Solano Express Transit Consortium recommended to the STA Board to support the pilot Regional Mapping/Wayfinding Project in Solano County. He added that this is the first of a series of regional transit coordination recommendations expected to originate from MTC's Blue Ribbon Transit Recovery Task Force.

Board/Public Comments:

None presented.

Recommendation:

Authorize the Executive Director to forward a letter to MTC to support the pilot Regional Mapping/Wayfinding Project in Solano County.

On a motion by Board Member Price, and a second by Board Member Bird, the STA Board approved the recommendation unanimously by the following roll call vote:

AYES:	Bird, Kott, McConnell, Price, Rowlett, Spering, Wilson, and Young
NAYS:	None
ABSENT	None
ABSTAIN	None

11. INFORMATIONAL – NO DISCUSSION

A. Legislative Update

B. Summary of Funding Opportunities

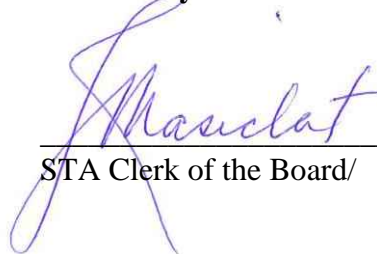
C. 2021 STA Board and Advisory Committee Meeting Schedule

12. BOARD MEMBER COMMENTS

13. ADJOURNMENT

The STA Board meeting adjourned at 7:45 p.m. The next STA Board meeting is scheduled at **6:00 p.m., Wednesday, June 9, 2021** via Zoom.

Attested by:


_____/June 1, 2021
STA Clerk of the Board/



**DRAFT TECHNICAL ADVISORY COMMITTEE
Minutes for the Virtual Meeting of
May 26, 2021**

1. CALL TO ORDER

The regular meeting of the STA's Technical Advisory Committee (TAC) was called to order by Daryl Halls at approximately 1:30 p.m. via Zoom.

TAC Members

Present:	William Tarbox	City of Benicia
	Scott Alman	City of Dixon
	Paul Kaushal	City of Fairfield
	Robin Borre	City of Rio Vista
	Girum Awoke	City of Vacaville
	Terrance Davis	City of Vallejo
	Matt Tuggle	County of Solano

TAC Members

Absent:	Vacant	City of Suisun City
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STA Staff and

Others Present: (In Alphabetical Order by Last Name)

Anthony Adams	STA
Janet Adams	STA
Karin Bloesch	STA
Fred Buderl	City of Vacaville
Ron Grassi	STA
Robert Guerrero	STA
Daryl Halls	STA
Tyra Hayes	City of Vacaville
Vincent Ma	STA
Johanna Masiel	STA
John McKenzie	Caltrans, District 4
Erika McLitus	STA
Dan Sequeira	City of Benicia
Brandon Thomson	STA

2. APPROVAL OF THE AGENDA

On a motion by Robin Borre, and a second by Matt Tuggle, the STA TAC unanimously approved the agenda. (7 Ayes, 1 Absent – City of Suisun City).

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

A. PDA Update *presented by Fred Buderer and Tyra Hayes, City of Vacaville*

B. SR2S Micro Grant Cycle 2 Update *presented by Karin Bloesch*

C. Blue Ribbon Transit Task Force Committee Update and Board Transit Workshop Follow-up *presented by Daryl Halls*

D. Appoint or Reappoint TAC Members to CTP Subcommittee (Active Transportation Plan (ATP) and Arterials, Highways, and Freeways)

On a motion by Matt Tuggle, and a second by William Tarbox, the TAC appointed Paul Kaushal, City of Fairfield, to serve as TAC Representative at the ATP Committee and Girum Awoke, City of Vacaville, to serve as TAC Representative at the Arterials, Highways and Freeways Committee.

5. CONSENT CALENDAR

On a motion by Terrance Davis, and a second by Scott Alman, the STA TAC unanimously approved the Consent Calendar Items A and B. (7 Ayes, 1 Absent - City of Suisun City)

A. Minutes of the TAC Meeting of March 31, 2021

Recommendation:

Approve TAC Meeting Minutes of March 31, 2021.

B. SolanoExpress Service Modifications – August 2021

Recommendation:

Forward a recommendation to the STA Board to conduct a Public Hearing for the proposed SolanoExpress Service Modifications as shown in Attachments B through E.

6. ACTION FINANCIAL ITEMS

A. Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) Fiscal Year (FY) 2021-22 County Program Manager Funds

Brent Rosenwald presented and identified the funding allocation of FY 2021-22 TFCA. He outlined the twelve applications received from Cal Maritime, SolTrans, Six Flags Discovery Kingdom, Solano County, City of Benicia, and City of Vallejo, and additionally, the STA Board approved a set-aside to be dedicated specifically to EV charging infrastructure and for other clean air projects. He concluded by noting that when choosing the projects and allocations, STA staff considered the overall cost-effectiveness and potential to reduce greenhouse gas emissions, and that these projects and allocations have been reviewed by Solano County's BAAQMD Board representatives earlier this month as well as having been approved by the May meeting of the TAC.

Recommendation:

Forward a recommendation to the STA Board to approve the allocation of FY 2021-22 BAAQMD TFCA County Program Manager Funds as follows:

1. \$11,814 for the Cal Maritime's Electric Golf Cart;
2. \$34,192 for the Cal Maritime to purchase an all-electric powered Hyundai Kona;
3. \$50,000 for SolTrans' Curtola Park and Ride Inductive Bus Charger Project;
4. \$17,511 for Six Flags Discovery Kingdom's employee parking lot EV chargers;
5. \$50,000 for Solano County's Mobi Electric Vehicle Charger Project; and
6. \$25,000 for the City of Vallejo's Fleming Hill Fleet EV Charger Project

On a motion by Terrance Davis, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent - City of Suisun City)

7. ACTION NON-FINANCIAL ITEMS

A. Climate Action Plan for Transportation Infrastructure Letter of Support

Robert Guerrero reviewed the CAPTI that provides a framework that aligns the Governor's Executive Orders on GHG reduction (N-19-19) and an accelerated transition away from fossil fuels by 2035 (EO N-79-20). He outlined the seven strategies within the CAPTI framework and cited that each strategy includes key actions that collectively add up to twenty-eight key actions.

After discussion, Matt Tuggle, County of Solano, requested STA staff to reference green house gas reducing maintenance techniques as part of the CAPTI framework. The STA TAC concurred.

Recommendation:

Forward a recommendation to the STA Board to submit a letter of support for California State Transportation Agency's (CalSTA) Climate Action Plan for Transportation Infrastructure (CAPTI).

On a motion by Matt Tuggle, and a second by Girum Awoke, the STA TAC unanimously approved the recommendation to include amendment noted above in ***bold italics***. (7 Ayes, 1 Absent - City of Suisun City)

B. Legislative Update

Vincent Ma introduced and requested support position for Assemblymember Laura Friedman (D-Glendale) Assembly Bill 43 (AB 43) Traffic Safety. He commented that the bill is to allow Caltrans and local authorities greater flexibility to set speed limits and lower speed limits by five miles per hour (MPH) lower than traffic surveys recommend. He added that the bill would also allow Caltrans to a 20 MPH or 15 MPH on state highways where the current lowest speed limit is 25 MPH.

Recommendation:

Forward a recommendation to the STA Board to SUPPORT AB 43 (Freidman) Traffic Safety.

On a motion by Matt Tuggle, and a second by Terrance Davis, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent - City of Suisun City)

8. INFORMATIONAL – DISCUSSION

A. On-Call Bench for Construction Management and Environmental & Design Services Consultants

Anthony Adams reviewed the non-federalized RFQ process for On Call Construction Management Services and On Call ENV and PS&E. He announced the top ranked firms to be listed as quailed on-call construction management firms and STA's on-call bench of ENV and PS&E consultants.

B. Project Delivery Update

Erika McLitus provided a status update on the Solano Countywide HSIP, TIRCP and SB 1 projects.

NO DISCUSSION

- C. Discussion of SolanoExpress Budget for Fiscal Year (FY) 2022-23 (Use of American Recovery Plan (ARP) Funds)**
- D. SolanoExpress Intercity 3rd Quarter Report for Fiscal Year (FY) 2020-21**
- E. Fiscal Year (FY) 2020-21 Abandoned Vehicle Abatement (AVA) Program Second Quarter Report**
- F. Summary of Funding Opportunities**

9. UPCOMING TAC AGENDA ITEMS

10. ADJOURNMENT

The meeting was adjourned at 2:15 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m., Wednesday, June 30, 2021**, tentatively scheduled as a Zoom Meeting.



DATE: May 28, 2021
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2020-21 Third Quarter Budget Report

Background:

The Solano Transportation Authority (STA) has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. In June 2019, the STA Board adopted the FY 2020-21 Budget as part of the two-year annual fiscal year budget plan. Subsequently, in October 2020 and in March 2021 the STA Board adopted the FY 2020-21 Budget Revision with changes in project and program activities with the changing economic outlook and revenue projections due to the Corona Virus (COVID-19) pandemic.

Discussion:

The STA revenue and expenditure activity (Attachment A) for the FY 2020-21 Third Quarter reflects the overall STA program administration and operations expenditure at \$9,561,061 (28%) of the budget with total revenue received at \$14,443,138 (43%) of budget projections.

Revenues:

Revenues received during the Third Quarter of the Fiscal Year primarily consist of quarterly annual advances of funds and reimbursement requests. As most STA programs are funded with grants on a reimbursement basis, the reimbursements from fund sources for the Third Quarter were billed and received after the quarter ending March 31, 2021. The revenue budget highlights are as follows:

1. The Transportation Development Act (TDA) funding from the Metropolitan Transportation Commission (MTC) was received for Article 4/8 the amount of \$494,302 for planning and programming, and the amount \$777,148 for Article 4.5 for various programs, such as the Solano Intercity Taxi/Paratransit Program and funding for the transportation services by the Volunteer Caregivers operated by Faith In Action to provide volunteer driver transportation services for medical appointments for seniors 60 years.
2. The Office of Traffic Safety (OTS) grant reimbursement of \$42,386 was received for the Older Adult Safety Mobility Program.
3. The One Bay Area Grant (OBAG) 2 funding in FY 2020-21 received the amount of \$695,548 for planning and programming of programs, such as the Model Development and Maintenance, the Comprehensive Transportation Plan (CTP), and the Countywide Parking Study.
4. Transportation for Clean Air (TFCA) funding from the Bay Area Air Quality Management District (BAAQMD) of \$170,869 was received for the first half of the fiscal year.
5. The Abandoned Vehicle Abatement (AVA) Program from the Department of Motor Vehicle of \$211,556 was received, which includes \$6,346 (3%) for administration.
6. The Intercity Taxi Scrip/Paratransit Program received the total fare box revenue of \$27,900 for the third quarter of the fiscal year using the PEX Card.

Other revenue funds such as the California Air Resources Board (CARB) Grant and the State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM) are anticipated to be received in the next quarter.

Expenditures:

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

1. **STA’s Operation and Administration is at \$1,363,647 (66%) of budget.** The STA Operation Management and Administration budget expenditures for the Third Quarter is within budget projections.
2. **Programs for Mobility and Transit is at \$1,858,665 (35%) of budget.** The Mobility Program activities in FY 2020-21 are within the budget expenditure projections. The Solano Express Marketing, Transit corridor Implementation, Solano Intercity Taxi/Paratransit Program, the Vehicle Share Program, the Medical Transport Program, the ADA in Person Eligibility Program, the Safe Routes to School (SR2S) Program, and the Older Adult Safety Mobility Program are ongoing and within the projected budget under the reduced activities due to the current COVID-19 health pandemic.
3. **Project Development is at \$5,862,990 (23%) of budget.** The projects funded by Bridge Toll for environmental studies and initial construction projects are ongoing and are reflective of the budget expenditures. The I-80/I-680/SR 12 Interchange Project construction phase is ongoing and is on a reimbursement basis, including the mitigation and right of way activities. The I-80 Managed Lanes Project design work is ongoing with the Project Approval/Environmental Document (PA/ED) phase work completed. The new office building construction is ongoing and on schedule within its projected completion date.
4. **Strategic Planning is at \$475,759 (31%) of budget.** The Rail Network Integration Plan, the Comprehensive Transportation Plan (CTP) Implementation, and the Countywide Housing Land Use projects – SolHIP/LEAP and RHNA are ongoing with the planning efforts.

In summary, the revenues and expenditures for the fiscal year are consistent with the FY 2020-21 budgets. The total revenue of \$14.44 million and expenditure of \$9.56 million for the third quarter ending March 31, 2021 is consistent with the projected FY 2020-21 budgets.

Fiscal Impact:

The Third Quarter Budget for FY 2020-21 is within budget projections for the Revenue received of \$14,443,138 (43%) and Expenditures of \$9,561,061 (28%).

Recommendation:

Receive and file.

Attachment:

- A. STA FY 2020-21 Third Quarter Budget Report



June 9, 2021

REVENUES				EXPENDITURES			
STA Fund	FY 20-21 Budget	Actual Revenue	%	Operations & Administration	FY 20-21 Budget	Actual Revenue	%
Members Contribution/Gas Tax (Reserve Accounts)	50,000	50,000	100%	Operations Management	1,920,198	1,331,755	69%
Members Contribution/Gas Tax	218,679	184,790	85%	STA Board of Directors/Administration	50,900	31,892	63%
Transportation Dev. Act (TDA) Art. 4/8	500,874	494,302	99%	Expenditure Plan	50,000		0%
TDA Article 3	42,363		0%	Contributions to STA Reserve Account	50,000		0%
TDA Article 4/4.5	1,122,561	777,148	69%	Subtotal	\$2,071,098	\$1,363,647	66%
State Transit Assistance Fund (STAF)	3,093,761	2,619,878	85%	Mobility Programs			
Community Based Transportation Plan/MTC -Lifeline	170,000		0%	Mobility Programs Management & Administration	303,645	229,386	76%
FTA 5310	88,530		0%	Employer/Commuter Program	343,986	144,158	42%
Office of Traffic Safety	105,669	42,386	40%	Short Range Transportation Plan (SRTP)	25,000	16,487	66%
One Bay Area Grant 2 (OBAG 2)/(STP): Planning	1,501,965	695,548	46%	Solano Express Marketing	200,000	106,400	53%
One Bay Area Grant 2 (OBAG 2): Programs	757,754	182,164	24%	Transit Management Administration	141,000	56,040	40%
Coronavirus Aid Relief and Economic Security (CARES) Act 2020	150,000	150,000	100%	Community Based Transportation Plan (CBTP)	170,000	3,774	2%
STIP Planning, Programming and Monitoring (PPM)	273,983		0%	Transit Corridor Implementation	236,131	132,660	56%
Bridge Toll/RM 2 - Admin Revenue	69,375	38,617	56%	Lifeline Program	104,685	1,801	2%
Transit & Intercity Rail Capital Program (TIRCP)	6,256,183	168,308	3%	Transit Ridership Survey	130,470	18,508	14%
California Air Resources Board (CARB) Grant	50,000		0%	Suisun/Fairfield Amtrak Operation/Maintenance	100,000	48,530	49%
Transportation for Clean Air (TFCA)	440,115		0%	Safe Route to School Program (SR2S)	514,484	178,110	35%
Yolo/Solano Air Quality Management District (YSAQMD)	87,615		0%	SolSTEP/CARB Program	50,000		0%
Abandoned Vehicle Abatement (AVA) Program/DMV	13,500	6,346	47%	Paratransit Coordinating Council (PCC)	25,508	4,194	16%
Local Funds - Cities/County	703,059	83,652	12%	Older Adult Safety Mobility Program	80,073	29,271	37%
Taxi Scrip Farebox Revenue	75,000	27,900	37%	Solano Intercity Taxi Card/Paratransit Program	800,000	223,952	28%
Partners/Sponsors	196,000	93,700	48%	ADA in Person Eligibility Program	316,561	71,494	23%
Interest	61,814		0%	CTS/Mobility Management Program	146,403	12,834	9%
Subtotal	\$15,966,986	\$5,676,553	36%	Vehicle Share Program	70,470	23,204	33%
STA Office Building - Capital				Medical Transports Program	115,000	32,772	28%
Local Fund - Cities/County	10,300,000	4,094,628	40%	Countywide Travel Training/Transit Ambassador Program	212,917	43,780	21%
State Transit Assistance Fund (STAF)	500,000		0%	One Stop Transportation Call Center Program	325,439	235,316	72%
Members Contribution	200,000	200,000	100%	Solano Senior & People with Disabilities Plan	72,000	4,401	6%
Interest	21,760		0%	Implementation/Committee			
Subtotal	\$11,000,000	\$4,316,388	39%	Soltrans/Benicia Lyft Pilot Program	100,000	5,431	5%
Transportation Funds for Clean Air (TFCA) Program				FAST 1st/Last Mile Program	10,000	1,118	11%
Transportation for Clean Air (TFCA)	360,997	170,869	47%	Soltrans Local Taxi Program	100,000	26,545	27%
Interest		4,186	0%	Transit Coordination/Programs	483,975	151,065	31%
Subtotal	\$360,997	\$175,055	48%	Transit Coordination-Rio Vista Delta Breeze	115,084	57,434	50%
Abandoned Vehicle Abatement (AVA) Program				Subtotal	\$5,292,831	\$1,858,665	35%
Department of Motor Vehicle (DMV)	450,000	205,209	46%	Project Development			
Interest		423	0%	Project Management/Administration	196,225	139,960	71%
Subtotal	\$450,000	\$205,632	46%	SR 37 Improvement Project	86,889	62,135	72%
I-80/I-680/SR 12 Interchange Project				SR2S Project - Vallejo (Capital)	6,183	9,844	159%
Bridge Toll/RM 2 Funds	4,500,000	1,459,609	32%	Countywide Parking Study	60,655	49,739	82%
Interest			0%	Solano Projects Website	15,683	9,122	58%
Subtotal	\$4,500,000	\$1,459,609	32%	Solano Express - Capital/York Street	606,183	417,715	69%
I-80 Express Lanes Project				Solano Express Slip Ramp	2,000,000		0%
Bridge Toll/RM 2 Funds	122,608	217,262	177%	Solano Express Electrification	1,500,000		0%
Interest			0%	Transit Coordination - Equipment	325,000		0%
Subtotal	\$122,608	\$217,262	177%	Connected Mobility Plan/BRT	350,000	1,118	0%
North Connector East Project Closeout/Mitigation				HSIP Safety Coordination	80,000	78,915	99%
Bridge Toll/RM 2 Funds	50,000	13,756	28%	West Texas Bus Stop (TIRCP 2020)	100,000		0%
Interest		83	0%	EV Bus Purchase - (TIRCP 2018)	1,100,000		0%
Subtotal	\$50,000	\$13,839	28%	Inductive Charging (TIRCP 2020)	1,000,000		0%
Fairgrounds Improvement Project				I-80/I-680/SR 12 Interchange Project	4,500,000	636,514	14%
Federal Earmark	250,000		0%	North Connector Mitigation/Monitoring Project	50,000	25,512	51%
Local Funds - County/Vallejo	750,000	693,548	92%	I-80 Express Lanes Project	122,608	228,752	187%
Interest		1,744	0%	Fairgrounds Improvement Project (Design Phase/Construction)	1,000,000	722,471	72%
Subtotal	\$1,000,000	\$695,292	70%	Regional Transportation Impact Fee (RTIF) Program	479,959	21,152	4%
Regional Transportation Impact Fee (RTIF) program				DMV Abandoned Vehicle Abatement (AVA) Program	450,000	85,945	19%
Regional Impact Fee	479,959	1,683,093	351%	STA Office Building - Capital	11,000,000	3,374,096	31%
Interest		415	0%	Subtotal	\$25,029,385	\$5,862,990	23%
Subtotal	\$479,959	\$1,683,508	351%	Strategic Planning			
TOTAL ALL REVENUE				Planning Management/Administration	223,570	194,654	87%
\$33,930,550	\$14,443,138	43%	Events	10,096	2,090	21%	
TOTAL ALL EXPENDITURES				Model Development/Maintenance	41,005	16,209	40%
\$33,930,550	\$9,561,061	28%	Comprehensive Transportation Plan (CTP) Implementation	270,956	110,778	41%	

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DATE: May 28, 2021
TO: STA Board
FROM: Daryl Halls, Executive Director
Susan Furtado, Accounting & Administrative Services Manager
RE: STA's Fiscal Year (FY) 2020-21 Proposed Final Budget Revision

Background:

The Solano Transportation Authority (STA) has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. The budget is usually revised mid-year and finalized at the end of the fiscal year. When necessary, these budgets are revised to provide STA the basis for appropriate budgetary control of its financial operations for the fiscal year. In June 2020, the STA Board adopted the FY 2020-21 Revised Budget. Subsequently, in October 2020 and in March 2021 the STA Board adopted revisions to the FY 2020-21 Budget.

Discussion:

Attachment A is the Proposed Final Budget Revision for FY 2020-21. The FY 2020-21 Budget Revision is balanced, with the proposed changes to the approved budget modified from \$33.93 million to \$32.68 million, a reduction of \$1,249,058. These changes are due to projects, such as the ongoing STA office construction anticipated for completion next fiscal year, the progression of the I-80 Express Lanes Project, and the initial start of projects funded from the Transit and Intercity Rail Capital Program (TIRCP).

Revenue Budget changes are summarized as follows:

1. The Transit and Intercity Rail Capital Program (TIRCP) funding reduction of \$599,058 to carry over into FY 2021-22 for the Connected Mobility Plan/Bus Rapid Transit (BRT) and the Inductive Charging Station for the continuation of the projects, and addition of the Countywide Electrification Project.
2. The Bridge Toll/Senate Bill (SB1) funding of \$2M for the I-80 Express Lanes project is added to the budget in preparation for the project construction.
3. The STA office building construction is ongoing and is anticipated for completion next fiscal year. The budget is adjusted to reflect the actual construction activities in FY 2020-21 and carry over funds into the next fiscal year.

Other revenue changes are adjusted to reflect the anticipated expenditures, activities, and program funding compliance for the fiscal year.

FY 2020-21 Expenditure Changes

Changes to the approved budget are reflective of revenue changes as described above. The budget expenditure revisions are as follows:

1. The ***Operation and Management*** budget is not changed. The STA Operation & Administration and the STA Board budget expenditures were reviewed, and costs are projected to be at the same level.
2. The ***Mobility Programs*** budget is not changed. The Program budget were reviewed, and projected expenditures and program implementation are anticipated to be within the anticipated program expenditures.
3. The ***Project Development*** budget is reduced by \$1,249,058 to reflect project delivery activities with the funding for the Safe Route to School Program-Capital Project in Vallejo (+\$942), Solano Express/York Street-Capital (+\$300,000), the Countywide Electrification (+\$150,000), the Connected Mobility Plan/BRT (-\$250,000), the Inductive Charging Station (-\$500,000), the I-80 Express Lanes Project (+\$2M), and the STA office building (-\$3M) projects are adjusted to reflect the anticipated expenditures for the fiscal year. Funding adjustments are carried over into FY 2021-22 for the continuation of project activities.
4. The ***Strategic Planning*** budget is not changed. The planning activities and studies were reviewed, and budget expenditures are reflective of the anticipated budget costs for the fiscal year.

The total FY 2020-21 Proposed Budget revenue and expenditure is \$32.68 million for the continued delivery of STA's priority projects and programs.

To ensure conformance with the Office of Management and Budget (OMB) Uniform Guidance (Cost Principles of State, Local, and Indian Tribal Government) and the STA's Accounting Policies and Procedures, the FY 2020-21 is presented with revision to the approved budget to reflect changes in the budget revenue and expenditures.

Fiscal Impact:

The STA's overall FY 2020-21 budget is \$32.68 million, a reduction of \$1,249,058. Changes are due to carry over of funds into FY 2021-22 for the continuation projects, such as the STA Office Building Construction and the TIRCP funded projects.

Recommendation:

Adopt the STA's FY 2020-21 Proposed Final Budget Revision as shown in Attachment A.

Attachment:

- A. STA FY 2020-21 Proposed Final Budget Revision dated June 9, 2021.



REVENUES			EXPENDITURES		
STA Fund	Adopted FY 20-21	Proposed FY 20-21	Operations & Administration	Adopted FY 20-21	Proposed FY 20-21
Members Contribution/Gas Tax (Reserve Accounts)	50,000	50,000	Operations Management	1,920,198	1,920,198
Members Contribution/Gas Tax	218,679	218,679	STA Board of Directors/Administration	50,900	50,900
Transportation Dev. Act (TDA) Art. 4/8	500,874	500,874	Expenditure Plan	50,000	50,000
TDA Article 3	42,363	42,363	Contributions to STA Reserve Account	50,000	50,000
TDA Article 4/4.5	1,122,561	1,122,561	Subtotal	\$2,071,098	\$2,071,098
State Transit Assistance Fund (STAF)	3,093,761	3,393,761	Mobility Programs		
Community Based Transportation Plan/MTC -Lifeline	170,000	170,000	Mobility Programs Management & Administration	303,645	303,645
FTA 5310	88,530	88,530	Employer/Commuter Program	343,986	343,986
Office of Traffic Safety	105,669	105,669	Short Range Transportation Plan (SRTP)	25,000	25,000
One Bay Area Grant 2 (OBAG 2)/(STP): Planning	1,501,965	1,501,965	Solano Express Marketing	200,000	200,000
One Bay Area Grant 2 (OBAG 2): Programs	757,754	757,754	Transit Management Administration	141,000	141,000
Coronavirus Aid Relief and Economic Security (CARES) Act 2020	150,000	150,000	Community Based Transportation Plan (CBTP)	170,000	170,000
STIP Planning, Programming and Monitoring (PPM)	273,983	273,983	Transit Corridor Implementation	236,131	236,131
RM 2 - Admin Revenue	69,375	69,375	Lifeline Program	104,685	104,685
Transit & Intercity Rail Capital Program (TIRCP)	6,256,183	5,657,125	Transit Ridership Survey	130,470	130,470
California Air Resources Board (CARB) Grant	50,000	50,000	Suisun/Fairfield Amtrak Operation/Maintenance	100,000	100,000
Transportation for Clean Air (TFCA)	440,115	440,115	Safe Route to School Program (SR2S)	514,484	514,484
Yolo/Solano Air Quality Management District (YSAQMD)	87,615	87,615	SolSTEP/CARB Program	50,000	50,000
Abandoned Vehicle Abatement (AVA) Program/DMV	13,500	13,500	Paratransit Coordinating Council (PCC)	25,508	25,508
Local Funds - Cities/County	703,059	703,059	Older Adult Safety Mobility Program	80,073	80,073
Taxi Scrip Farebox Revenue	75,000	75,000	Solano Intercity Taxi Card/Paratransit Program	800,000	800,000
Partners/Sponsors	196,000	196,000	ADA in Person Eligibility Program	316,561	316,561
Subtotal	\$15,966,986	\$15,667,928	CTSA/Mobility Management Program	146,403	146,403
STA Office Building - Capital			Vehicle Share Program	70,470	70,470
Local Fund - Cities/County	10,300,000	7,300,000	Medical Transports Program	115,000	115,000
State Transit Assistance Fund (STAF)	500,000	500,000	Countywide Travel Training/Transit Ambassador Program	212,917	212,917
Members Contribution	200,000	200,000	One Stop Transportation Call Center Program	325,439	325,439
Subtotal	\$11,000,000	\$8,000,000	Solano Senior & People with Disabilities Plan Implementation	72,000	72,000
Transportation Funds for Clean Air (TFCA) Program			Soltrans/Benicia Lyft Pilot Program	100,000	100,000
Transportation for Clean Air (TFCA)	360,997	360,997	FAST 1st/Last Mile Program	10,000	10,000
Subtotal	\$360,997	\$360,997	Solano Local Taxi Program	100,000	100,000
Abandoned Vehicle Abatement (AVA) Program			Transit Coordination/Programs	483,975	483,975
Department of Motor Vehicle (DMV)	450,000	450,000	Transit Coordination-Rio Vista Delta Breeze	115,084	115,084
Subtotal	\$450,000	\$450,000	Subtotal	\$5,292,831	\$5,292,831
Jepson Parkway Project			Project Development		
Local Fund - Cities/County	0	0	Project Management/Administration	196,225	196,225
Subtotal	\$0	\$0	SR 37 Improvement Project	86,889	86,889
I-80/I-680/SR 12 Interchange Project			SR2S Project - Vallejo (Capital)	6,183	7,125
RM 2 Funds	4,500,000	4,500,000	Countywide Parking Study	60,655	60,655
Subtotal	\$4,500,000	\$4,500,000	Solano Projects Website	15,683	15,683
I-80 Express Lanes Project			Solano Express - Capital/York Street	606,183	906,183
RM 2 Funds	122,608	2,122,608	Solano Express Slip Ramp	2,000,000	2,000,000
Subtotal	\$122,608	\$2,122,608	Countywide Electrification		150,000
North Connector East Project Closeout/Mitigation			Solano Express Electrification	1,500,000	1,500,000
RM 2 Funds	50,000	50,000	Transit Coordination - Equipment	325,000	325,000
Subtotal	\$50,000	\$50,000	Connected Mobility Plan/BRT	350,000	100,000
Fairgrounds Improvement Project			HSIP Safety Coordination	80,000	80,000
Federal Earmark	250,000	300,000	West Texas Bus Stop (TIRCP 2020)	100,000	100,000
Local Funds - County/Vallejo	750,000	750,000	EV Bus Purchase - (TIRCP 2018)	1,100,000	1,100,000
Subtotal	\$1,000,000	\$1,050,000	Inductive Charging (TIRCP 2020)	1,000,000	500,000
Regional Transportation Impact Fee (RTIF) program			I-80/I-680/SR 12 Interchange Project	4,500,000	4,500,000
Regional Impact Fee	479,959	479,959	North Connector Mitigation/Monitoring Project	50,000	50,000
Subtotal	\$479,959	\$479,959	I-80 Express Lanes Project	122,608	2,122,608
TOTAL ALL REVENUE	\$33,930,550	\$32,681,492	Fairgrounds Improvement Project (Design Phase/Construction)	1,000,000	1,050,000
			Regional Transportation Impact Fee (RTIF) Program	479,959	479,959
			DMV Abandoned Vehicle Abatement (AVA) Program	450,000	450,000
			STA Office Building - Capital	11,000,000	8,000,000
			Subtotal	\$25,029,385	\$23,780,327
			Strategic Planning		
			Planning Management/Administration	223,570	223,570
			Events	10,096	10,096
			Model Development/Maintenance	41,005	41,005
			Comprehensive Transportation Plan (CTP) Implementation	270,956	270,956
			CMP/Vehicle Miles Travel (VMT)	133,908	133,908
			Rail Network Integration Plan	100,000	100,000
			Solano Bike/Ped Maps	31,729	31,729
			Countywide Housing Land Use - SoHIP/LEAP	320,000	320,000
			Countywide Housing Land Use - RHNA	44,975	44,975
			Electric Vehicle (EV) Readiness	0	0
			Transportation Funds for Clean Air (TFCA) Programs	360,997	360,997
			Subtotal	\$1,537,236	\$1,537,236
			TOTAL ALL EXPENDITURES	\$33,930,550	\$32,681,492

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DATE: May 28, 2021
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Renewal of Administrative Services Agreement with the City of Vacaville

Background:

Since 1996, the Solano Transportation Authority (STA) has contracted with the City of Vacaville to provide administrative support for its accounting and personnel services. In June 2018, STA reviewed the service and renewed for a three-year contract term. The current service contract with the City of Vacaville expires June 30, 2021.

Discussion:

The City of Vacaville continues to provide STA with accounting and personnel services at an affordable and cost-effective rate. In addition, the accounting support provided by the City of Vacaville is reduced with the established direct computer link to the City of Vacaville's computer system. This direct computer link enables STA staff to access all accounting and personnel reports as needed with little staff assistance from the City of Vacaville. However, with STA's additional staffing and staffing changes, the City of Vacaville's Payroll Department is processing more payroll and payroll related items. The continuation of an agreement for the administrative services with City of Vacaville needs to extend beyond the current three-year contract of the services. The City of Vacaville services have been effective, and staff recommends continuing with these services.

The proposed three-year service contract agreement is for accounting services and accounts payable processing in the amount of \$68,200, and for personnel services and payroll processing the amount of \$126,800, in aggregate amount of \$195,000, an increase of \$15,850 (9%) from the previous three-year contract agreement. This three-year contract service agreement is allocated to STA's Operations & Management is included in the FY 2021-22 proposed budget and other Programs and Project are contributing to the cost in the indirect cost allocation rate approved by the cognizant agency, the California Department of Transportation (Caltrans).

STA staff recommends renewal of the administrative services contract with the City of Vacaville for Accounting and Personnel Services to a three-year contract beginning FY 2021-22 through FY 2023-24.

Fiscal Impact:

The total three-year service contract agreement amount is \$195,000 (Accounting Services \$68,200 and Personnel Services \$126,800).

Recommendation:

Authorize the Executive Director to renew the Administrative Services Contract with the City of Vacaville for Accounting and Personnel Services for a three-year contract term beginning FY 2021-22 through FY 2023-24 for a total amount of \$195,000.

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DATE: May 28, 2021
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Request for Proposals (RFP) for Professional Auditing Service

Background:

The Solano Transportation Authority (STA) is annually required to prepare an audited financial statement in accordance with Government Accounting Standards Board (GASB) Statement Number 34 and 68, and the Office of Management and Budget (OMB) Circular A-133 (Audits of State, Local Government, and Non-Profit Organizations).

In January 2017, the STA issued a Request for Proposals (RFP) for interested and qualified accounting firms to perform professional auditing service for STA. Eide Bailly, CPAs and Business Advisors, a Certified Public Accountant (CPA) firm from Palo Alto, California was selected and has performed annually STA's financial reviews, funding compliance, appraised STA's accounting internal controls, issued annual Single Audit Reports and Memorandum of Internal Control. Eide Bailly, CPAs and Business Advisors, accounting firm completed their five (5) year contract agreement in Fiscal Year (FY) 2020-21. STA has issued its Comprehensive Annual Financial Report since FY 2015-16 through FY 2019-20 and has been issued a Certificate of Achievement for Excellence in Financial Reporting by the Government Finance Officers Associations (GFOA).

Discussion:

The STA staff is evaluating its audit services and is required to issue an RFP for the services in conformance with the STA's Accounting Policies and Procedures. The audit service are required determine whether STA's internal accounting and other control system provides reasonable assurance for managing of Federal, State, and Local government grants and projects, in compliance with new applicable laws and regulations, and guidance in the policies and procedures for the new office building management. In evaluating each proposal, the audit services will include relevant experience, availability of staff with professional qualifications, technical abilities, and responsiveness to STA's financial and internal control issues.

The selected independent auditor will conduct an annual audit review and issue STA's Comprehensive Annual Financial Report, including the Single Audit Report based on a fiscal year beginning July 1st and ending June 30th. Staff is recommending the next service contract be issued for three (3) years with the option to renew the agreement for one 2-year extension or two 1-year extensions.

Fiscal Impact:

The estimated fiscal impact for the professional audit service included in the FY 2021-22 budget is \$30,000. The cost for the service contract is anticipated to slightly increase in subsequent years with the continued issuance of STA's Comprehensive Annual Financial Report (CAFR) and the Single Audit Reports, as required by STA's federal funding requirement.

Recommendation:

Authorize the Executive Director to:

1. Release a Request for Proposal for Professional Auditing Service; and
2. Enter into a contract for an amount not-to-exceed \$30,000 per year for three years with the option to renew for one 2-year extension or two 1-year extensions.



DATE: June 1, 2021
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Contract Extension for STA Legal Services

Background:

The STA has contracted for Legal Counsel Services through a variety of means since 1996, the year the STA separated from the County of Solano and became a separately staffed agency. Initially, the STA contracted with the City of Vacaville for the services of Chuck Lamoree, who served as STA's legal counsel while serving as the City Attorney for the City of Vacaville. In June of 2002, Chuck Lamoree retired as Vacaville's City Attorney and on June 12, 2002, the STA Board retained Mr. Lamoree as the STA's Legal Counsel through a consultant services contract. At that time, the STA also maintained a provision in the Administrative Services contract with Vacaville to provide on-call legal services in the event that Mr. Lamoree was on vacation or was ill. Periodically, the STA has retained other law firms for specialized legal services pertaining to employer/employee matters, environmental and right of way acquisition specialty services.

Over the past fifteen years, the STA's legal services workload has increased significantly as the volume and range of the agency's priority projects have increased. The contractual arrangement with Chuck Lamoree provided the STA with dedicated, experienced and quality legal services an average of one day per week. That arrangement worked well and helped ensure that the agency proactively develop, review and process legal documents and agreements on a timely basis.

In Fiscal Year (FY) 2009-10, the STA began contracting with the County Counsel's office for Solano County to provide on-call legal services for the STA. That year, Bernadette Curry from the County Counsel's office was assigned to fill in for Mr. Lamoree when he was unable to perform his role as STA Legal Counsel due to health reasons. Upon Chuck Lamoree's retirement as STA's Legal Counsel, the STA Board appointed Bernadette Curry as STA's Legal Counsel, removing the interim from the title in January 2011.

Discussion:

Since her appointment as STA Legal Counsel, Ms. Curry has worked proactively and effectively with the STA Board, staff and other agencies to address multiple important legal matters and to facilitate and advance numerous priority projects.

Staff recommends the STA Board authorize the Executive Director to enter into a contract amendment with the Solano County Counsel's office extending the term of the Legal Services agreement for two years, with the option for a two-year extension, so that Bernadette Curry can continue to serve as STA Legal Counsel for a not-to-exceed annual amount of \$80,000.

Fiscal Impact:

The annual fiscal impact for this legal consultant services contract is \$80,000 with a specified hourly rate of \$209. This would equate to an estimated 383 hours. This amount of funding has been budgeted for the legal services section of the STA's FY 2021-2022 and FY 2022-2023 operating budgets.

Recommendation:

Authorize the Executive Director to extend the agreement with Solano County Counsel for the provision of legal services for a two-year period, with the option for a two year extension, for a not-to-exceed annual amount of \$80,000.



DATE: May 28, 2021
TO: STA Board
FROM: Robert Guerrero, Director of Planning
RE: Climate Action Plan for Transportation Infrastructure Letter of Support

Background:

In March 2021, the California State Transportation Agency (CalSTA) published the public discussion draft of the Climate Action Plan for Transportation Infrastructure (CAPTI). This Plan is in response to Governor Newsom’s Executive Order N-19-19 which calls for actions from multiple agencies to reduce greenhouse gas emissions and mitigate the impacts of climate change. As part of the EO N-19-19, CalSTA was empowered to leverage discretionary state transportation funds of over \$5 billion to comply with the executive order. This includes funding as part of the following programs:

- 1) Active Transportation Program (ATP)
- 2) State Highway Operations and Protection Program (SHOPP)
- 3) Interregional Transportation Improvement Program (ITIP)
- 4) Trade Corridor Enhancement Program (TCEP)
- 5) Local Partnership Program (LPP)
- 6) Transit and Intercity Rail Capital Program (TIRCP)
- 7) Solutions for Congested Corridors (SCCP)

To accomplish this CalSTA develop CAPTI through a series of workgroup meetings and public workshops throughout the State since September 2019. The working group included staff from several state agencies including California Transportation Commission (CTC), California Environmental Protection Agency (EPA), Department of Finance (DOF), Department of Housing and Community Development, Governor’s Office of Planning and Research (OPR), Governor’s Office of Business and Economic Development (GO-Biz), California Air Resources Board’s (CARB) and Caltrans. The Plan was designed to be aligned with CARB’s the Climate Change Scoping Plan and the 2020-24 Caltrans Strategic Plan (CSP). It is intended to be implemented in within the existing framework and goals provided in the California Transportation Plan 2050.

A copy of CAPTI is included as Attachment A to this report. CalSTA is working to obtain comments and submit a final CAPTI to the Governor and Legislature by summer 2021.

Discussion:

CAPTI provides a framework that aligns the Governor’s Executive Orders on GHG reduction (N-19-19) and an accelerated transition away from fossil fuels by 2035 (EO N-79-20). Within the CAPTI framework are seven strategies:

- 1) Cultivate and accelerate sustainable transportation innovation by leading with state investments
- 2) Support a robust economic recovery by revitalizing transit, supporting ZEV deployment, and expanding active transportation investments
- 3) Elevate community voices in how the state plans and funds transportation projects

- 4) Advance state transportation leadership on climate and equity through improved planning and project partnerships
- 5) Support climate resilience through transportation system improvements and protections for natural and working lands
- 6) Support local and regional innovation to advance sustainable mobility
- 7) Strengthen transportation-land use connections

Each strategy includes key actions that collectively add up to twenty-eight key actions. These are detailed in the attachment starting on page 17.

STA staff reviewed CAPTI and its recommended strategies and a key actions. Each one includes support for STA's various priority project and programs. Therefore, staff is recommending the STA Board submit a Letter of Support for CAPTI. The STA Technical Advisory Committee reviewed this item and unanimously approved staff's recommendation with a request to reference greenhouse gas reducing maintenance techniques as part of the CAPTI framework. The proposed Letter of Support is provided as Attachment B.

Fiscal Impact:

None at this time.

Recommendation:

Approve a Letter of Support for California State Transportation Agency's (CalSTA) Climate Action Plan for Transportation Infrastructure (CAPTI).

Attachments:

- A. *Click here for immediate review and print:*
[Climate Action Plan for Transportation Infrastructure \(Public Discussion Draft\)](#)
- B. STA Letter of Support for CAPTI



Solano Transportation Authority

...working for you!

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

One Harbor Center, Ste. 130, Suisun City, CA 94585-2473 ♦ Phone (707) 424-6075 / Fax (707) 424-6074
Email: info@sta.ca.gov ♦ Website: sta.ca.gov

June 10, 2021

Sent Via Electronic Mail

Page 1 of 2

The Honorable David Kim, Secretary
California State Transportation Agency
915 Capital Mall, Suite 350B
Sacramento, CA 95814

RE: Support for Climate Action Plan for Transportation Infrastructure (CAPTI)

Dear Secretary Kim:

The Solano Transportation Authority (STA) Board of Directors support the California State Transportation Agency’s efforts in developing the Climate Action Plan for Transportation Infrastructure (CAPTI). CAPTI provides a framework that aligns Governor Newsom’s Executive Orders on GHG reduction (N-19-19) with an accelerated transition away from fossil fuels by 2035 (EO N-79-20). We appreciate the CalSTA’s coordination with other state and local agencies to create this forward thinking document that seeks to meet the state’s greenhouse gas emission reduction goals.

The strategies and action items included in CAPTI align with several STA transportation programs and priority projects. This is particularly true as it relates to STA’s efforts in electrifying our SolanoExpress Bus Fleets and corresponding infrastructure, investments in transit, Capitol Corridor Train Stations and WETA Ferry Terminals, expansion of active transportation projects and transportation demand management programs. It also supports the STA, Caltrans and the Metropolitan Transportation Commission’s effort in implementing the I-80 Express Lanes project that will directly support express bus lifeline transit service from Sacramento to the Bay Area. We are supportive of CAPTI’s climate change strategies and recommend support for carbon neutral maintenance strategies where possible.

CAPTI also supports the nexus between transportation and land use decisions. The STA and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the County of Solano formed a partnership in 2019 called the Solano Housing Investment Partnership (SolHIP). The SolHIP is working to overcome challenges for developing much needed affordable housing in Priority Development Areas and adjacent to regionally significant transit facilities. As part of this effort, over 380 affordable housing units are in the process of being developed near the Vacaville Transportation Center and the Hannigan Train Station in Fairfield. No affordable housing was previously planned for these areas. Concurrently, the STA has recently partnered with the Association of Bay Area Governments to form a County Collaborative on housing to update the Cities and County of Solano’s Housing Elements through SolHIP. Collectively, these efforts will culminate in much needed reductions in Vehicle Miles Travelled, consistent with CAPTI’s goals.

STA Ltr. The Honorable David Kim - CalSTA dated June 10, 2021
RE. Support for Climate Action Plan for Transportation Infrastructure (CAPTI)

Thank you for the opportunity to comment and support CAPTI. We look forward to our continued partnership in delivering important transportation projects in Solano County. Please contact Daryl Halls, Executive Director at 707-399-3211 or dkhalls@sta.ca.gov if you have any questions regarding this support letter.

Sincerely,

Ron Rowlett, STA Board Chair
Mayor, City of Vacaville

Cc: STA Board of Directors

DRAFT



DATE: May 27, 2021
TO: STA Board
FROM: Anthony Adams, Senior Project Manager
RE: On-Call Bench for Construction Management and Environmental & Design Services Consultants

Background:

STA funds, and coordinates the funding for, many small (under \$1M) transportation projects. These project types include safety projects, active transportation improvements, transit improvements, and electrification infrastructure for vehicles. STA has noticed that it is sometimes difficult for some smaller cities to get through the procurement process environmental, design, and construction management services. These processes can add months to the development of a project and can at times result in delays.

To assist our member agencies in the procurement of consultants, which will in turn improve project delivery costs and timelines, STA released two RFQs on March 16th. These RFQs were to seek, 1. Construction management and 2. Environmental & Design services. As this was done with a publicly competitive process and describes project types, STA member agencies will be able to utilize the on-call bench for current or upcoming projects that are funded by or coordinated by STA.

Discussion:

On-Call Construction Management Services

The projects these firms would be available to conduct working for are: small active transportation, small safety projects, W. Texas SolanoExpress stop, Suisun Amtrak lighting, and SolanoExpress inductive charging, and consumer vehicle charging. The RFQ was non-federalized. The deadline for firms/teams to submit proposals was April 16, 2021. STA staff received proposals from six firms.

All six statements of qualifications were reviewed by a panel that included Dan Sequeira (Benicia), Mark Helmbrecht (Vallejo), and Anthony Adams (STA). Upon scoring the proposals, two firm's qualifications appeared to match closely with STA's criteria for the project.

WSP was the top ranked firm with TRC a close second. As the top-ranked firm, WSP will be available for immediate on-call CM needs. STA staff is recommending allowing both firms to be listed as qualified on-call construction management firms.

On-Call ENV and PS&E

Consultants would be working on active transportation, safety, and electrification projects that are state or locally funded. The deadline for firms/teams to submit proposals was April 18, 2021. STA staff received proposals from fifteen firms.

All statement of qualifications were reviewed by a panel that included Nick Lozano (Suisun), Deborah Barr (Dixon), Robin Borre (Rio Vista), and Anthony Adams to determine whether or

not the firms were qualified to interview for on-call ENV and PS&E services. Upon scoring the statement of qualifications, a total of seven team's qualifications appeared be above the rest.

These seven firms were invited to interview on April 30, 2021 with Nick Lozano (Suisun), Deborah Barr (Dixon), and Anthony Adams serving as the interview panel. Following these interviews, the panel was able to select five top firms to be part of STA's on-call bench of ENV and PS&E consultants.

1. Bellecci
2. Dokken
3. DKS
4. Bennet Engineering
5. HQE

As the top ranked firm, Bellecci will be available for immediate on-call services, with the remaining bench to be selected, as-needed, through mini-RFP or small purchase procedures.

As this was an open and competitive public process, STA member agencies are able to utilize this bench of on-call consultants as the needs arise.

Fiscal Impact:

None. Each consultant will be contracted based on upcoming project scoping.

Recommendation:

Approve the results of RFQ 2021-01 On-Call Construction Management Services and RFQ 2023-03 On-Call ENV and PS&E Services.



DATE: May 28, 2021
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: State Route (SR) 37 Policy Committee Appointment

Background

SR 37 is a regionally significant highway linking the north, east and west San Francisco Bay subregions. SR 37 follows 21 miles along the northern shore of San Pablo Bay linking US 101 in Novato, Marin County with Interstate 80 (I-80) in Vallejo, Solano County and crossing through Sonoma County and portion of Napa County along the way. It serves as a vital connection between the eastern and western counties of the northern San Francisco Bay Area, and the Central Valley. It is the northernmost non-mountainous east-west link between US 101 and I-5 (via I-80 and I-505) in the State.

By connecting US 101 to I-80, SR 37 connects job markets and housing within Marin, Sonoma, Napa and Solano Counties as well as commuters coming from the East Bay counties of Contra Costa and Alameda. The commute, freight movement, and recreational functions of the route require efficient traffic management on both weekdays and weekends. As a parallel route north of the Richmond-San Rafael Bridge (I-580), SR 37 functions as a State Recovery Route and is part of the Interregional Roads System (IRRS) between US 101 and I-80.

SR 37 is vulnerable to flooding during heavy storms repeatedly requiring its closure. SR 37 is also affected by the continual settling of the roadway from unstable soil structures and heavy truck traffic which requires frequent roadway repairs. SR 37 has been identified by Bay Conservation and Development Commission (BCDC), Caltrans and U.C. Davis through two separate studies as vulnerable to future projected sea level rise making it more likely to experience increased flooding events and resulting in frequent need for more repeated repairs.

Discussion:

Given the cross-jurisdictional route of SR 37, a Memorandum of Understanding (MOU) was signed between the Solano Transportation Authority, Napa County Transportation Planning Agency (NCTPA), Sonoma County Transportation Authority (SCTA), and the Transportation Authority of Marin (TAM) which defines how the four agencies will work together to promote and advance the delivery of improvements on the SR 37 Corridor.

Key terms of the MOU include:

- Establishment of a SR 37 Policy Committee consisting of three members from the STA and SCTA and up to three members from both NCTPA and TAM;
- Establishment of an Executive Steering Committee comprised of the Executive Directors from the four agencies and a Project Leadership Team comprised of the four Deputy Directors;
- Description of key SR 37 Project tasks.

A copy of the fully executed SR 37 MOU is included as Attachment A.

The three representatives from Solano County participating on the SR 37 Policy Committee include:

- The Metropolitan Transportation Commissioner (Supervisor Jim Spering)
- Solano County Board of Supervisor (Supervisor Erin Hanigan)
- Solano Transportation Authority (formally Mayor Bob Sampayan)

STA staff is seeking the STA Board appoint a Board member to replace former Vallejo and STA Board Member Mayor Bob Sampayan at this time. The SR 37 Policy Committee meets at 9:30 a.m. on the first Thursday of every odd month. Staff is recommending the Board appoint the City of Vallejo Mayor Robert McConnell at this time, as the City of Vallejo is on the corridor and should be represented on the Committee.

Fiscal Impact:

There is no direct fiscal impact to appoint an STA Board member to the SR 37 Policy Committee at this time.

Recommendation:

Appoint STA Board Member Robert McConnell to represent the STA Board and participate on the SR 37 Policy Committee.

Attachment:

- A. MOU SR 37 Corridor – 4 North Bay Counties

MEMORANDUM OF UNDERSTANDING
for
THE STATE ROUTE 37 CORRIDOR
between
Napa County Transportation Planning Agency,
Solano Transportation Authority,
Sonoma County Transportation Authority
and the Transportation Authority of Marin

I. INTENT

This Memorandum of Understanding (MOU), entered into as of the last date written below between the Napa County Transportation Planning Agency (NCTPA), the Solano Transportation Authority (STA), the Sonoma County Transportation Authority (SCTA) and the Transportation Authority of Marin (TAM), (collectively referred to as the Parties), constitutes solely a guide to the respective intentions and policies of the Parties involved for the State Route (SR) 37 Corridor. It is not intended to authorize funding or project effort nor is it a legally binding contract. Funding commitments providing for the deposit of funds for specific work phases or project effort committing resources will be covered by one or more separate cooperative agreements as may be outlined herein.

The intent of this MOU is to define how the four agencies will work together in cooperation to successfully promote and expedite the delivery of improvements in the SR 37 Corridor to address the threat of sea level rise, traffic congestion, transit options and recreational activities. It constitutes a guide to the intentions and strategies of the parties involved and provides the overall framework, including outlining their respective roles, responsibilities and potential funding strategy for the SR 37 Corridor.

In order to achieve the intent of this MOU, the Parties will work cooperatively, using staff, consultants and resources interchangeably, as part of the Project Team in a commitment to deliver improvements to the SR 37 Corridor and will coordinate with affected agencies and interested parties, as necessary. Cooperative agreements will be required and are expected for each specific phase of work requiring the expenditure of funds and/or staff services provided by the Parties.

II. ABBREVIATIONS AND SELECT DEFINITIONS

- Agency Assignments – The four stakeholder agencies have agreed to share in the staffing of the work. This documents indicates the agreed upon agency responsibilities on each of the individual projects.
- BCDC – Bay Conservation and Development Commission
- CMAs – The four congestion management agencies, or equivalent, that are signatories to this MOU
- CTC – California Transportation Commission
- MTC – Metropolitan Transportation Commission
- SR 37 PROJECT – The project that is the subject of this MOU and which consists of multiple individual projects that will be managed collectively as defined herein.
- Department of Caltrans – California Department of Transportation
- ESC – Executive Steering Committee
- NCTPA – Napa County Transportation Planning Agency
- PLT – Project Leadership Team
- Policy Committee – Committee formed by elected representatives from Marin, Napa, Solano, and Sonoma Counties
- SCTA – Sonoma County Transportation Authority
- STA – Solano Transportation Authority
- Staffing Plan – Based upon the Agency Assignments, the SR 37 Project Executive Steering Committee will assign agency and consulting staff to perform work on both the SR 37 Corridor and the Individual Projects.
- TAM – Transportation Authority of Marin

III. PROJECT DESCRIPTION

State Highway 37 (SR 37) is a regionally significant highway linking the north, east and west San Francisco Bay subregions. SR 37 follows 21 miles along the northern shore of San Pablo Bay linking US 101 in Novato, Marin County with Interstate 80 (I-80) in Vallejo, Solano County. It serves as a vital connection between the eastern and western counties of the northern San Francisco Bay Area, and the Central Valley. It is the northernmost non-mountainous east-west link between US 101 and I-5 (via I-80 and I-505) in the State.

From US 101 to the signalized SR 121 intersection at Sears Point, SR 37 is a four-lane expressway. Another signalized intersection is at Lakeville Road. East of Sears Point, it becomes two-lane conventional highway with a median barrier as it crosses the Napa-Sonoma marshlands. At Mare Island, a four-lane freeway begins. SR 37 continues eastward through Vallejo terminating at I-80.

By connecting US 101 to I-80, SR 37 connects job markets and housing within Marin, Sonoma, Napa and Solano Counties as well as commuters coming from the East Bay counties of Contra Costa and Alameda. The commute, freight

movement, and recreational functions of the route require efficient traffic management on both weekdays and weekends. As a parallel route north of the Richmond-San Rafael Bridge (I-580), SR 37 functions as a State Recovery Route and is part of the Interregional Roads System (IRRS) between US 101 and I-80.

SR 37 is vulnerable to flooding during heavy storms repeatedly requiring its closure. SR 37 is also affected by the continual settling of the roadway from unstable soil structures and heavy truck traffic which requires frequent roadway repairs. SR 37 has been identified by BCDC and Caltrans through two separate studies as vulnerable to future projected sea level rise making it more likely to experience increased flooding events and resulting in frequent need for more repeated repairs.

The purpose of the SR37 Corridor MOU is to develop an expedited funding, financing and project implementation strategy for the reconstruction of SR 37 to withstand rising seas and storm surges while improving mobility and safety along the route.

IV. PROJECT STRATEGY

The Parties intend to develop a project strategy that will expedite the delivery of the SR 37 Corridor improvements that improves the existing facility while protecting it from rising sea levels and flooding. To the extent feasible, the SR 37 Corridor would maximize benefits to marshland restoration and provide multi-modal services. The initial key SR 37 Corridor tasks, detailed in Appendix A, will be modified as necessary by the Policy Committee, without formally amending this MOU as the scope of the SR 37 Corridor improvements are refined.

The SR 37 Corridor strategy is intended to be a cooperative effort with oversight from the Policy Committee using a collaborative, integrated team comprised of staff from NCTPA, SCTA, STA, TAM and consultants, as needed. STA and SCTA will provide staff and legal support in support of the MOU's Policy Committee, Executive Steering Committee (ESC) and Project Leadership Team (PLT).

The mix of staff assigned to each subsequent task may come from different sources provided by NCTPA, SCTA, STA and TAM but the primary sources will be STA and SCTA staff and consultants.

Regional, State and federal partners will also be included in the project strategy, including: Caltrans, MTC, BCDC, the CTC and numerous natural resource agencies.

V. PROJECT DELIVERY ORGANIZATION – ROLES AND RESPONSIBILITIES

Oversight and policy direction for the SR 37 Corridor MOU will be provided by the Policy Committee. The complete delivery of the SR 37 Corridor improvements shall be the responsibility of the Executive Steering Committee (ESC). The ESC will be assisted by the Project Leadership Team (PLT) which will provide direct support to the SR 37 Corridor Project Manager.

A. SR37 Corridor Policy Committee

- **Role:**

The SR37 Corridor Policy Committee representation is based on equal representation of the four North Bay counties however there is recognition that the bulk of the corridor improvement area is located in Sonoma and Solano Counties. The Policy Committee is comprised of up to three members from Napa County, up to three members from Marin County, three members from Solano County, and three members from Sonoma County, appointed by the respective NCTPA, SCTA, STA, and TAM Board of Directors. The appointed members shall select a Chair and Vice-Chair.

- **Responsibilities:**

The Policy Committee's purpose is to provide policy oversight to the respective staffs and dispute resolution throughout the SR 37 Corridor implementation process. The Policy Committee will approve SR 37 Corridor scope, schedule and budget, including any necessary changes, and will agree on a funding plan for each SR 37 Corridor project phase. The Policy Committee will serve as the final level of review of any disputes amongst the Project team that may arise throughout the SR 37 Project.

- **Meetings:**

Meetings of the SR 37 Corridor Policy Committee will occur once per quarter or as needed. Meetings to be rotated between locations located to the West (Marin and Sonoma) and East (Solano and Napa) and in close proximity to the SR 37 Corridor or at a location determined by the MOU's Policy Committee.

- **Voting:**

All actions of the SR 37 Policy Committee require the affirmative vote of a majority of the members, which must include at least one affirmative vote of a member representing each Solano and Sonoma Counties and an affirmative vote of a majority of the members of the County in which the action is proposed to occur.

B. Executive Steering Committee (ESC)

- **Role:**

The ESC will meet as necessary to assist the Policy Committee on developing agendas, minutes and staff reports and implementing the SR 37 Corridor improvements. The ESC will also review and provide recommendations regarding

options for financing and funding, project delivery, and coordination with other agencies. It will hold the PLT accountable for delivering the SR 37 Corridor project phases in accordance with the scope, schedule and/or cost changes approved by the Policy Committee.

- **Members:**
 - Executive Director of NCTPA
 - Executive Director of SCTA
 - Executive Director of STA
 - Executive Director of TAM
- **Responsibilities:**
 - Provide the Project Leadership Team and other project staff necessary feedback related to the SR 37 PROJECT
 - Oversee overall SR 37 Corridor progress
 - Review Project Staffing Plans, including the use of consultants
 - Determine the lead entity for any phase or portion of work
 - Determine how and when to brief the four participating CMA Boards, California Transportation Commission (CTC), Cal STA, Caltrans, MTC, BCDC, and other governmental agencies.
 - Serve as the second level of review for unresolved Corridor implementation issues (such issues may be within or between task teams and members and/or the agencies).
- **Meetings:**
 - Once per quarter or as needed.

C. Project Leadership Team (PLT)

- **Role:**

This team reports to the ESC and provides direct agency support and input on the SR 37 Corridor improvements. The ESC shall appoint the PLT members who will include at least one designated representative from the respective CMAs. The PLT will oversee the SR 37 Project Manager in delivering the SR 37 Corridor improvements within scope, schedule and budget and provide the ESC with recommendations for those items requiring ESC and Policy Committee approval per this MOU and subsequent Cooperative Agreements.

- **Members:**
 - Deputy Director of NCTPA
 - Deputy Director of SCTA
 - Deputy Director of STA
 - Project Delivery Manager of TAM
- **Responsibilities:**
 - Monitor and review the SR 37 Corridor progress
 - Recommend changes to the SR 37 Corridor scope, schedule and/or budget to the ESC
 - Provide direction on issues as requested by the SR 37 Project Manager

- Approve staff assignments to the SR 37-Corridor wide responsibilities
- Recommend the award of consultant contracts by the contracting agency as submitted by the SR 37 Project Managers
- Approve the SR 37 Corridor and IP Staffing Plans
- Approve changes within the approved SR 37 Corridor scope, schedule and budget and notify the ESC of such changes
- **Meetings:**
 - Meet on an as needed basis as determined necessary by the members or by the SR 37 Project Manager.
 - Meeting participants will typically include, but not be limited to the following participants:
 - Project Delivery Manager
 - Public Information (s) Staff
 - Attend meetings of the ESC and other SR 37 PROJECT meetings as needed.

D. Other Stakeholders

Due to the regional and environmental issues associated with the SR 37 Corridor, other non-party stakeholders may be invited to participate as needed for the SR 37 Corridor. These stakeholders may be identified throughout the SR 37 Corridor through funding, financing, project delivery, traffic enforcement, and environmental concerns. To the extent their participation is formally warranted, this MOU will be amended to add these stakeholders as necessary.

VI. PROJECT FUNDING

NCTPA, SCTA, STA, and TAM are the SR 37 Corridor co-sponsors and intend to jointly fund or seek funding options for the SR 37 Corridor. The four agencies will seek to identify and obtain available federal, state, regional and local resources for the SR 37 Corridor and will continue to strive for additional funding in a cooperative manner. This may include public financing, private ventures, and/or tolling. The Parties agree to evaluate all potential funding sources and financing options in order to expedite the delivery of the SR 37 Corridor improvements.

NCTPA, SCTA, STA, and TAM agree to meet and confer upon the request of any party to this MOU to discuss proposed changes to scope, limits, cost and/or schedule.

VII. ISSUE RESOLUTION



As issues arise in the SR 37 Corridor life-cycle, time is of the essence and they need to be resolved as diligently as possible. To this end, a process has been built into the responsibilities described in this MOU.



Many of these issues can be resolved within these teams, especially those that do not change the scope of the SR 37 Corridor, require additional budget and that do not delay the approved schedule. The PLT shall be the first level of review of the issues, which these teams cannot resolve. If the PLT either does not have sufficient authority to resolve the issue or is unable to agree, then they will elevate the issue resolution after a maximum of two meetings (an initial meeting to hear the issue, and, if necessary, a second meeting to hear any additional information requested during the first meeting). If the PLT is unable to resolve the issue it will be elevated as follows:

Second-level review and resolution: the ESC will review the issue, the options for resolution, the pros and cons to each option, and the advocate's reasons in support of specific options. Provided the resolution falls within the authority granted the ESC, then they will determine the outcome. If, for some reason, the issue cannot be fully resolved by the ESC, the issue will be escalated to the Policy Committee.

Final review and resolution: any issue unable to be resolved by the ESC will be presented to the Policy Committee for final review. If, for some reason, the issue cannot be fully resolved without approval from an agency board then the Policy Committee will direct preparation of agenda items for any required action needed to ratify their agreed upon solution.

The Parties have executed this MOU as of the last date written below.

	<u>11/25/15</u>		<u>11/6/15</u>
Kate Miller	Date	Daryl Halls	Date
Executive Director		Executive Director	
Napa County Transportation Planning Agency		Solano Transportation Authority	

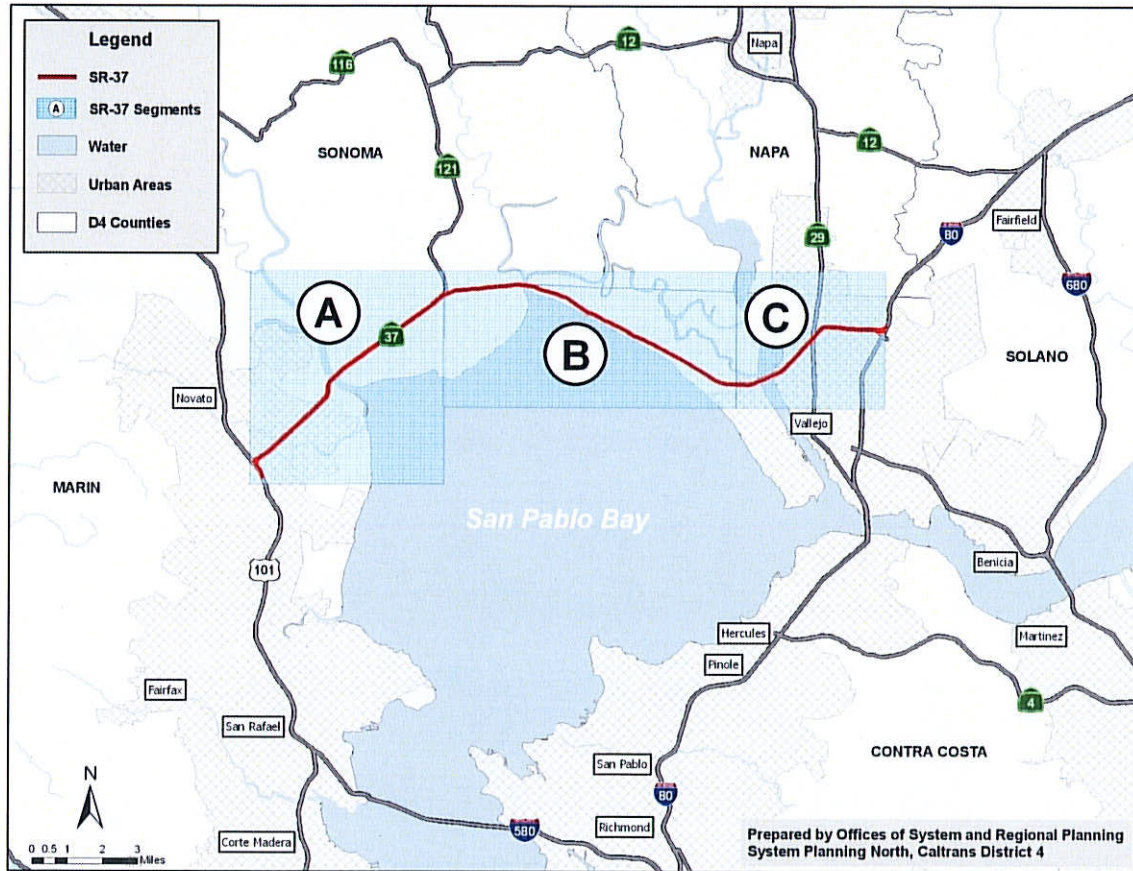
	<u>12/1/15</u>		<u>11/13/15</u>
Suzanne Smith	Date	Dianne Steinhauser	Date
Executive Director		Executive Director	
Sonoma County Transportation Authority		Transportation Authority of Marin	

Appendix A - Key SR 37 PROJECT Tasks

The Parties agree to cooperate and coordinate efforts on the initial priority action areas as follows:

1. Project Initiation Document
2. Defining of Corridor Project Scope of Work
3. Delivery Plan including Project Cost Estimate and Delivery Schedule
4. Development of Funding/Financing Plan
5. Corridor Transit Plans
6. Public Relations/Public Information
7. Environmental Approval and Mitigation Plan
8. Project Design
9. Operational and Maintenance Plan
10. Financing Policy
11. Right-of-Way
12. Construction

Appendix B - Project Map



SR 37 Segmentation:

SEG.	LOCATION DESCRIPTION	BEGIN PM	END PM
A	US 101 (Novato) in Marin County to SR 121 (Sears Point) in Sonoma County	MRN 11.20	SON 3.91
B	SR 121 (Sears Pt.) in Sonoma Co. to Mare Island (Vallejo) in Solano County	SON 3.91	SOL R6.95
C	Mare Island (Vallejo) to I-80 Interchange in Solano County	SOL R6.95	SOL R12.00

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DATE: May 26, 2021
TO: STA Board
FROM: Erika McLitus, Assistant Project Manager
RE: Suisun City Station Lighting and Bus Shelter Implementation

Background:

In late 2019, STA staff and Suisun City staff met to discuss concerns about conditions at the Suisun-Fairfield Train Station. During peak periods in the early morning and evening, many riders wait in a relatively cold and dark environment on the platform. Given the station's proximity to the Suisun Marsh, conditions are often cold and windy. The Train Depot building is not open at these times; there is little available shelter and limited lighting on the platform. In order to mitigate these issues, STA staff proposed seeking grant funding from the Capitol Corridor Joint Powers Authority (CCJPA) Minor Capital Improvements Program (MCIP) to install additional lighting and some form of windscreen or shelters for passengers.

Suisun City requested with the STA take the lead and apply for funding and implement a project to add lighting, windscreens or shelters, and other treatments if eligible. STA staff took the lead on completing the application and coordinating with CCJPA, Amtrak, and Union Pacific Railroad (UPRR) staff while Suisun City staff hired a consultant to complete partial Design Plans for the Suisun City Amtrak Station Improvements Project.

Due to the COVID-19 pandemic, the CCJPA MCIP program guidelines for eligible treatments and required timeline for project delivery changed to accommodate funding shortfalls. STA staff worked with CCJPA staff to adjust the project scope and ultimately submitted three different applications for MCIP funding on behalf of Suisun City between March 2020 and April 2021.

Discussion:

During its meeting on April 19, 2021, the Capitol Corridor Joint Powers Authority (CCJPA) Board awarded STA \$305,000 in Minor Capital Improvements Program (MCIP) funds to complete the Suisun Amtrak Station Improvements Project. This Project focuses on improvements to the station platform that will help passengers feel safer and more comfortable at the Suisun-Fairfield Train Station as they wait for, board, and disembark Capitol Corridor trains. Many Capitol Corridor riders arrive at the station during dark hours of the early morning and evening, especially during the winter months. During these peak periods, the Train Depot building is closed and there are few places to seek shelter from the wind. Therefore, the scope of this project includes:

Install two new Twin-Arm Lamp Posts on the north and south ends of the platform at the Suisun-Fairfield Train Station.

- Install two new Bus Shelters on the platform in front of the Depot Building

The new lighting will increase actual and perceived safety at the Suisun-Fairfield Train Station and the new shelters will include a shatter-proof glass enclosure to provide warmth to waiting passengers without compromising visibility.

Project Status

STA staff is currently coordinating with CCJPA staff to refine the project delivery schedule and ensure that all MCIP funding requirements are met. Before construction can begin, STA staff and Suisun City staff must coordinate to complete the Final Plans for the Suisun Amtrak Station Improvements Project, obtain Right of Entry permits from Union Pacific, and hire a consultant to order materials and construct the improvements.

To ensure that this project does not fall behind schedule, STA staff proposes to hire WSP, recently selected as the top-ranked firm to serve as on-call consultants for construction management services, to manage the delivery of this project. WSP will perform services before, during, and after construction including:

- Review plans and specifications
- Navigate the UPRR Right of Entry permit application process
- Perform Bid Management services using Bid Express
- Coordinate the efforts of the engineer, contractor, local agencies, utility companies, and STA
- Manage all submittals on the project
- Inspect project work for acceptance
- Review all of the Contractor's final submittals for compliance with final project close-out requirements

Working together, STA staff, Suisun staff, and the consultant can minimize delays and ensure that this improvement project is complete and open to the public in early 2022.

Fiscal Impact:

None to the STA Budget. Funding for this project will be provided through the Corridor Joint Powers Authority Minor Capital Improvements Program.

Recommendation:

Authorize the Executive Director to enter into:

1. Funding agreement with the Capitol Corridor Joint Powers Authority for \$305,000 in Minor Capital Improvements Program to deliver the Suisun Amtrak Station Improvements Project; and
2. Contract not-to-exceed \$70,000 with WSP for Construction Management Services for the Suisun Amtrak Station Improvements Project.



DATE: May 27, 2021
TO: STA Board
FROM: Brent Rosenwald, Planning Assistant
RE: Bay Area Air Quality Management District (BAAQMD) Transportation Fund
for Clean Air (TFCA) Fiscal Year (FY) 2021-22 County Program Manager
Funds

Background:

The Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) is collected from a \$4 fee on all vehicle registrations within the Air District's boundaries. 60% of these funds are applied to the TFCA Regional Program, which is administered by BAAQMD. The remaining 40% is distributed to each Bay Area county Congestion Management Agency (CMA), and is called County Program Manager Funds.

BAAQMD, in coordination with the CMA's, establishes TFCA policies for both programs annually. Eligible TFCA projects are those that reduce air pollution from motor vehicles, such as clean air vehicles and infrastructure, carpools/vanpools, shuttle bus services, bicycle projects, and alternative mode promotional/educational projects. The TFCA County Program Manager Funds available for Solano County projects in FY 2021-22 is estimated to be \$387,189.

Southwestern portions of Solano County are eligible to apply for these funds. This area includes the cities of Benicia, Fairfield, Suisun City, and Vallejo, as well as the surrounding unincorporated areas. The Yolo-Solano Air Quality Management District provides similar funding (i.e. Clean Air Funds through a different process) for the remaining cities of Dixon, Rio Vista, Vacaville, and the surrounding unincorporated areas.

All eligible projects must meet cost effectiveness requirements related to the amount of emission reductions, and must submit monitoring reports twice a year. The next round of monitoring reports is due on June 2, 2021. Past projects funded through the TFCA program include Class I and II bike facilities, Solano Mobility, and Safe Routes to School projects. STA staff aims to identify projects that align well with the goals of both BAAQMD and STA.

Discussion:

At the February 10th Board Meeting, the STA Board approved a funding allocation of \$175,000 of FY 2021-22 TFCA funds for the Solano Mobility Program. These Rideshare and Employer Incentives programs are a cost effective and successful program in terms of air emission reduction benefits as calculated through BAAQMD's TFCA program. It also remains a priority program for the STA Board to reduce congestion and to promote the use of travel alternatives in Solano County. Benefits of the program include marketing and promotion of commute alternatives through transit brochure distribution, vanpool formations, bicycle and pedestrian education, employer programs, marketing events, and incentive campaigns.

Additionally, the STA Board approved an allocation of \$100,000 to the STA Electric Vehicle (EV) Implementation Program. The STA EV Implementation Plan is dedicated to implementation the recommendations laid out by the 2018 STA EV Transition Plan by working with jurisdictions, businesses, and other facilities to install EV infrastructure, replace traditional fuel vehicles, and streamline EV permitting processes.

The STA Board, along with approving the funding for Solano Mobility and STA EV Implementation, approved opening a Call for Projects for the remainder of the STA Program Manager funds. The Call for Projects was announced February 10th and closed on March 31st, 2021. STA received a total of twelve applications. Applications were received from Cal Maritime, SolTrans, Six Flags Discovery Kingdom, Solano County, City of Benicia, and City of Vallejo. Additionally, the STA Board approved a set-aside of \$100,000 to be dedicated specifically to EV charging infrastructure – this left \$112,189 for other clean air projects.

STA staff met with each applicant to discuss project details and project priorities if the applicant submitted more than one application.

Cal Maritime submitted 6 applications – one request for \$70,000 to install a solar powered EV Charger, one request for \$16,000 for a level 2 EV charger, one request for \$11,813 to purchase an electric golfcart for the athletics department, one request for \$34,192 to purchase a Hyundai Kona for the athletics department, one request for \$42,000 to purchase 2 Chevy Bolts for the Campus Police Department, and one request for \$48,000 to purchase an electric forklift. Due to a large oversubscription of funding, STA is only able to recommend fully funding the electric golfcart and the Hyundai Kona. The recommendation for this funding is consistent with the priorities that Cal Maritime communicated to STA staff.

SolTrans submitted one application for their Curtola Park and Ride Inductive Charging Project (\$100,000). STA Staff recommends funding \$50,000 for this effort.

Six Flags Discovery Kingdom submitted one application to install EV Chargers at their employee parking lot (\$12,000). After initial project scoping discussions, STA staff recommends fully funding this proposal and adding \$5,511 to the budget in order to cover potentially unforeseen implementation costs.

Solano County submitted two applications- one to purchase a wireless Mobi Charger for their county fleet (\$100,000) and one to install streetscape improvements, enhanced signing and striping, and other traffic calming features as part of their Benicia Road Diet project. STA Staff recommends funding \$50,000 for the Mobi Charger proposal. STA staff will not recommend funding for the Benicia Road Diet proposal but will allocate TDA Article 3 Funds to this project.

The City of Benicia submitted one application to fund construction of two pedestrian bulb outs and restriping of thermoplastic crosswalks and STOP legends at the intersection of First Street and East E Street. This project did not receive a funding recommendation from STA staff.

The City of Vallejo submitted one application to install EV Chargers at the Fleming Hill Treatment Plant employee parking lot (\$60,000). STA Staff recommends funding \$30,000 for this effort.

When choosing the projects and allocations, STA staff considered the overall cost-effectiveness and potential to reduce greenhouse gas emissions. These projects and allocations have been reviewed by Solano County's BAAQMD Board representatives earlier this month as well as having been approved by the May meeting of the TAC.

Fiscal Impact:

The total funding amount requested for the TFCA County Program Manager funds was a total \$708,516 -- STA has \$387,189 available for the FY 2021-22. Of which, \$175,000 has already been approved for the Solano Mobility Program and \$23,672 is to manage the Program. The staff recommendation is to program the remaining funds in the amount of \$172,757 to county projects as shown below.

Recommendation:

Approve the allocation of FY 2021-22 BAAQMD TFCA County Program Manager Funds as follows:

1. \$11,814 for the Cal Maritime's Electric Golf Cart;
2. \$34,192 for the Cal Maritime to purchase an all-electric powered Hyundai Kona;
3. \$50,000 for SolTrans' Curtola Park and Ride Inductive Bus Charger Project;
4. \$17,511 for Six Flags Discovery Kingdom's employee parking lot EV chargers;
5. \$50,000 for Solano County's Mobi Electric Vehicle Charger Project; and
6. \$25,000 for the City of Vallejo's Fleming Hill Fleet EV Charger Project

Attachment:

- A. TFCA Funding Recommendation Spreadsheet

FYE '22 TFCA Received Applications

Alternative Fuel Infrastructure

Project Sponsor	Applicant Contact	Project Title	Total Cost	TFCA Request	STA Funding Recommendation	Description	Cost Effective
City of Vallejo	Mark Helmbrecht	EV Chargers for Vallejo Water Plant Fleet	\$60,000	\$50,000	\$25,000	Install 6 Level II 240 Volt EV Chargers at Fleming Hill Treatment Plant employee parking lot	Yes
Solano County	Larry Deveraux	Mobi Chargers	\$140,894	\$100,000	\$50,000	Purchase of 2 Mobi Chargers	Yes
Six Flags Discovery Kingdom	Janine Durette	Six Flags Employee EV Charging Stations	\$12,000	\$17,511	\$17,511	Install 6 Level II 240 Volt EV Chargers at Six Flags DK Employee Parking Lot	Yes
SolTrans	Kristina Botsford	Curtola Park and Ride Inductive Charging Project	\$900,000	\$100,000	\$50,000	Install 2 inductive bus chargers at the curtola Park and Ride Facility	Yes
Cal Maritime	Sheikh Nayeem	EV ARC Charger	\$70,000	\$70,000	\$0	Purchase of a solar Powered ARC Level 2 EV Charger	NO
Cal Maritime	Sheikh Nayeem	Level 2 Charger	\$20,000	\$16,000	\$0	Purchase of a level 2 EV Charger	Yes

Total Requested from STA	\$353,511
Total Recommended by STA	\$142,511

Alternative Fuel Light Duty Vehicles

Project Sponsor	Applicant Contact	Project Title	Total Cost	TFCA Request	STA Funding Recommendation	Description	Cost Effective
Cal Maritime	Sheikh Nayeem	Electric Golfcart	\$14,641	\$11,813	\$11,813	Purchase of an Electric Golfcart for the athletics department	Yes
Cal Maritime	Sheikh Nayeem	Hyundai Kona	\$42,270	\$34,192	\$34,192	Purchase of a Hyundai Kona for the Athletic Department	Yes
Cal Maritime	Sheikh Nayeem	Chevy Bolt Vehicle Purchase	\$84,000	\$42,000	\$0	Purchase 2 Chevy Volts to serve as new campus police cars	Yes
Cal Maritime	Sheikh Nayeem	Electric Forklift	\$60,000	\$48,000	\$0	Purchase of an Electric Forklift to work at boat basin	Yes

Total Requested from STA	\$136,005
Total Recommended by STA	\$46,005

Smart Growth/Traffic Calming

Project Sponsor	Applicant Contact	Project Title	Total Cost	TFCA Request	STA Funding Recommendation	Description	Cost Effective
City of Benicia	Dan Sequeira	First Street Pedestrian Bulbout	\$50,000	\$19,000	\$0	Construction of two pedestrian bulb outs and restriping of thermoplastic crosswalks and STOP legends at the intersection of First Street and East E Street	Yes
Solano County	Matt Tuggle	Benicia Road Complete Streets	\$3.5 Million	\$200,000	Will be given TDA Article 3 Funds	Install streetscape improvements, enhanced signing and striping, and other traffic calming features along Benicia Road	Yes

Total Requested from STA	\$219,000
Total Recommended by STA	\$0

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DATE: May 27, 2021
 TO: STA Board
 FROM: Anthony Adams, Senior Project Manager
 RE: Proposed MTC Quick-Strike Augmentation for Solano Projects

Background:

Recently, the Metropolitan Transportation Commission (MTC) was tasked with programming an infusion of additional highway funds through the federal Highway Infrastructure Program (FHIP). The FHIP apportionment is provided in addition to funding the Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) programs at levels authorized by the Fixing America’s Surface Transportation (FAST) Act. At the Bay Area Partnership Board meeting on December 1, 2020, MTC staff proposed establishing a one-time, competitive grant program to fund local projects that can be implemented quickly to benefit communities responding and adapting to the COVID-19 environment. The Safe and Seamless Mobility Quick-Strike included roughly \$50 million in FHIP and remaining OBAG 2 funding to fund quick-build or other near-term capital projects focused on bicycle/pedestrian safety and mobility, connections to transit, and projects that advance equitable mobility.

County	Target %
Alameda	19.9%
Contra Costa	14.6%
Marin	2.8%
Napa	2.1%
San Francisco	12.5%
San Mateo	8.4%
Santa Clara	27.0%
Solano	5.5%
Sonoma	7.2%
	100%

The \$50M amount was competitive, but was also guided by the distribution percentages from OBAG 2.

STA submitted the following list of projects, all of which were recommended for full funding by MTC staff in April 2021:

- Bay Trail/Vine Trail Segment (\$1.8M);
- STA Mobility Planning (\$200k);
- Hannigan Station Capacity Improvements (\$1M);
- FasTrak START Means-Based Managed Lanes Discount Pilot Project (\$125k).

Discussion:

With the passage of the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), which provided regions with transportation dollars, the MTC directed \$34.4 million in highway funds to augment the Quick-Strike program. MTC staff proposed to use half of the augmentation (\$17.2 million) to fund additional projects for nomination. These funds will be used to ensure that each county receives at least its initial targeted amount, and then to distribute the remaining funds to the next highest scoring projects regionwide. Investment levels by county will be a consideration in developing the final recommended program of projects; however, as noted in the original program guidelines, the final recommended funding amounts by county may not reflect each county’s initial nomination target.

STA staff met with MTC staff shortly after this announcement was made, to discuss potential project submittals for this new augmentation. During the course of the discussion, the scoring from the previous rounds showed that the Hannigan Station was one of the region’s top scoring projects. MTC staff also mentioned that Safe Routes to School programs scored highly as well, as they encouraged mode shift and safety. Based on these conversations and funding needs for Solano projects/programs, the following two projects are being proposed for submittal to MTC’s Quick-Strike Augmentation:

Hannigan Station (Fairfield-Vacaville) Capacity Improvements (Request \$900K):

This project was recommended for \$1,000,000 in Quick-Strike funding during the first round. The cost to construct the parking lot, the first of three phases of improvements, has been estimated at \$2.2M. STA and the City of Fairfield agreed to a funding plan, where STA would provide \$1.9M in funding, and the City would cover any remaining shortfall and construct the project by Summer 2022. To augment Quick-Strike funding, the STA Board approved the programming of \$900k in State Transit Assistance Funds (STAF) towards this project at their May meeting. If the augmented Quick-Strike funds are awarded by MTC, the programmed STAF funds are requested to be reprogrammed towards SolanoExpress electrification efforts.

Construction of the parking lot is the first phase of a three-phase plan to improve the capacity of the centerpiece of this Priority Development Area. Additional phases will consist of constructing a depot building that can house commercial services and a bathroom for patrons, and will consist of opening the South Portal of the station by constructing a pedestrian promenade, a new access road, and a Class I path that connects with Travis Air Force base and the surrounding community. These investments are meant to spur interest in Transit Oriented Development (TOD) of affordable housing along the South Portal of the station and provide enhanced access to the Hannigan Station.

STA was awarded \$2M in Transit and Intercity Rail Capital Program (TIRCP) funding in 2020 towards the parking lot and South Portal access improvements. STA and the City of Fairfield intend to use approved TIRCP funding to leverage other state and regional grants to construct the necessary improvements to open the South Portal and encourage transit-oriented development. Fairfield has agreed to work towards opening the South Portal by the year 2025. A funding agreement will be drafted stating these timelines upon approval of funding.

Solano Safe Routes to School Program (Request \$600k):

STA would utilize these funds to support the Solano Safe Routes to School Non-Infrastructure Program, continuing the program after its current federal grant is exhausted in 2023. For over 13 years, STA's Solano SR2S Program has been successful in promoting walking/biking to school while improving student travel safety across 65 schools countywide. These funds would be used to continue education, administration, and implementation of programming over a 2-year period to sustain the program. This also includes work to engage our SR2S Community Force in each city, updating our SR2S Master Plan and supporting the Safety Education Grant program with local police departments.

STA staff recommends a total Solano request of \$1.5M from the Quick-Strike augmentation. The two proposed projects are regional in nature and staff believes they will compete well in meeting the criteria put forward by MTC. Due to the MTC deadlines of the Quick Strike Augmentation, STA staff did submit the two projects and did provide the TAC an update of this approach.

Fiscal Impacts:

\$600k for STA Safe Routes to School Program would be additionally funding that would then lessen the need for One Bay Area Grant Cycle 3 fund request for the Program. If awarded funding for the Hannigan Station, the previously programmed \$900K in STAF funding for the Station would be proposed for reprogramming to SolanoExpress Electrification efforts.

Recommendation:

Authorize the Executive Director to submit the below listed projects and amounts to MTC for the MTC Safe and Seamless Mobility Quick-Strike Program:

1. Hannigan Station Capacity Improvements (\$900,000); and
2. STA Safe Routes to School Non-Infrastructure Program (\$200,000).



DATE: May 28, 2021
TO: SolanoExpress Intercity Transit Consortium
FROM: Brandon Thomson, Transit Mobility Coordinator, STA
Beth Kranda, Executive Director, SolTrans
Diane Feinstein, Transportation Manager, FAST
RE: SolanoExpress Service Modifications --August 2021

Background:

The health crisis created by the COVID-19 pandemic led to rapid and significant modifications to the SolanoExpress services in 2020. Since the initial reductions of service, STA staff and the transit agencies' staff from Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST) service reductions have worked on plans to stabilize the service and create a connected and sustainable longer-term express bus service plan. The operators used a combination of reductions in service, frequency (trips per hour) and the span of service (start time to finish time of available service) to attain a roughly 50% reduction in service. STA staff and consultants developed the SolanoExpress Partial Service Restoration Plan and budget that addresses the health and safety, ridership demands, and financial sustainability of service given the global pandemic. The SolanoExpress Partial Restoration Plan was approved by the STA Board on June 10, 2020 and implemented July 2020.

Since the initial implementation of the SolanoExpress Partial Restoration Plan in July 2020, Staff from STA, SolTrans and FAST have been monitoring the performance of the SolanoExpress system. Based upon staff observations, modifications were made to the Red Line that included the expansion of RT 82 as a pilot into San Francisco and was approved by the STA Board on December 9, 2020. Moreover, modifications were made to the Blue Line and GreenExpress through STA Board action on February 10, 2021.

Discussion:

On April 14, 2021, the STA Board adopted Fiscal Year (FY) 2021-22 SolanoExpress Intercity Funding Plan, which increased service hours by approximately 17,500 hours to a total of approximately 62,500 annual SolanoExpress service hours. As more Bay Area counties move to less restrictive tiers in California's Blueprint for a Safer Economy, demand for SolanoExpress service is anticipated to increase. Staff from STA and the two transit operators that operate SolanoExpress (SolTrans and FAST) worked together to develop the most efficient and effective deployment of the additional service hours. Based upon observations, and ridership demand trends, staff is proposing modifications on all four routes on SolanoExpress. The SolanoExpress service map is provided as Attachment A.

Staff proposes to modify the Yellow Line as it was the most impacted route based upon the COVID-19 service reductions and currently contains roughly a two-hour frequency. Under staff's proposal the Yellow Line would be restored to 40- and 60-minute headways which will allow for better connections to Walnut Creek BART, SolTrans local services, and eliminate long layovers at Vallejo Transit Center. Staff recommends no change to Yellow Saturday or Sunday and will operate in its current form. The proposed Yellow Line Schedule can be found on Attachment B.

Staff proposes to modify the Red Line by scheduling the capacity buses into the passenger schedule and adding additional trips that were having capacity constraints. Additionally, modifications to Route 82 are proposed such as adding an additional morning trip and adjusting the timing to space the trips apart so that it would require only one bus in the morning. The proposed modifications to the Red Line and Route 82 can be found on Attachment C.

Moreover, SolTrans staff, in conjunction with STA, solicited public comment on the proposal to increase weekday service frequency on the Yellow Line to hourly trips to Walnut Creek BART. 64 members of the public commented on this proposal, 41 supported the proposal to increase the Yellow Line frequency to hourly, while 23 others requested the funding for the Yellow Line be used to increase service on the Red Line.

A major modification is proposed on the Blue Line by eliminating service to Pleasant Hill BART and start servicing Walnut Creek BART instead. Staff anticipates greater ridership demand at Walnut Creek BART and is working collectively with the other Contra Costa based transit operators that service this station, as well as, BART to better connect our services. Moreover, staff proposes limited service be reinstated at the Davis Street Park and Ride, near downtown Vacaville so that residents and commuters have direct access to Walnut Creek BART. Attachment D shows the proposed modifications to the Blue Line. STA staff is still coordinating with FAST staff to ensure services to both BART and Sacramento from Davis Street stop.

The last staff proposed modification pertains to the GreenExpress which provides direct service from the Fairfield Transportation Center to El Cerrito del Norte. Staff proposes to modify the GreenExpress by scheduling the capacity buses into the passenger schedule and adding additional trips that were having capacity constraints, effectively doubling the service from the current iteration. Moreover, all runs will service the Suisun Train Depot. Attachment E shows the proposed modifications to the GreenExpress Line.

The proposed SolanoExpress service modifications would be implemented in August 2021.

The recommendation to forward to the STA Board to conduct a Public Hearing was unanimously approved by the Intercity Transit Consortium and the STA Technical Advisory Committee at their May meetings.

Fiscal Impact:

The recommended changes are within the STA Board adopted Fiscal Year (FY) 2021-22 SolanoExpress Intercity Funding Plan.

Recommendation:

Conduct a Public Hearing for the proposed SolanoExpress Service Modifications as shown in Attachments B through E.

Attachments:

- A. SolanoExpress Service Map
- B. Proposed Yellow Line Weekday Schedule
- C. Proposed Red Line and Route 82 Schedule
- D. Proposed Blue Line Weekday Schedule
- E. Proposed GreenExpress Schedule
- F. Proposed Hours by Route

Proposed SolanoExpress Service August 2021



- (B)** Blue Line
- (Y)** Yellow Line
- (GX)** Green Express (GX Line)
- (R)** Red Line*
*Includes 82 to SF



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Vallejo Transit Center	Vallejo Ferry Terminal	Curtola Park & Ride	City Park (Military & First)	Sunvalley Shopping Center*	Walnut Creek BART	Walnut Creek BART	Sunvalley Shopping Center*	City Park (Military & First)	Curtola Park & Ride	Vallejo Transit Center
4:27		4:31	4:43		5:07	5:09	5:20	5:36	5:46	5:52
5:27	–	5:31	5:43	–	6:07	6:09	6:20	6:36	6:46	6:52
6:00		6:04	6:16		6:40	6:47	6:58	7:14	7:24	7:30
7:00	–	7:04	7:16	–	7:40	7:47	7:58	8:14	8:24	8:30
7:40		7:44	7:56		8:20	8:27	8:38	8:54	9:04	9:10
8:40	–	8:44	8:56	–	9:20	9:27	9:38	9:54	10:04	10:10
9:20		9:24	9:36		10:00	10:07	10:18	10:34	10:44	10:50
10:20	–	10:24	10:36	–	11:00	11:07	11:18	11:34	11:44	11:50
11:00		11:04	11:16	11:31	11:48	11:52	12:03	12:19	12:29	12:35
12:00	–	12:04	12:16	12:31	12:48	12:52	1:03	1:19	1:29	1:35
12:40		12:44	12:56	1:11	1:28	1:38		1:58	2:08	2:14
1:40	–	1:44	1:56	2:11	2:28	2:38	–	2:58	3:08	3:14
2:20		2:24	2:36	2:51	3:08	3:14		3:34	3:44	3:50
3:20	–	3:24	3:36	3:51	4:08	4:14	–	4:34	4:44	4:50
4:00	4:03	4:08	4:20	4:35	4:52	4:54		5:14	5:24	5:30
5:00	5:03	5:08	5:20	5:35	5:52	5:54	–	6:14	6:24	6:30
5:40	5:43	5:48	6:00	6:15	6:32	6:34		6:54	7:04	7:10
6:40	6:43	6:48	7:00	7:15	7:32	7:34	–	7:54	8:04	8:10
7:20	7:23	7:28	7:40	7:55	8:12	8:14		8:34	8:44	8:50
8:20	8:23	8:28	8:40	8:55	9:12	9:14	–	9:34	9:44	9:50
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10:00	10:03	10:08	10:20	10:35	10:52	10:54	–	11:14	11:24	11:30

Vallejo Transit Center	Vallejo Ferry Terminal	Curtola Park & Ride	City Park (Military & First)	Sunvalley Shopping Center*	Walnut Creek BART	Walnut Creek BART	Sunvalley Shopping Center*	City Park (Military & First)	Curtola Park & Ride	Vallejo Ferry Terminal	Vallejo Transit Center
6:20	–	6:24	6:36	6:51	7:08	7:10	–	7:30	7:40	–	7:46
8:00	–	8:04	8:16	8:31	8:48	8:50	–	9:10	9:20	9:26	9:29
9:40	–	9:44	9:56	10:11	10:28	10:30	–	10:50	11:00	11:06	11:09
11:20	–	11:24	11:36	11:51	12:08	12:10	–	12:30	12:40	–	12:46
12:55	–	12:59	1:11	1:26	1:43	1:50	–	2:10	2:20	–	2:26
2:45	–	2:49	3:01	–	3:25	3:40	3:51	4:07	4:17	–	4:23
4:25	–	4:29	4:41	–	5:05	5:20	5:31	5:47	5:57	–	6:03
6:06	6:09	6:14	6:26	–	6:50	7:00	7:11	7:27	7:37	–	7:43
8:20	8:23	8:28	8:40	–	8:50	9:10	9:21	9:37	9:47	–	9:53

Vallejo Transit Center	Vallejo Ferry Terminal	Curtola Park & Ride	City Park (Military & First)	Sunvalley Shopping Center*	Walnut Creek BART	Walnut Creek BART	Sunvalley Shopping Center*	City Park (Military & First)	Curtola Park & Ride	Vallejo Ferry Terminal	Vallejo Transit Center
8:00	–	8:04	8:16	8:31	8:48	8:50	–	9:10	9:20	9:26	9:29
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Fairfield- VTC - BART					VTC - BART			BART- VTC			BART- VTC- Fairfield				
Suisun/ Fairfield Amtrak Station	Fairfield Transit Center	Suisun Valley Rd & Kaiser Dr	Six Flags/ Crest	Sonoma & Sereno	Vallejo Transit Center	Curtola Park & Ride	El Cerrito del Norte BART (Arrive)	El Cerrito del Norte BART (Depart)	Curtola Park & Ride	Vallejo Transit Center	Sonoma & Sereno	Six Flags/ Crest	Suisun Valley Rd & Kaiser Dr	Fairfield Transit Center	Suisun/ Fairfield Amtrak Station
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					6:33	6:39	6:56	7:01	7:19	7:00	7:06	7:11	7:25	7:33	7:43
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Fairfield- VTC - BART					BART- VTC					BART- VTC- Fairfield					
Suisun/ Fairfield Amtrak Station	Fairfield Transit Center	Suisun Valley Rd & Kaiser Dr	Six Flags/ Crest	Sonoma & Sereno	Vallejo Transit Center	Curtola Park & Ride	El Cerrito del Norte BART (Arrive)	El Cerrito del Norte BART (Depart)	Curtola Park & Ride	Vallejo Transit Center	Sonoma & Sereno	Six Flags/ Crest	Suisun Valley Rd & Kaiser Dr	Fairfield Transit Center	Suisun/ Fairfield Amtrak Station
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					9:31	9:37	9:54	10:01	10:19	10:23*					

Vallejo Transit Center	Curtola Park & Ride	El Cerrito del Norte BART (Arrive)	El Cerrito del Norte BART (Depart)	Curtola Park & Ride	Vallejo Transit Center
**8:31	8:37	8:54	8:58	9:16	9:21
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11:31	11:37	11:54	11:58	12:16	12:21
12:31	12:37	12:54	12:58	1:16	1:21
1:31	1:37	1:54	1:58	2:16	2:21
2:31	2:37	2:54	2:58	3:16	3:21
3:31	3:37	3:54	3:58	4:16	4:21
4:31	4:37	4:54	4:58	5:16	5:21
5:31	5:37	5:54	5:58	6:16	6:21
6:31	6:37	6:54	6:58	7:16	7:21
7:31	7:37	7:54	7:58	8:16	8:21
8:31	8:37	8:54	8:58	9:16	9:21*

Vallejo Transit Center	Curtola Park & Ride	El Cerrito del Norte BART	San Francisco Ferry Terminal	San Francisco Ferry Terminal	El Cerrito del Norte BART	Curtola Park & Ride	Vallejo Transit Center	Sereno Transit Center
5:15	5:21	5:40	6:15	6:30	6:55	7:12	7:15	-
7:30	7:36	7:55	8:30	8:45	9:10	9:27	9:30	-
4:30	4:36	4:53	5:26	5:45	6:16	6:33	6:38	6:45
9:18	9:24	9:41	10:14	10:29	11:00	11:17	11:22	11:29

Proposed Schedule Update AUGUST 1 2021

Blue Line - Westbound/Southbound - Weekdays

Blue Line-Northbound/Eastbound - Weekdays

												BART:												
Sacramento Valley Station (Depart)	9th Street & L Sreet	UC Davis Silo	Dixon Park & Ride	Vaca Valley Parkway	Vacaville Transpo Center	Davis Street Park & Ride	Fairfield Transpo Center Arrive	Fairfield Transpo Center Depart	Suisun Valley Road	Benicia Bus Hub / Industrial Way	Walnut Creek BART Arrive	AM-Depart to SF/ PM-Arrive from SF	Walnut Creek BART Depart	Benicia Bus Hub / Industrial Way	Suisun Valley Road	Fairfield Transpo Center (Arrive)	Fairfield Transpo Center (Depart)	Davis Street Park & Ride	Vacaville Transpo Center	Vaca Valley Parkway	Dixon Park & Ride	UC Davis Silo	2nd and Capitol Mall*	Sacramento Valley Station (Arrive)
					4:18	4:25		4:40	--	5:00	5:23	5:34	5:25	--	--	5:55	6:03		6:18	--	6:32	--	6:58	7:09
					4:48	4:55		5:10	--	5:30	5:54	6:03	6:00	6:20	6:35	6:45	6:24		6:39	--	6:53	7:06	7:32	7:44
			4:57	5:09	5:18	5:45		5:35	--	5:58	6:23	6:33	6:29	6:49	7:04	7:15	7:23		7:04		7:59	8:12	8:36	8:47
			5:53	6:05	5:38	5:45		6:02	6:11	6:29	6:54	7:03	7:00	7:20	7:35	7:45	7:50		8:05		8:56	9:09	9:33	9:44
					6:14	6:45		6:32	6:41	6:59	7:24	7:33	7:30	7:50	8:05	8:15	8:20		8:35	8:44	8:56			
			6:53	7:05	6:38			7:02	7:11	7:29	7:54	8:03	8:00	8:20	8:35	8:45	8:50		9:05					
					7:14			7:31	7:40	7:58	8:22	8:34	8:28	8:48	9:03	9:13	9:18		9:33					
					7:43			8:00	8:09	8:27	8:51	9:04	8:57	9:17	9:32	9:42	9:47		10:02	10:11	10:23			
7:19	7:25	7:57	8:13	--	8:27			8:53	9:02	9:20	9:44	10:04	9:50	10:10	10:25	10:35	10:40		10:55					
8:02	8:08	--	8:42	8:54	9:03		9:22																	
9:02	9:08	--	9:42	9:54	10:03		10:22	10:27	10:36	10:54	11:16	11:34	11:22	11:42	11:57	12:06	12:11		12:27	12:36	12:48			
9:58	10:04	10:36	10:52	11:04	11:13		11:30	11:35	11:44	12:02	12:24	12:34	12:33	12:53	1:08	1:17	1:26		1:42					
					12:23			12:43	12:52	1:10	1:32	1:32	1:42	2:04	2:20	2:30	2:43		3:01	3:10	3:25	--	2:55	3:05
			12:58	1:10	1:22		1:39	1:49	1:58	2:16	2:38	2:32	2:42	3:04	3:20	3:29	3:35		3:53	4:02	4:17	--	4:50	4:20
					2:03			2:21	2:30	2:48	3:10	3:02	3:15	3:37	3:53	4:02	4:07		4:25	--	4:40	4:55	5:28	5:38
					2:33			2:50	2:59	3:17	3:39	3:32	3:44	4:06	4:22	4:31	4:36		4:54	5:02	5:14	5:29		
			2:38	2:52	3:03			3:21	3:30	3:48	4:11	4:02	4:16	4:41	4:57	5:06	5:11	4:54	5:02	5:14	5:29			
					3:33			3:51	4:00	4:18	4:41	4:32	4:46	5:11	5:27	5:36	5:41	5:59	5:02	5:14	5:29			
					4:03			4:21	4:30	4:48	5:11	5:02	5:16	5:41	5:57	6:06	6:11		6:31					
					4:33			4:51	5:00	5:18	5:41	5:32	5:46	6:11	6:27	6:36	6:41	6:58	7:06	7:15	7:30			
3:25	3:33	4:04	4:20	4:34	4:46		5:03	5:13	5:22	5:40	6:03	6:02	6:12	6:34	6:50	6:59	7:04	7:21	7:29					
4:35	4:43	5:14	5:30	5:42	5:51		6:08	6:18	6:27	6:45	7:07	7:02	7:12	7:32	7:48	7:57	8:02		8:18					
5:15	5:23	5:54	6:10	--	6:30		6:46	6:56	7:05	7:20	7:42	7:32	7:45	8:05	8:21	8:30	8:34		8:48					
5:53	6:01		6:37	--	6:51		7:07																	

*Drop Off Only

Proposed Schedule Update AUGUST 1 2021

AM TRIPS

Green Express - Westbound

Suisun Fairfield Amtrak	Fairfield Transpo Center (Arrive)	Fairfield Transpo Center (Depart)	El Cerrito del Norte BART
		4:10	4:50
4:10	4:20	4:25	5:05
4:40	4:50	4:55	5:35
5:10	5:20	5:25	6:05
	-	5:40	6:20
5:41	5:51	5:56	6:36
5:56	6:06	6:11	6:51
6:26	6:36	6:41	7:21
6:56	7:06	7:11	7:51

BART Depart to SF 3/22/21

Green Express - Eastbound

El Cerrito del Norte BART	Suisun Fairfield Amtrak	Fairfield Transpo Center
4:56	5:41	5:51
5:11	5:56	6:06
5:41	6:26	6:36
6:11	6:56	7:06
6:26	7:11	7:21
6:46	7:31	7:41
7:01	7:46	7:56
7:31	8:16	8:26
8:01	8:46	8:56

PM TRIPS

Green Express - Westbound

Fairfield Transpo Center	Suisun Fairfield Amtrak	El Cerrito del Norte BART	BART Arrive from SF 3/22/21
2:40	2:50	3:25	3:19 PM
3:10	3:20	3:55	3:49 PM
3:40	15:50	4:25	4:19 PM
4:07	4:17	4:52	4:49 PM
4:23	4:33	5:08	5:19 PM
4:50	5:00	5:35	5:34 PM
4:49	5:09	5:44	5:49 PM
5:24	5:34	6:09	6:05 PM
5:57	6:07	6:42	6:19 PM

Green Express - Eastbound

El Cerrito del Norte BART	Fairfield Transpo Center (Arrive)	Fairfield Transpo Center (Depart)	Suisun Fairfield Amtrak
3:30	4:18	4:23	4:33
4:01	4:49	4:59	5:09
4:31	5:19	5:24	5:34
4:59	5:47	5:57	6:07
5:28	6:16	6:21	6:31
5:45	6:33	6:38	6:48
5:59	6:37	6:52	7:02
6:16	7:04	7:09	7:19
6:45	7:33	-	-

Annual Hours for the GreenExpress and Blue Line

FY 2021/2022 Total Hours	Current Service Hours July 2021			Sevice Hours August 1, 2021- June 30, 2022			July 2021	Aug - June				
	Blue	GX		Blue	GX		Number of service Days	Number of service Days	Current Service Days July 2021	Sevice Hours August '21- June '22	Total Hours	Full Annual Hours
weekday	60.70	20.64		78.67	33.27		21	232	1708.14	25970.08	27678.22	28861.62
Saturday	20.67			21.62			6	49	124.02	1059.38	1183.40	

	Blue	GX
July M-F	1274.70	433.44
July Sat	124.02	
Aug-June MF	18251.44	7718.64
Aug-Jun Sat	1059.38	
Total by Rte.	20709.54	8152.08
Grand Total	28861.62	

Annual Hours for the Red Line, Yellow Line, and RT 82

Yellow	Red	Route 82	Number of days	21-Jul	Yellow	Red	Route 82	Number of days	August 21- June 22	Service Day Total
17:57:00	65:26:00	6:26:00	21	1886:09:00	35:54:00	66:50:00	8:41:00	225	25068:45:00	26954:54:00
15:14	28:51:00		6	264:30:00	15:14	28:51:00		54	2380:30:00	2645:00:00
13:56:00	12:56:00		4	107:28:00	13:56:00	12:56:00		48	1289:36:00	1397:04:00
									Annual FY 21/22 Total	30996:58:00



DATE: May 28, 2021
TO: STA Board
FROM: Vincent Ma, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On 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 C). An updated Legislative Bill Matrix listing state bills of interest is available at: <https://sta.ca.gov/operations/legislative-program/current/>

Discussion:

May 7th was the final day for non-fiscal bills to be passed by Policy Committee to the full floor. Fiscal Committees will have until May 21st to meet and report on bills introduced into their house. Both the Senate and the Assembly will then have until June 4th to move bills onto the other house.

Assemblymember Laura Friedman (D-Glendale) introduced Assembly Bill 43 (AB 43) Traffic Safety, which would allow Caltrans and local authorities greater flexibility to set speed limits and lower speed limits by five miles per hour (MPH) lower than traffic surveys recommend. The bill would also allow Caltrans to set a 20 MPH or 15 MPH on state highways where the current lowest speed limit is 25 MPH. Staff is recommending a *SUPPORT* position. The bill passed the Senate and has been ordered to the Assembly.

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

- AB 455 (Wicks) Bay Bridge Fast Forward Program: *Assembly Floor*
- AB 1499 (Daly) Design-Build: *Passed Assembly, Ordered to Senate Floor*
- ACA 1 (Aguilar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval: *Assembly Committee on Local Government*
- SB 44 (Allen) CEQA: Streamlined Judicial Review: Environmental Leadership Transit Projects: *Passed Senate, Ordered to Assembly*
- SB 339 (Wiener) Road User Charge: *Senate Floor*

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

- AB 106 (Salas) Regions Rise Grant Program. Establishes the Regions Rise Together Grant Program within the Office of Planning and Research to support inclusive, cross-jurisdictional, and innovative engagement processes to address barriers and challenges confronting communities in creating economic prosperity for all. *Assembly Floor*

- AB 604 (Daly) Road Maintenance and Rehabilitation Account: apportionment of funds: accrued interest. This bill would continuously appropriate interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program (SHOPP). *Passed Assembly, Ordered to Senate*
- AB 629 (Chiu) San Francisco Bay area: public transportation. This bill would require the Metropolitan Transportation Commission to establish and maintain a transit priority network for the San Francisco Bay area that designates corridors that will most benefit from interventions to support fast and reliable transit service. *2 Year Bill*
- AB 680 (Burke) Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021. This bill would enact the California Jobs Plan Act of 2021, which would require the Labor and Workforce Development Agency to work with the State Air Resources Board to update the funding guidelines for administering agencies to ensure that all applicants to grant programs funded by the Greenhouse Gas Reduction Fund meet specified standards. *Assembly Floor*
- AB 713 (Garcia) State Air Resources Board: greenhouse gas emissions scoping plan: comprehensive health analysis. The act requires the State Air Resources Board (ARB) to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would also require the ARB to conduct a comprehensive health analysis in conjunction with the development of each update of the scoping plan. *Assembly Floor*
- AB 897 (Mullin) Office of Planning and Research: regional climate networks: climate adaptation action plans. This bill would authorize the Office of Planning and Research (OPR) to establish and participate in a regional climate network and would require OPR to encourage the inclusion of agencies with land use planning authority into regional climate networks and to engage in activities to address climate change. *Assembly Floor*
- AB 1147 (Friedman) Regional transportation plan: Active Transportation Program. This bill would require the Strategic Growth Council (SGC) to convene key state agencies, metropolitan planning agencies, and local governments to assist the SGC in completing the California Transportation Plan, and all sustainable communities strategies and alternative planning strategies. *Assembly Floor*
- AB 1260 (Chen) California Environmental Quality Act: exemptions: transportation-related projects. This bill will would further exempt from the requirements of CEQA projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission trains. *Passed (66-6-6) Ordered to Senate*
- AB 1384 (Gabriel) Resiliency Through Adaptation, Economic Vitality, and Equity Act of 2022. This bill would require the Strategic Growth Council to develop and coordinate a strategic resiliency framework that makes recommendations and identifies actions that are necessary to prepare the state for the most significant climate change impacts modeled for 2025, 2050, and beyond. *Assembly Floor*
- AB 1401 (Friedman) Residential and commercial development: parking requirements. This bill would prohibit a local government from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile walking distance of public transit. *Assembly Floor*
- SB 7 (Atkins) Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021. This bill enacts the Jobs and Economic Improvement Through Environmental Leadership Act of 2021, which would reenact the former leadership act and authorizes the Governor to certify projects that meet specified requirements for streamlining benefits related to CEQA. *Signed by Governor*

- SB 9 (Atkins) Housing development: approvals. This bill would require a proposed housing development containing no more than 2 residential units within a single-family residential zone to be considered ministerially, without discretionary review or hearing, if the proposed housing development meets certain requirements. *Senate Floor*
- SB 10 (Wiener) Planning and zoning: housing development: density. This bill authorizes a local government to adopt an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site. *Senate Floor*
- SB 12 (McGuire) Local government: planning and zoning: wildfires. This bill would require the safety element, upon the next revision of the housing element or the hazard mitigation plan, to be reviewed and updated as necessary to include a comprehensive retrofit strategy to reduce the risk of property loss and damage during wildfires, and would require the planning agency to submit the adopted strategy to the Office of Planning and Research. *Senate Floor*
- SB 15 (Portantino) Housing development: incentives: rezoning of idle retail sites. This bill would require the Department of Housing and Community Development to administer a program to provide grants to local governments that rezone idle sites used for a big box retailer or a commercial shopping center to instead allow the development of housing. *Senate Floor*
- SB 83 (Allen) Sea Level Rise Revolving Loan Program. This bill would require the Ocean Protection Council, in consultation with the State Coastal Conservancy, to develop the Sea Level Rise Revolving Loan Program for purposes of providing low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property. *Senate Floor*
- SB 261 (Allen) Regional transportation plans: sustainable communities strategies. This bill would require that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the board: *Senate Committee on Transportation (2 year bill)*
- SB 475 (Cortese) Transportation planning: sustainable communities strategies. This bill would require the State Air Resources Board, on or before June 30, 2023, and in coordination with the California Transportation Commission and the Department of Housing and Community Development, to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at least every 4 years. The bill would delete the provisions related to the Regional Targets Advisory Committee and instead require the State Air Resources Board to appoint, on or before January 31, 2022, the State-Regional Collaborative for Climate, Equity, and Resilience, consisting of representatives of various entities. The bill would require the State-Regional Collaborative for Climate, Equity, and Resilience to develop a quantitative tool for metropolitan planning organizations to use to evaluate a transportation plan's consistency with long-range greenhouse gas emission reduction targets and recommend guidelines for metropolitan planning organizations to use when crafting long-range strategies that integrate state goals related to climate resilience and social equity. *Senate Committee on Transportation (2 year bill)*
- SB 671 (Gonzalez) Transportation: Clean Freight Corridor Efficiency Assessment. This bill would establish the Clean Freight Corridor Efficiency Assessment, to be developed by the California Transportation Commission. In developing the assessment, the bill would require the commission to identify freight corridors, throughout the state that would be priority candidates for the deployment of zero-emission medium- and heavy-duty vehicles. *Senate Committee on Appropriations – (2 year bill)*
- SB 674 (Durazo) Public Contracts: workforce development: transportation-related contracts. This bill would require relevant public agencies to develop a program, known as

the California Jobs Plan Program, to meet specified objectives, including the California Job Plan Component which would create of a form that states the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract, and proposed wages, benefits, and investment in training. Other objectives of the program, would include supporting the hiring of displaced workers and individuals facing barriers to employment, encouraging the development of the state's long-term green transportation and related infrastructure and manufacturing sector, and protecting public health by supporting the adoption of specific protections for worker health and safety.

Senate Floor

- SB 726 (Gonzalez) Alternative fuel and vehicle technologies: Sustainable Transportation Strategy. This bill would require the state board and the State Energy Resources Conservation and Development Commission to jointly develop a comprehensive transportation sustainability strategy to be known as the Sustainable Transportation Strategy. The bill would require the strategy to identify overall greenhouse gas emissions reductions goals and criteria pollutant reduction goals for the transportation sector, and to identify the sustainable transportation goals and programs that are intended to reduce emissions in the transportation sector to achieve those emissions reductions goals. The bill would require the strategy to develop deployment goals for each sustainable transportation goal and program identified in the strategy and would require specified state agencies to adopt those deployment goals. *Senate Floor*
- SCA 2 (Allen) Public housing projects. This would repeal the current California Constitutional requirement which prohibits the development, construction, or acquisition of a low-rent housing project, in any manner by any state public body until a majority of the qualified electors of the city, town, or county in which the development, construction, or acquisition of the low-rent housing project is proposed approve the project by voting in favor at an election. *Senate Committee on Elections and Constitutional Amendments*

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

On May 14th, Governor Gavin Newsom released the May Revision to the FY 2021-22 \$267.8 billion State Budget. This includes the “California Comeback Plan,” which is the Governor’s economic stimulus proposal. The main budget priorities will focus on pandemic response and relief, healthcare (vaccines), public education (school reopening), economic recovery (including stimulus and tax breaks), homelessness & housing affordability, rent relief, wildfire response & climate change, and transportation. The Governor also stated that California will see an unprecedented \$75.7 billion budget surplus. As a result, in addition to increased spending on the state’s priorities noted above, the Governor is proposing to pay down retirement liabilities and set aside \$24.4 billion in reserves.

Transportation Funding

Transportation spending continues to be focused on job creation, encouraging/leveraging federal investment in infrastructure, supporting transportation’s recovery, and reducing emissions from the transportation sector. The May Revision proposes investing an additional \$11 billion in the transportation system and to support the state’s zero-emission transportation efforts. The transportation infrastructure package includes:

- Los Angeles Olympics—\$1 billion General Fund to deliver critical projects in time for the 2028 Olympic Games.
- Priority Transit and Rail Projects—\$1 billion General Fund for transit and rail projects statewide that improve rail and transit connectivity between state and regional/ local services.
- Active Transportation—\$500 million General Fund to advance projects that increase the proportion of trips accomplished by walking and biking, increase the safety and mobility of

non-motorized users, advance efforts of regional agencies to achieve greenhouse gas reduction goals, enhance public health, and benefit many types of users, especially in disadvantaged communities.

- A coalition led by Transportation California, the California State Association of Counties, CalCOG, and the Northern California Carpenters has drafted a letter to request an allocation increase to the Active Transportation Plan from \$500 million to \$1 billion. Staff is recommending that the STA Board join the coalition to *SUPPORT* the effort to seek increase to ATP and other transportation programs in the proposed Budget.
- High Priority Grade Separations and Grade Crossing Improvements—\$500 million General Fund to support critical safety improvements throughout the state.
- High-Speed Rail—\$4.2 billion Proposition 1A to complete high-speed rail construction in the Central Valley, advance work to launch service between Merced and Bakersfield, advance planning and project design for the entire project, and leverage potential federal funds.
- State Highway Rehabilitation and Local Roads and Bridges—\$2 billion (\$1.1 billion special funds through 2028 and \$968 million federal funds) to support the advancement of priority State Highway Operation and Protection Program (SHOPP) projects, Interregional Transportation Improvement Program (ITIP) projects, and local road and bridge investments.
- Zero-Emission Rail and Transit Equipment Purchases and Infrastructure—\$407 million (\$100 million General Fund, \$280 million Public Transportation Account, and \$27 million federal funds) to demonstrate and purchase or lease state-of-the-art, clean bus and rail equipment and infrastructure that eliminate fossil fuel emissions and increase intercity rail and intercity bus frequencies.
- Zero-Emission Buses and Trucks—\$1.4 billion (\$1.3 billion General Fund, \$87 million Air Pollution Control Fund) to demonstrate and purchase or lease green buses and trucks.

A breakdown of the anticipated revenues and allocations for FY 2020-21 and FY 2021-22 for the state's core transportation programs, is shown in the table below. Note: the table does not reflect anticipated revenues from Cap and Trade flowing to the various continuously appropriated transportation programs (TIRCP, LTCOP). In FY 2020-21/2021-22, the programs are expected to generate \$100 million / \$106 million and \$200 million / \$213 million, respectively. Finally, the LTF is now estimated to generate approximately \$1.9 billion in FY 2020-21 and approximately \$2 billion in 2021-22.

May Revision	2020-21	2021-22
<u>Revenue</u>		
Fuel Excise Tax	7,731,291	8,430,175
Weight Fees	1,236,140	1,277,877
TIF	1,816,000	1,917,000
ZEV	7,041	14,652
Diesel Sales Tax	762,770	928,219
Other	14,397	14,396
	<u>11,567,639</u>	<u>12,582,319</u>
<u>Allocations</u>		
SHOPP/Maint./Operations/Planning	4,273,580	4,627,717
Local Streets and Roads Program (LSR)	1,571,204	1,792,969
Transportation Debt Service	1,236,140	1,277,877
City and County Roads	1,038,169	1,129,057
STA	633,091	786,660
STIP	429,390	513,321
Off Highway (Boat/Ag/ATV)	366,611	387,146
Bridges and Culverts	400,000	400,000
TCEP	340,224	349,738
Administration (ProRata/CDTFA/SCO/etc.)	327,000	329,937
TIRCP	266,200	274,100
Congested Corridors	250,000	250,000
Local Partnerships	200,000	200,000
ATP	133,227	152,617
Intercity Rail	35,292	43,171
Planning Grants	25,000	25,000
Traffic Safety Program	25,000	25,000
CSU/UC	7,000	7,000
Aeronautics	5,511	6,009
Workforce Development	5,000	5,000
	<u>11,567,639</u>	<u>12,582,319</u>

Zero-Emission Transportation

The May Revise invests \$1.8 billion in non-General Fund revenue in Fiscal Year 2021-22, sourced primarily from Cap and Trade revenues, to support zero-emission vehicle deployment, including zero-emission transit vehicles and freight equipment. This is an additional \$826 million relative to the January budget. The May Revise notes that this investment in zero-emission vehicle deployment will reach \$3.2 billion over three years. Details below.

Zero Emission Vehicle Package

(\$ in Millions)

Investment Category	Department	Program	Governor's Budget	May Revision 2021-22	Total 2021-22
Low Carbon Transportation & ZEV Strategy	Air Resources Board	Clean Trucks, Buses & Off-Road Equipment	\$315	\$87	\$402
		Clean Cars 4 All & Transportation Equity Projects (\$400 million total)	\$150	\$0	\$150
		Clean Vehicle Rebate Project (\$400 million total)	\$0	\$134	\$134
	Air Resources Board & California Energy Commission	Drayage Trucks & Infrastructure (\$470 million total)	\$0	\$160	\$160
		Drayage Pilot Project	\$0	\$65	\$65
		Transit Buses & Infrastructure (\$290 million total)	\$0	\$100	\$100
		School Buses & Infrastructure (\$450 million total)	\$0	\$150	\$150
	California Energy Commission	Clean Transportation Program/ ZEV Infrastructure	\$500	(\$500)	\$500
		ZEV Manufacturing Grants (\$250 million total)	\$0	\$125	\$125
	GO-Biz	ZEV Market Development Strategy	\$0	\$5	\$5
Total			\$965	\$826	\$1,791

Clean California Initiative

The Governor's Revised Budget also proposes helping transportation agencies tackle homelessness and litter on public property. The May Revision includes the new Clean California Initiative in which Caltrans will partner with local governments (including transit agencies) in a statewide beautification effort. The Governor is proposing \$1.5 billion of General Funds over three-years to clean up garbage statewide, beautify the state's transportation network, educate the public about the harms of litter, and create long-lasting litter deterrents. Integral to this effort are close partnerships with local entities, with a focus on increasing resources dedicated to eliminating trash and implementing measures to reduce future litter, creating a cleaner, healthier California. The initiative will also provide resources to beautify the state highways and local roads with regional art and other projects that will serve as community gateways.

This effort will consist of:

- \$418 million for litter abatement activities, strengthening trash collection efforts by Caltrans and partners to eliminate over one million cubic yards of trash from state routes, increasing access to waste facilities and providing free monthly disposal days.
- \$430 million for state beautification projects, implementing sustainable, green beautification projects that enhance safety and transform dividing highways into public spaces that unify communities.
- \$444 million for local beautification projects, supporting communities, students, and local artists by working together to create meaningful, livable spaces and establishing a local grant program to match efforts that enhance communities and reduce litter on local streets, tribal land, and near transit centers.

- \$75 million for grants for hundreds of art installations on the state and local transportation system.
- \$50 million for a public education campaign and outreach to schools and students.
- \$83 million over three years for project design, construction, local support and engagement, and administration required to deliver this initiative.

Finally, the May Revision proposes \$500 million one-time federal American Rescue Plan Act 2021 funds for California Department of Housing and Community Development to provide additional planning and implementation grants to regional entities for infill developments, targeted towards the state’s climate goals and reducing vehicle miles traveled. This funding would be available to transit agencies for advancing innovative transit projects.

Updates on the following are detailed in Attachment A:

- Legislative Update
- Climate Action Plan for Transportation Infrastructure (CAPTI)
- Bills 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. Staff and members of the Executive Committee met with the staff of both California Senator Dianne Feinstein and Senator Alex Padilla to discuss requests for Congressionally Directed Spending. The STA submitted requests for the Vaca Valley / I-505 Multi Modal Improvement Project, and the State Route 37 / Fairground Dr. Interchange Improvement Project. The STA is also coordinating with Travis Air Force Base on the Jepson Parkway Phase 2C Project to submit a proposal for the Federal Land Access Program (FLAP).

On May 26th, the Senate Committee on Environment and Public Works (EPW) unanimously passed the Surface Transportation Reauthorization Act of 2021 (STRA), which had bipartisan support and would authorize \$303.5 billion to the Department of Transportation program for highways, roads, and bridges – a 34% increase over the Fixing America’s Surface Transportation (FAST) Act, which is set to expire on September 30, 2021.

Republican House Transportation and Infrastructure Committee Members introduced Surface Transportation Advanced through Reform, Technology, & Efficient Review (STARTER) Act 2.0, which proposes \$400 billion in funding for FAST Act Reauthorization.

In response to the President Joe Biden’s \$1.7 trillion infrastructure plan, Senate Republicans released the “Republican Roadmap” on May 27th. This \$928 billion counteroffer includes:

- \$506 billion for roads, bridges and major infrastructure projects, including \$4 billion for electric vehicles
- \$98 billion for public transit
- \$72 billion for water systems
- \$65 billion for broadband
- \$56 billion for airports
- \$46 billion for passenger and freight rail systems
- \$22 billion for ports and waterways
- \$22 billion for water storage
- \$21 billion for safety efforts
- \$20 billion for infrastructure financing

Should both parties be unable to reach a bipartisan agreement, the President has indicated that he would again attempt to pass his infrastructure bill using reconciliation, which only requires a simple majority to pass the bill and was previously used to pass Biden's COVID-19 economic stimulus plan, the American Rescue Plan Act of 2021.

Updates on the following are detailed in Attachment C:

- Infrastructure Legislation
- Surface Transportation Reauthorization
- Fiscal Year 2022 Appropriations
- Potential Bills of Interest

Fiscal Impact:

None.

Recommendation:

- *SUPPORT* AB 43 (Freidman) Traffic Safety
- *SUPPORT* Transportation California Coalition to increase transportation spending for FY 2021-22 State Budget

Attachments:

- A. State Legislative Update
- B. [State Budget May Revision](#) (link)
- C. Federal Legislative Update
- D. Transportation California Letter
- E. STRA Act of 2021 Summary
- F. STARTER Act 2.0 Summary
- G. The Republican Roadmap

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916-446-4656

May 25, 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 – June 2021**

Legislative Update

On May 14, Governor Newsom released his update to the FY 2021-22 Proposed Budget, known as the [May Revise](#), and noted the state's current fiscal position will set the state up for a comeback. The Governor's revised \$267.8 billion budget highlights several of the Administration's priorities. The Governor's focus remains on pandemic response & relief, healthcare (vaccines), public education (school reopening), economic recovery (including stimulus and tax breaks), homelessness & housing affordability, rent relief, wildfire response & climate change, and transportation. Building on recent news reports, the Governor stated today that California will see an unprecedented \$75.7 billion surplus. As a result, in addition to increased spending on the state's priorities noted above, the Governor is proposing to pay down retirement liabilities and set aside \$24.4 billion in reserves.

At the heart of the budget is the Governor's proposed investment of \$100 billion in new economic stimulus - dubbed the "*California Comeback Plan*" - supported by the state's improved state budget revenues.

The *California Comeback Plan* includes the following new investments in transportation, totaling \$11 billion:

- **Zero-Emission Buses and Trucks** - \$1.4 billion to demonstrate and purchase or lease "green" buses and trucks. (*Funding Source: \$1.3 billion in General Fund, \$87 billion in Air Pollution Control Fund*)
- **Priority Transit and Rail Projects** - \$1 billion for transit and rail projects statewide that improve rail and transit connectivity between state and regional/local services. (*Funding Source: \$1 billion in General Fund*)
- **Zero-Emission Rail and Transit Equipment Purchase and Infrastructure** - \$407 million to demonstrate and purchase or lease state-of-the-art clean bus and rail equipment and infrastructure that eliminate fossil fuel emissions and intercity rail and intercity bus frequencies. (*Funding Source: \$100 million in General Fund, \$280 million Public Transportation Account, and \$27 million in federal funds*)

- **Los Angeles Olympics** - \$1 billion to deliver critical projects in time for the 2028 Olympic Games. (*Funding Source: \$1 billion in General Fund*)
- **High Priority Grade Separations and Grade Crossing Improvements** - \$500 million to support critical safety improvements throughout the state. (*Funding Source: \$500 million in General Fund*)
- **High-Speed Rail** - \$4.2 billion to complete high-speed rail construction in the Central Valley, advance work to launch service between Merced and Bakersfield, advance planning and project design for the entire project, and leverage potential federal funds. (*Funding Source: \$4.2 billion in Proposition 1A*)
- **State Highway Rehabilitation and Local Roads and Bridges** - \$2 billion to support the advancement of priority State Highway Operation and Protection Program (*SHOPP*) projects, *Interregional Transportation Improvement Program (ITIP) projects, and local road and bridge investments.* (*Funding Source: \$1.1 billion in special funds, \$968 million in federal funds*)
- **Active Transportation** - \$500 million to General Fund to advance projects that increase the proportion of trips accomplished by walking and biking, increase the safety and mobility of non-motorized users, advance efforts to regional agencies to achieve GHG goals. (*Funding Source: \$500 million in General Fund*)

Included in the \$1.4 billion identified for Zero-Emission Rail and Transit Equipment Purchase and Infrastructure included *California Comeback Plan*, are the following proposed investments, benefitting zero-emission bus deployment and infrastructure buildout: \$402 million for Clean Trucks, Buses & Off-Road Freight; and \$100 million for Transit Buses & Infrastructure (\$290 million total over three years), consistent with the requests to create a funding set-aside for transit agencies. The May Revise also includes \$500 million for the California Energy Commission's Clean Transportation Program, supporting zero-emission vehicle infrastructure. The May Revise notes that investment in zero-emission vehicle deployment will reach \$3.2 billion over three years.

The Governor's May Revise also shows a significant turnaround in revenue support for core transit programs. Initially, the January Budget estimated the State Transit Assistance (STA) program would receive approximately \$667 million in FY 2021-22. Now, the program is projected to see revenues of approximately \$786 million, an increase of about \$119 million. Intercity and Commuter Rail would receive an estimated \$259 million in FY 2021-22 (an increase of approximately \$45 million).

Cap and Trade funding has remained stable. The Low Carbon Transit Operations Program is expected to provide \$106 million, distributed using the STA formula. Lastly, the Transit and Intercity Rail Capital Program is expected to receive approximately \$487 million in FY 2021-22, as transportation improvement fee (TIF) revenues also remain steady.

Beyond these direct investments in public transit, the Governor's budget proposes to help transportation agencies tackle homelessness and litter on public property. The May Revise includes the new *Clean California Initiative* in which Caltrans will partner with local governments (including transit agencies) in a statewide beautification effort. The Governor is proposing \$1.5 billion General Fund over three-years to clean up garbage statewide, beautify the state's transportation network, educate the public about the harms of litter, and create long-lasting litter deterrents. Integral to this effort are close partnerships with local entities, with a focus on increasing resources dedicated to eliminating trash and

implementing measures to reduce future litter. The initiative will also provide resources to beautify the state highways and local roads with regional art and other projects that will serve as community gateways.

Finally, the May Revision proposes \$500 million one-time federal *American Rescue Plan Act* funds for HCD to provide additional planning and implementation grants to regional entities for infill developments, targeted towards the state's climate goals and reducing vehicle miles traveled. This funding would be available to transit agencies for advancing innovative transit projects.

The budget committees in the State Legislature continue to vet the Governor's budget proposals. The main budget spending bill is due to the Governor by June 15. However, it is possible that several supplemental budget actions will occur later this summer before the Legislature adjourns on September 10. As of this writing, it is hard to predict which items will be held over for later action. We will continue to update STA staff as things progress.

Climate Action Plan for Transportation Infrastructure (CAPTI)

As you are aware, the California State Transportation Agency (CalSTA) released the [Climate Action Plan for Transportation Infrastructure](#) document. The plan outlines recommendations the state can implement to invest transportation funds to better mitigate climate change, as well as support public health, safety and equity. CAPTI builds on Executive Orders [N-19-19](#) and [N-79-20](#), which were signed by Governor Gavin Newsom in 2019 and 2020. CalSTA developed the draft CAPTI document after input from various state agencies and stakeholder groups. The draft document was available for public comment until May 19, 2021 with a final version expected in mid-July. More information can be found [here](#). STA staff (Robert Guerrero) participated in the California Transit Association's CAPTI working group to develop formal comments on the document. Those can be found [here](#).

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 of a fixed guideway transit project undertaken by a public agency 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 270 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).***

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). ***We recommend the STA Board SUPPORT this bill.***

AB 455 (Wicks) Bay Bridge Fast Forward Program

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).***

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M E M O R A N D U M

May 25, 2021

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

In May, we continued to update STA staff on developments in Washington. We also scheduled meetings with the staffs of Senators Feinstein and Padilla and assisted STA with developing funding requests for its priority transportation projects.

Infrastructure Legislation

President Biden is attempting to reach a bipartisan agreement on infrastructure legislation. However, it is looking less likely that the President and Republicans can come to an agreement on what should be included in infrastructure legislation and how to pay for it. The President has hosted multiple meetings with House and Senate members of Congress to discuss infrastructure legislation. Senate Republicans put forth an alternative to the President's \$2.2 trillion plan on April 22 that totaled \$568 billion and included funding for transportation, water and broadband. President Biden then issued a counteroffer on May 21, which reduced funding to \$1.7 trillion, removed research development and manufacturing and reduced funding for transportation and broadband. Senate Republicans rejected this proposal and have not said whether they will make a counteroffer. While President Biden has indicated he will continue to attempt to reach a bipartisan agreement, he has also said that he will revert to passing infrastructure legislation through reconciliation (where the Senate only needs a simple majority to pass the bill) if he cannot reach a bipartisan agreement.

On May 18, The Senate Finance Committee held a hearing that focused on areas of bipartisan agreement for financing infrastructure, such as bonding and public-private partnerships (PPPs). Finance Chairman Ron Wyden (D-OR) and Ranking member Michael D. Crapo, (R-ID), in their opening statements called for a revival of the Obama-era Build America Bonds program, which provided federal payments for states and localities to issue taxable municipal bonds at higher interest rates. On May 19, the House Ways and Means Committee held a hearing titled "Leveraging the tax code for infrastructure investment". The hearing featured a panel of experts that discussed the tools within the tax code that can spur investments in infrastructure. Members discussed tax credits for housing and renewable energy and bonds for infrastructure projects. On May 20, the Senate Committee on Banking, Housing and Urban Affairs held a hearing titled "21st Century Communities: Expanding Opportunity through Infrastructure Investments." Department of Housing and Urban Development Secretary Marcia Fudge and Department of Transportation Secretary Pete Buttigieg testified about transportation and housing programs and the importance of coordinating transportation and housing investment.

Surface Transportation Reauthorization

At the same time that President Biden and Congress are discussing broad infrastructure legislation, the House and Senate transportation committees are working to advance legislation to reauthorize the FAST Act. The FAST Act, which authorizes highway, transit and rail programs, expires on September 30, 2021.

On May 22, the Senate Environmental and Public Works Committee released a bipartisan bill that authorizes \$303.5 billion over 5 years for the highway program. The Committee will mark up the bill on May 26. The bill does not include earmarks. In addition to reauthorizing the highway formula programs, the bill includes the following new programs and provisions that may be of interest to STA:

- \$6.42 billion over five years for a new carbon reduction formula program to reduce transportation emissions. Eligible projects include public transportation, bike and hike paths and advanced congestion management technologies.
- \$2.5 billion over five years for grants to fund charging and fueling infrastructure, including alternative fuel corridors and to strategically deploy publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure.
- \$7.29 billion over five years to establish a Promoting Resilient Operations for Transformative Efficient and Cost-saving Transportation (PROTECT) grant program to provide formula and competitive grants to help states improve the resilience of infrastructure.
- \$500 million over five years for a Reconnecting Communities Pilot Program to provide planning and capital funds for eligible entities to remove or mitigate existing barriers to mobility, access and economic development.
- A provision that streamlines the section 4(f) review process by requiring comments within 30 days and allowing the Secretary of Transportation to assume a lack of objection if comments are not received within 15 days of the deadline.
- A provision that makes projects under \$35 million and with less than \$6 million in federal funds eligible for a categorical exclusion.

Note that in the Senate there are three committees with jurisdiction over transportation. The Senate Commerce, Science and Transportation Committee must draft a rail and highway safety title and the Senate Banking Committee must draft the transit title.

In the House, House Transportation and Infrastructure Committee Chairman Peter DeFazio (D-OR) is readying a transportation bill. The House bill will include earmarks and Chairman DeFazio has said that he plans to mark up the bill after Memorial Day. While the Senate bill is bipartisan, the House bill does not have bipartisan support. On May 19, House Republicans released a \$400 billion, five-year authorization of highway, transit and safety programs. The bill, known as the “STARTER Act” is substantially smaller than what Chairman DeFazio plans to introduce and is not expected to advance or receive any consideration.

Fiscal Year 2022 Appropriations

President Biden will release his fiscal year 2022 budget request May 27, providing a detailed look at how Biden wants Congress to address taxes and spending during the next decade. As we have

previously reported, release of the budget will trigger the House and Senate to begin work on fiscal year 2022 appropriations bills.

Potential Bills of Interest

- [H.R. 3097](#) was introduced by Rep. Lloyd Doggett (D-TX) to amend titles 23 and 49, United States Code, to require metropolitan planning organizations to consider greenhouse gas emissions in long-range transportation plans and transportation improvement programs, and for other purposes. The bill was referred to the Subcommittee on Highways and Transit.
- [S. 1672](#) was introduced by Sen. Mark Kelly (D-AZ) to direct the Secretary of Transportation to establish a working group to conduct a study on access to certain resources for infrastructure projects, and for other purposes. The bill was read twice and referred to the Committee on Commerce, Science, and Transportation.
- [S. 1681](#) was introduced by Sen. Gary Peters (D-MI) to amend title 49, United States Code, to promote transportation career opportunities and improve diversity in the workforce. Read twice and referred to the Committee on Commerce, Science, and Transportation.
- [H.R. 3201](#) was introduced by Rep. Conor Lamb (D-PA) to provide funds to State transportation departments for surface transportation projects. The bill was referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on the Budget.
- [S. 1629](#) was introduced by Sen. Tammy Baldwin (D-MI) to require the Secretary of Transportation to carry out a pilot program to develop and provide to States and transportation planning organizations accessibility data sets, and for other purposes. The bill was read twice and referred to the Committee on Commerce, Science, and Transportation.
- [S. 1612](#) was introduced by Sen. Jeanne Shaheen (D-NH) to require the Secretary of Transportation to assist States to rehabilitate or replace certain bridges, and for other purposes. The bill was read twice and referred to the Committee on Environment and Public Works.
- [H.R. 2991](#) was introduced by Rep. Chris Pappas (D-NH) to direct the Secretary of Transportation to carry out an active transportation investment program to make grants to eligible applicants to build safe and connected options for bicycles and walkers within and between communities, and for other purposes. The bill was referred to the Subcommittee on Highways and Transit.

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Stimulate Economic Recovery, Create Living-Wage Jobs, and Further Progress on California’s Climate Goals Through Strategic Investments in Transportation Infrastructure

Proposal for 2021-22 State Budget Investments



California’s multimodal transportation system is the backbone of the state economy. The movement of goods and services, including moving agriculture from farm-to-market, is essential to overall quality of life in the Golden State. It is the way Californians will get back to work, go to school, recreate, and start living again in a post-pandemic environment. But the state’s network of highways, roads, bridges, bikeways, pedestrian pathways, and transit systems is also our future. They play an integral role in fighting the effects of climate change, improving air quality, providing a path to prosperity, and creating sustainable, vibrant communities. Fairly investing in infrastructure is always a wise investment – creating living-wage jobs and profoundly positive ripple effects throughout the economy.

The state has a unique opportunity to strategically invest in transportation infrastructure in the 2021-22 State Budget to support economic recovery, invest in programs and projects that will accelerate meeting California’s ambitious climate goals, increase opportunities for biking and walking, and fix aging infrastructure to support affordable infill housing development. California is not on track to meet its climate changes goals, and in particular greenhouse gas (GHG) emissions from the transportation sector continue to grow. Numerous climate-related transportation programs are significantly oversubscribed, and a one-time investment of state resources could advance hundreds of projects to fast-track meeting our GHG emission reduction targets. California can use a modest portion of its one-time General Fund revenues and federal American Rescue Plan funds to make the following one-time investments:

ACTIVE TRANSPORTATION PROGRAM (\$2 BILLION)

The Active Transportation Program (ATP) invests in transportation projects and programs to increase the use and safety of active modes of transportation, such as biking and walking. Since its inception in 2013, the ATP program has funded over 800 projects across the state; over 400 of these projects are Safe Routes to Schools projects; and more than 89% of funding benefits disadvantaged communities. Despite recent investments into the program, including \$100 million annually from B 1 and the local share of SB 1, the ATP is significantly oversubscribed. The CTC reports that only 49 projects out of 454 applications (just 11 percent) were funded in the latest cycle, leaving millions of dollars’ worth of high-quality, ready-to-go projects on the table. A one-time investment would advance pre-judged, already high-scoring ATP projects that are just waiting for funding. Funding could also be used to support innovative community wide pilot projects to create complete bikeway networks or walkable community connectivity.

SUSTAINABLE COMMUNITIES BLOCK GRANT PROGRAM (\$1 BILLION)

SB 375 (Chapter 328, Statutes of 2008) tasked California’s 18 Metropolitan Planning Organizations (MPOs) with reducing GHG emissions from the transportation sector through transportation



infrastructure investments and land use planning. While much progress has been made, regions are financially constrained in terms of advancing projects that will have transformative impacts in communities across California. The creation and funding of a dedicated Sustainable Communities Block Grant Program (SCBGP) to implement SB 375 would be a game-changer. Regions could focus on the transformative projects that are most critical to create sustainable thriving low-GHG communities that can get overlooked in single-purpose funding programs. Examples include refurbishing underutilized retail spaces into walkable housing and retail neighborhoods, new transportation policies that connect key destinations (such as bus-rapid transit), active transportation projects including bicycle and pedestrian infrastructure, and expansion of transit services, just to name a few. A strict set of eligibility parameters ensures that all investments must help accelerate reductions toward the state’s overarching climate, health, and equity goals. The SCBGP should also include a rural set-aside to ensure the program benefits the entire state and supports all regional sustainability efforts.

HIGHWAY BRIDGE PROGRAM – LOCAL BRIDGE AUGMENTATION (\$500 MILLION)

The state and local governments own and operate over 25,000 bridges. Local governments are responsible for 12,105 bridges, 2,663 of which need rehabilitation or replacement. The Federal Highway Administration (FHWA) reports that California is not on target to meet performance goals. If these targets are missed, California loses some flexibility in how it spends other federal transportation funds. Local bridge projects are expensive, take many years to fund, are funded in large part by federal transportation dollars, and require a costly local match. There are nearly \$400 million in local bridge replacement and rehabilitation projects that could very quickly proceed to construction with additional funding, and the Highway Bridge Program could quickly identify additional projects for the remaining funds given the list of over 800 bridge projects currently in the approximately 18-year program.

TRADE CORRIDOR ENHANCEMENT PROGRAM (\$300 MILLION)

The Trade Corridor Enhancement Program (TCEP) funds projects designed to move freight more efficiently on corridors with high volumes of freight. These projects increase the use of on-dock rail, improve safety by eliminating at-grade crossings, reduce impacts to surrounding communities, reduce border wait times, and increase rail capacity with double tracking. This is another program that was oversubscribed in the last funding round. This one-time investment of funds would fast-track high-scoring TCEP projects that improve the movement of goods on key freight corridors, increasing economic activity and the creation of jobs, while also reducing congestion, improving air quality, and reducing GHGs.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (\$300 MILLION)

The Solutions for Congested Corridors Program (SCCP) provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. Eligible projects include improvements to state highways, local streets and roads, rail facilities, public transit facilities, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space. Program funds cannot be used to construct general purpose lanes on a state highway. The CTC received project nominations totaling \$1.3 billion for an available \$494 million during the last funding cycle. A one-time investment of state funds will accelerate high-scoring projects that further progress on the state’s congestion relief, air quality, and climate change goals.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (\$500 MILLION)

The State Transportation Improvement Program (STIP) is a major source of funding for state highway, intercity rail, and regional highway and transit capital improvements. The STIP includes projects that are nominated by Caltrans in its interregional transportation improvement program (ITIP) and a regional agency in its regional transportation improvement program (RTIP). STIP projects aid the state and regions in providing multimodal mobility options for Californians in every region across the state. Projects range from a new bikeway or roadway to a rail line expansion and help alleviate congestion, support the movement of goods and services, including agricultural products from farm-to-market and freight from our ports of entry, and living-wage jobs and a thriving economy. A one-time investment in the STIP will allow regions to accelerate high-priority multimodal transportation projects for their communities (often matching state dollars with local sales tax revenue) and fund critical Caltrans sponsored projects in the interregional transportation plan (this plan has been identified as a key source of funding to advance meeting the state's transportation related climate change goals).

HIGHWAY SAFETY IMPROVEMENT PROGRAM – LOCAL AUGMENTATION (\$250 MILLION)

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads. Caltrans administers a local HSIP grant program, which requires a data-driven, strategic approach to analyzing safety issues and funding cost-effective improvements on city and county roads. In California, local HSIP grants directly support safety improvements for all roadway users, including pedestrians and bicyclists. The current local HSIP grant cycle received applications totaling \$489.8 million, but funding was only available to make awards of \$227.6 million in March 2021. A one-time state investment of \$250 million would nearly fully fund these applications. This is another area where failure to meet federal safety targets affects state discretion in spending other federal transportation funds. Thus, the investment preserves state flexibility to invest other federal funding on projects that align with other state goals, like climate and equity.

STATE AND LOCAL TRANSPORTATION ADAPTATION PROGRAM (\$500 MILLION)

Increasing temperatures, larger wildfires, heavier rainstorms, and rising sea levels and storm surges associated with climate change are posing a significant risk to the State's transportation infrastructure. Caltrans recently conducted a vulnerability assessment for the state highway system to examine various expected impacts due to climate change. Regional transportation planning agencies, counties, and cities have also evaluated climate related risk within their own communities and identified billions of dollars' worth of adaptation projects to protect communities, jobs, homes, and other critical assets. Building on the one-time adaptation grant program in SB 1, this program would support state and local transportation and other related infrastructure adaptation projects. Such investment would be an optimal use of one-time funding to make our transportation network more resilient to the impacts of climate change.

RESEARCH TO SUPPORT STATE CLIMATE CHANGE/TRANSPORTATION/HOUSING/HIGH-ROAD JOBS GOALS (\$10 MILLION)

The UC ITS recently released the results of a much-anticipated study they were selected to lead after the 2019 Budget Act appropriated \$1.5 million to the California Environmental Protection Agency (CALEPA) to identify strategies to significantly reduce emissions from vehicles and to achieve carbon neutrality in the sector by 2045. The results of the study lay the groundwork for

aiding the state in identifying additional strategies to reduce GHG emissions and achieve carbon neutrality within the transportation sector; however, significant informational and data gaps remain that must be addressed to support sound and responsible policymaking, particularly those that emphasize new policy mechanisms (e.g., pricing and land use policies that prioritize active transportation, mixed use, densification, etc.) and social as well as racial equity.

With a \$10 million investment, the UC ITS will support evidence-based policymaking through a three-year research and technical assistance program that addresses the aforementioned informational gaps as well as four strategic areas not fully captured in the study on achieving carbon neutrality in transportation: 1) strategic actions to support public transit and shared mobility recovery and long-term resilience; 2) policies to accelerate the use of zero emission vehicles (powered by electricity and hydrogen); 3) integration of emerging transportation technologies and service models (e.g., mobility wallets, microtransit, shared micromobility, shared automated mobility) with California’s environmental, social, and economic policy priorities; and 4) policy trade-offs and implications for sustaining high road” jobs, supporting economic growth, and advancing social and racial equity while reducing GHG emissions from the transportation sector. An overarching focus is a technical assistance and knowledge transfer program across all four initiative areas to ensure research is translated into action.

INFILL INFRASTRUCTURE GRANT PROGRAM (\$500 MILLION)

The cost of infrastructure associated with infill development is one of the most significant cost drivers when attempting to build affordable infill housing. It is also a primary constraint for state climate policy. This proposal includes support for Governor Newsom’s January Budget proposal to fund the Infrastructure Infill Grant (IIG) Program with \$500 million in 2021-22. This funding should be used to fund the core infrastructure, like water, sewer, broadband, etc. that must be refurbished to rebuild neighborhoods and urban areas for the next century of living. By providing financial assistance for capital improvement projects to support infill housing development, this investment will support the development of critically needed affordable infill housing and dense development that supports robust transit, active transportation, public health, and equity goals.

ZERO-EMISSION VEHICLE INFRASTRUCTURE (\$1.5 BILLION)

The Governor’s Executive Order N-79-20 set forth numerous zero-emission vehicle (ZEV) goals, including that 100% of new light-duty vehicles sales in 2035 are ZEVs. To support this transition, the State must invest in light-duty ZEV refueling infrastructure. A one-time general fund investment of \$1 billion to accelerate the pace and scale of the construction of electric vehicle charging stations and \$500 million for hydrogen fueling stations are critical to accelerate ZEV adoption and help the state meet its ambitious climate goals.



The *Surface Transportation Reauthorization Act of 2021 (STRA-21)* would invest record amounts of funding in our nation’s highway programs to improve and repair our highways and bridges, tackle climate change and resilience, facilitate efficient project delivery, and enhance safety and mobility for the American people. The bill authorizes \$303.5 billion out of the Highway Trust Fund (HTF) over five years.

Improving Our Highways and Bridges

The bill increases funding for our core formula programs and distributes 90 percent of the total funding to the states by formula. This is a 34 percent increase over funding levels in the *Fixing America’s Surface Transportation Act (FAST Act)* and would be the largest amount of funding ever authorized by a surface transportation bill. The bill does not change the share of the formula funding that each state receives.

Bridge Investment Program

The bill authorizes more than \$3 billion over five years for a new Bridge Investment Program that provides competitive grants to address the nationwide backlog of bridge repair and rehabilitation projects.

INFRA Funding

The bill authorizes \$4.8 billion over five years for the National Significant Freight and Highway Projects Program, known as “INFRA.” INFRA provides competitive grants for highway, bridge, and multimodal freight projects of national and regional significance.

Tackling Climate Change and Resilience

This reauthorization bill includes a climate title with more than \$18 billion in funding from the HTF.

Reducing Carbon Emissions from Transportation

The bill establishes a new Carbon Reduction Program that will distribute approximately \$6.4 billion over five years to states by formula to invest in projects that support a reduction in transportation emissions. Eligible projects include transportation electrification and EV charging, public transportation, including Bus Rapid Transit, infrastructure for bicycling and walking, intelligent transportation systems (ITS) improvements, infrastructure to support congestion pricing, diesel engine retrofits, and port electrification. Of that funding, 65 percent would be suballocated by population to support eligible projects in local communities. Also, states would be required to develop emission carbon reduction strategies.

PROTECT Resilience Grants

The bill creates a new Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT), which provides formula funding to states and competitive grants to eligible entities to make our surface transportation infrastructure more resilient, including through the use of natural infrastructure, to the effects of extreme weather and natural disasters. Specifically, the bill provides \$7.3 billion in formula funding and \$1.4 billion in competitive grants over five years. A portion of PROTECT competitive grants would be set aside for at-risk coastal infrastructure and evacuation routes.

Electric Vehicle Charging

The bill authorizes \$2.5 billion over five years for a new competitive grant program to build out alternative fuel corridors along the National Highway System and electric vehicle charging infrastructure and alternative fueling infrastructure in communities across the country. It also makes electric vehicle charging eligible for funding through the existing Surface Transportation Block Grant Program (STBGP) and allows for the purchase of zero-emission vehicles in the Congestion Mitigation and Air Quality Improvement Program.

Port Truck Emissions Reduction Program

The bill would provide \$250 million to reduce air emissions from trucks idling at port facilities.

Healthy Streets

The bill creates a new Healthy Streets program, authorized at \$500 million to be appropriated over five years, for eligible projects, including projects that mitigate urban heat islands, improve air quality, and reduce stormwater runoff. Grants would be prioritized for low-income communities and communities of color.

Resilience and Adaptation Centers of Excellence

The bill authorizes \$500 million to be appropriated over five years for new Resilience and Adaptation Centers of Excellence, which will advance research to help make surface transportation infrastructure more resilient to natural disasters and extreme weather.

Facilitating Efficient Project Delivery

One Federal Decision

The bill codifies core elements of the “One Federal Decision” policy for major surface transportation projects, including establishing a two-year goal for completion of environmental reviews, as well as page limits for environmental documents. In addition, the bill requires the Secretary of Transportation (Secretary) to provide a list of categorical exclusions to certain federal agencies and directs those agencies to publish a notice of proposed rulemaking to adopt relevant categorical exclusions within one year.

Improving Federal Agency Coordination

The bill allows federal land management agencies to use an environmental document previously prepared by the Federal Highway Administration (FHWA) for a project addressing the same action, and also allows for a federal land management agency to use the categorical exclusions listed in the implementing regulations of FHWA.

Improving Accountability

The bill directs the secretary to carry out a process to track, and annually submit to Congress a report containing the time to complete an environmental impact statement and an environmental assessment under the *National Environmental Policy Act*.

Early Utility Relocation

The bill allows for states to be reimbursed for an early utility relocation project carried out prior to the completion of the environmental review for a larger, authorized surface transportation project so long as certain requirements are met. The requirements include that the early utility relocation project did not influence the environmental review process for the surface transportation project.

Supporting Rural America & Tribal Communities

Rural Surface Transportation Grant Program

The bill invests in rural America by authorizing \$2 billion over five years for a new competitive grant program to improve and expand the surface transportation system in rural areas. The goals of the program include: increasing connectivity; improving the safety and reliability of moving people and freight; generating economic growth; and improving quality of life.

ROUTES Council

The bill directs the Secretary to establish the Rural Opportunities to Use Transportation for Economic Success (ROUTES) Council within the Department of Transportation (DOT). The ROUTES Council will help ensure that the unique transportation needs and attributes of rural areas, Indian Tribes, and disadvantaged rural communities are addressed by DOT.

Tribal Transportation Projects

The bill authorizes nearly \$3 billion over its five years for the Tribal Transportation Program, ensuring that tribes will have greater access to funding for surface transportation projects throughout Indian Country. The bill also restores dedicated funding for the High Priority Projects Program within the Tribal Transportation Program and sets aside \$100 million over five years for bridges throughout Indian Country within the Bridge Investment Program.

Office of Tribal Government Affairs

The bill creates an Office of Tribal Government Affairs (Office) within DOT. The Office will help address the needs of tribal communities, and provide tribes and tribal leaders with the ability to better interact with DOT. This office will have an Assistant Secretary for Tribal Government Affairs that will be responsible for DOT's work with tribes and tribal communities

Enhancing Safety and Equity for All Road Users

Reconnecting Communities Pilot Program

The bill authorizes \$500 million over five years for a new pilot program that provides competitive grants for planning and projects to remove, retrofit, or mitigate existing highways that were built through neighborhoods and created a barrier to mobility and economic development. As communities across the nation are beginning to reimagine their downtowns to provide more sustainable and equitable access, this new program will support their efforts to reconnect and revitalize those areas.

Formula Funding and Accountability for Safety

The bill provides states with increased flexibility to address their pressing safety needs with their formula funding under the Highway Safety Improvement Program and includes a new special rule to provide targeted funding to address the safety needs of vulnerable road users under certain circumstances. It also sets aside \$1.3 billion over five years for the Railway-Highway Crossing Program.

Transportation Alternatives

The bill increases funding for the Transportation Alternatives Program (TAP), which funds bicycle and pedestrian projects among other projects, through a 10 percent set-aside of the STBGP. It also includes various changes that direct more funding to local communities.

Safe Routes to School

The bill codifies the existing Safe Routes to School Program, which encourages children to safely walk or bike to school. It also expands the program to include activities for high school-aged students.

Complete Streets

The bill helps address communities' access to safe bicycling and walking options by providing dedicated funding for the development of Complete Streets standards and planning by states and metropolitan planning organizations.

Reducing Wildlife-Vehicle Collisions

The bill authorizes \$350 million over five years for a new pilot program that provides competitive grants for projects that reduce wildlife-vehicle collisions. It also makes wildlife crossing structures eligible for funding through certain formula and competitive grant programs and adds animal detection systems research and development as a priority area for intelligent transportation system research and development.



COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, REPUBLICAN LEADER

STARTER Act 2.0

The Surface Transportation Advanced through Reform, Technology & Efficient Review (STARTER) Act

Section-by-Section Summary

Division A – Surface

Section 1001 – Authorizations

- Reauthorizes *FAST Act* programs.
- Provides \$400 billion in funding (a 32% increase above *FAST Act* funding levels) and provides that any increases in contract authority above *FAST Act* funding levels go to the National Highway Performance Program, the Surface Transportation Block Grant Program, the Highway Safety Improvement Program, the National Highway Freight Program, and the Rural Area Formula Grant Program under Section 5311 of Title 49.
- Extends the Disadvantaged Business Enterprise (DBE) program.

Section 1002 – Effective Date

- Creates an effective date of October 1, 2021.

Section 1005 - Tax-Exempt Financing for Qualified Surface Transportation Facilities

- Increases the Private Activity Bonds cap from \$15 billion to \$45 billion.

Title I – Federal-Aid Highways

Section 1101 - Nationally Significant Freight and Highway Projects

- Reauthorizes the discretionary grant program that promotes nationally and regionally significant infrastructure projects that improve the efficiency of freight movement (INFRA). This popular program leverages investments by state, local, and private partners to execute especially large and complex projects.

Section 1102 – BUILD Grant Program

- Makes permanent the Better Utilizing Investments to Leverage Development (BUILD) Grant program, which funds multi-modal projects that encourage the economic viability of the Nation, a metropolitan area, or a region, and authorizes \$1 billion per year for FY22-FY26. The BUILD grant program is currently unauthorized but receives appropriated funds yearly, which can create uncertainty for applicants and limits the ability to streamline improvements for applicant and review efficiency.

Section 1103 – National Highway Freight Program

- Reauthorizes the National Highway Freight Program to increase investment in infrastructure improvements that strengthen economic competitiveness, increase freight efficiency, reduce congestion, improve reliability, and increase productivity.

Section 1104 - Truck Parking Safety Improvement

- Creates a new set-aside within the National Highway Freight Program to provide resources to states to construct and improve parking options for commercial motor vehicles so that truck drivers can safely comply with Hours-of-Service regulations.

Section 1105 – Temporary Federal Share for Federal-Aid Highway Projects

- Gives the Secretary of Transportation authority to increase the federal cost-share of projects under title 23, United States Code, to 100 percent for federal-aid highway projects for FY22-23.

Section 1106 – Consolidated Funding Program

- Establishes a pilot program that allows a limited number of states the option to treat all federal funds they receive under the Federal-Aid Highway Program as having been apportioned in a lump sum. In addition, States that receive funding through this pilot program would still need to meet Federal performance standards and would need to meet set-asides for geographic areas.

Section 1107 – Bridge Rebuilding Program

- Provides funding via a competitive grant program to focus on large bridges with an emphasis on improving condition and reliability of bridges.
- Provides a short-term infusion of funding to address prior underinvestment and help bring the Nation's off-system bridges into a state of good repair.

Section 1108 – Bridge Bundling

- Eliminates the requirement that funding for a bridge bundling project have the same financial characteristics. This change will provide States increased flexibility in bundling bridge projects.
- Supports innovative project delivery mechanisms to maximize the use and benefit of infrastructure investments.

Section 1109 – Off-System Bridge Set Aside

- Improves bridge safety by restoring States' ability to use off-system bridge set-aside funds for a wider range of bridge-related activities (bridge inspection, evaluation, and inventory, and for the replacement of low water crossings).

Section 1110 – ROUTES and NETT Council

- Codifies the establishment of the Rural Opportunities to Use Transportation for Economic Success (ROUTES) Council and requires the Council to submit an annual report to Congress on the safety, condition, and usage of rural transportation facilities.
- Establishes a new Office of Rural Investment to provide support to the Council and its activities, and to generally support coordinating and addressing rural transportation issues across the Department.
- Codifies the establishment of the Nontraditional and Emerging Transportation Technology (NETT) Council and specifies membership.

- The NETT Council will identify and resolve jurisdictional and regulatory gaps associated with non-traditional and emerging transportation projects pending before the Department of Transportation (DOT), including with respect to safety oversight, environmental review, and funding issues.

Section 1201 – Environmental Reviews for Major Projects / One Federal Decision

- Sets a government-wide goal of limiting the time required for environmental reviews and authorization for major infrastructure projects to two years from the publication of a notice of intent to prepare an environmental impact statement (EIS), to issuance of a record of decision (ROD) under the National Environmental Policy Act (NEPA).
- Requires federal agencies to develop a single permitting timetable for environmental review and authorization decision.

Section 1202 – Efficient Environmental Reviews for Project Decision-making

- Sets page limits of 150 pages for an EIS, and 75 pages for an environmental assessment (EA).
- Permits a project sponsor to assist agencies in conducting environmental reviews to help speed up the process and to resolve issues without taking control or authority away from the lead agency.
- When determining whether the effects of a Federal action are significant, agencies must only consider the reasonably foreseeable effects with a reasonably close causal relationship to the action being considered and may not consider the cumulative effects of the action in conjunction with other actions

Section 1203 – Application of Categorical Exclusions for Transportation Projects

- Authorizes any federal agency to apply a categorical exclusion (CE) that has been established by any other federal agency to accelerate project delivery.

Section 1204 – Air Quality and Conformity

- Directs the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to update their joint environmental and planning regulations, and directs the Environmental Protection Agency (EPA) to make changes to regulations to provide flexibility for state departments of transportation to complete the NEPA process with approval conditioned on an air quality conformity and fiscal constraint determination before construction begins.

Section 1205 – Agreements Relating to Use of and Access to Rights-of-Way-Interstate System

- Streamlines the right-of-way acquisition process by allowing state procurement procedures to be used on federal-aid projects, allowing protective purchases with preliminary engineering funding, and allowing states the option to use the “short form” for appraisals.
- Enables states to voluntarily assume some or all the Federal Highway Administration’s responsibilities for approval of right-of-way acquisitions.

Section 1206 – Permits for Dredged or Fill Material

- Expands exemptions from Clean Water Act (CWA) Section 404 permitting for routine maintenance projects, such as roadside ditches, with minor impacts and streamlines the use of Nationwide Permits for projects that remain subject to Section 404.

Section 1207 – Pilot Program on Use of Innovative Practices for Environmental Reviews

- Establishes a pilot program to allow DOT modal administrations and federal environmental agencies to waive or modify their own requirements to develop innovative practices to streamline project delivery and achieve positive environmental outcomes.
- The pilot program includes safeguards, such as including interagency consultation and public notice and involvement, to ensure adherence to federal environmental laws, regulations, and policies.

Section 1208 – Major Projects Threshold

- Eliminates unnecessary Federal oversight of smaller, more routine projects that are effectively managed by State DOTs, thereby reducing administrative burdens that waste resources and unnecessarily delay delivery of infrastructure projects.
- Raises the cost threshold for major projects from \$500,000,000 to \$1,000,000,000.

Section 1209 – Adding Previously Approved Projects to the Transportation Improvement Program

- Accelerates authorization of projects by eliminating duplicative public review of a project that has already been reviewed by the public and included in the immediately prior transportation improvement program (TIP) and/or statewide transportation improvement program (STIP).

Title II – Innovative Project Finance

Section 2001 – Transportation Infrastructure Finance and Innovation Act of 1998 Temporary Loan Relief Due to COVID-19

- Provides the Secretary of Transportation authority to provide a TIFIA loan rate-reset for borrowers impacted by COVID-19.
- This authority expires on September 30, 2022.

Title III – Public Transportation

Section 3001 – Short Title

- Titles the bill, the “Federal Public Transportation Act of 2020.”

Section 3002 – Urbanized Area Formula Grants

- Reduces burdens on high performing transit agencies by implementing a risk-based approach to transit agency triennial reviews.
- Requires public transportation authorities that are proposing service reductions to consider proposals from a private contractor to continue the service with no negative impacts to employees’ salaries or benefits.

Section 3003 – Fixed Guideway Capital Investment Grants

- Increases the maximum federal and total estimated net capital costs for Small Start projects by \$100 million.
- Establishes the Rural Starts program to assist to small projects in non-urban areas.

Section 3004 – Enhanced Mobility of Seniors and Individuals with Disabilities

- Establishes a “sliding scale” matching requirement that increases the federal matching requirement in states with large amounts of public land, for projects that provide or improve mobility for seniors and individuals with disabilities.
- Provides states and local governments greater flexibility by eliminating the requirement that dictates a minimum spending level on certain activities and allows funds to be reallocated to non-urban areas at the recipient’s discretion.
- Streamlines regulations by allowing projects in rural areas to comply with requirements and policies for formula grants for rural areas, rather than complying with requirements and policies for projects in urban areas.

Section 3005 – Formula Grants for Rural Areas

- Provides greater flexibility and supports greater mobility in rural areas by increasing the federal share of project costs for projects located in qualified opportunity zones, in medically underserved areas, or areas with medically underserved populations.

Section 3006 - Non-Emergency Medical Transportation

- Specifies that projects that provide access to hospitals and healthcare providers in areas of limited public transportation options are eligible under the research program.
- Creates a new program to improve access to healthcare facilities for medically underserved areas or populations with limited transportation options.

Section 3007 – Technical Assistance and Workforce Development

- Codifies that the Secretary can enter into contracts and cooperative agreements that provide innovation and capacity building technical assistance to rural and tribal public transportation recipients.

Section 3008 – General Provisions

- Increases mobility by expanding the types of entities that have reasonable access to federally funded public transportation facilities to any private or charter operator.
- Requires federally funded public transportation facility operators to consider the benefits to the existing public transportation system and respond to requests for access within 90 days.
- Increases flexibility and reduces regulatory burdens by allowing the Secretary to provide regulatory waivers, deferrals, or establish a simplified compliance process for very small transit agencies or transit agencies that receive funds under two programs, without compromising safety to lives or people. It requires the Secretary to submit an annual report detailing requests for waivers, deferrals, or simplified compliance; and actions taken during the prior year.
- Establishes a new financial threshold and simplifies the process for the sale of transit vehicles at the end of their service life.

Section 3009 – Apportionments

- Increases set asides from the urbanized area formula grants program for small, transit-intensive

communities.

Section 3010 – Grants for Bus and Bus Facilities

- Replaces the bus and bus facilities set-aside to states and territories from a dollar amount to a percentage of the total amount provided for the grants for bus and bus facilities program, resulting in an increased amount available for states and territories.
- Increases the set-aside for competitive grants for bus and bus facility projects in rural areas and establishes a rural set-aside for the low or no emission grants program (Low No Program), and allows Low No Program projects in rural areas to include passenger vehicle equipped with any technology that reduces energy consumption or harmful emissions, including compressed natural gas and liquefied natural gas.

Section 3011 – Elimination of Apportionments Based on High Density State Factors

- Eliminates the program that apportions funding based on high density state formula factors, which results in a program that provides funds to only 7 states.

Section 3012 – Innovative Mobility and Technology Deployment Grants.

- Establishes the innovative mobility and technology deployment transportation grant program to assist states, local governments, or publicly owned operators of public transportation in financing public transportation projects that integrate mobility services or technologies in public transportation, advance services that connect riders to public transportation, provide accessibility in rural areas, or enhance mobility in innovative ways.
- Requires that 20 percent of the funds be used for rural deployments and limits the amount of funds that can be awarded to a single entity to 20 percent.

Section 3013 – Expedited Project Delivery for Capital Investment Grants

- Allows public transportation authorities that receive expedited project delivery grants to employ private entities to operate the transit system.

Title IV – Highway Traffic Safety

Section 4001 – Funding and Grant Requirements

- Requires the National Highway Traffic Safety Administration (NHTSA) to establish a single grant application deadline and requires states to submit an application for these funds and carryout grants consistent with regulations issued by the Secretary.
- Makes contract authority from the Highway Trust Fund (HTF) available for programs authorized under chapter 4 of title 23, U.S.C. (Highway Safety), and chapter 303 of title 49, U.S.C. (Public Lands and Historic Sites); and continues to allow states to aggregate spending on highway safety activities to meet the federal share of any other project carried out under this chapter.
- Prohibits states from using funds for construction purposes.

Section 4002 – Highway Safety Research and Development

- Authorizes the Secretary to undertake a targeted 2-year Drug Impaired Driving Prevention Pilot Program to study the effects of a public awareness campaign that raises awareness of the risks of

driving while under the influence of prescription and over-the-counter medications.

- Authorizes NHTSA to continue to work with industry and academia to complete its study on ignition interlock technologies that help determine whether a driver exceeds alcohol impairment standards.
- Requires the Secretary to continue its study on marijuana and marijuana impaired driving and requires the Comptroller General to complete a study on illegal passing of school buses.
- Requires NHTSA to conduct public media programs to educate the public and reduce instances of illegal passing of school buses and heatstroke-related death of children in unattended vehicles.

Section 4003. National Priority Safety Programs

- Makes a technical correction to update the name of the Act from the *FAST Act* to the *STARTER Act*.

Section 4004– National Priority Safety Program Grant Eligibility

- Makes technical changes to the provision that requires NHTSA to release information on which states were awarded funds under the National Priority Safety Program, which states were determined to be ineligible, and why the states were ineligible.

Title V – Motor Carrier Safety

Section 5001 – Funding and Grant Requirements

- Provides financial assistance to States to reduce the number and severity of crashes involving commercial motor vehicles.
- Improves the program by focusing on performance standards, accountability, efficiency, and effectiveness.

Section 5002 – Compliance, Safety, and Accountability Reform

- Creates a National Hiring Standard to clarify and standardize industry best practices for hiring safe carriers. This will ensure that shippers, brokers, and intermediaries have reliable and accurate information on which to base hiring decisions.
- Creates a pilot program to increase the volume and reliability of safety data included in the CSA system through a proactive, regularly scheduled audit system.

Section 5003 – Entry-Level Driver Training Regulations

- Ensures that the Federal Motor Carrier safety Administration (FMCSA) stays on track to fully implement the Entry Level Driver Training rule by February 7, 2022.
- Requires FMCSA to also implement the Training Prover Registry and provide regular updates to Congress on implementation.

Section 5004 – Trucking Industry Workforce Development

- Establishes a rigorous apprenticeship program to train commercial driver's license (CDL) drivers between the ages of 18-20 years and allowing them to drive in interstate commerce.

Section 5005 –Hours of Service Requirements for Agricultural Operations

- Expands flexibility for haulers of agricultural goods and livestock under the Hours-of-Service
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regulations. This will ensure that ag haulers can safely and efficiently carry essential food and agricultural goods while also improving the living conditions for livestock.

Title VI – Innovation

Section 6001 – Advanced Transportation Technologies Program

- Reauthorizes the Advanced Transportation and Congestion Management Technology Deployment (ATCMTD) Program.
- Expands eligibility under the ATCMTD program to include vehicle-to-pedestrian technologies and cybersecurity protection measures and includes a 20 percent set-aside for rural deployments.

Section 6002 – Connected Vehicle Deployment Pilot Program

- Establishes a new competitive grant program to spur innovation of connected vehicle applications into practical and effective operational deployments.
- Seeks to realize mobility and safety benefits of connected vehicle applications to support improved surface transportation system performance.

Section 6003 – Automated Driving System Demonstration Program

- Establishes a new competitive grant program to test the safe integration of automated driving system (ADS) technologies into the surface transportation system and to demonstrate how challenges to the safe integration of ADS technologies can be addressed.
- Seeks to test applications of greater automation technologies that support economic vitality at the national and regional levels, while also providing benefits to rural communities and transportation-challenged populations.

Section 6004 – Accelerated Implementation and Deployment of Advanced Digital Construction Management Systems

- Establishes a new program under the Technology and Innovation Deployment Program to deploy advanced digital construction management systems and accelerate State adoption of these systems throughout the design, engineering, construction, and operations of surface transportation projects.

Section 6005 – Innovative Project Delivery Methods

- Adds “advanced digital construction management systems” to the types of innovative project delivery methods that qualify a project to receive an increase Federal share.
- Increases the amount of Federal-Aid Highway funds that States may use to qualify for an increased Federal share as a result of using innovative project delivery methods.

Section 6006 – Surface Transportation System Funding Alternatives

- Encourages more states and groups of states to participate in the program while building on the successful state pilots to-date.
- Expands the focus on data collection and analysis to deliver actionable recommendations to begin implementing a national VMT program.

Section 6007 – Surface Transportation System Road Usage Charge National Pilot

- Creates a national pilot program established by DOT, in consultation with the Department of the Treasury (Treasury) to test vehicle miles travelled (VMT) reporting systems and revenue collection mechanisms.
- Establishes a national advisory board to coordinate broader testing and the study of a per-mile road usage charge.

Section 6008 – Implementation of Per-Mile Road Usage Charge for Federal Vehicles

- Sets a date of October 1, 2026, for the DOT Secretary to establish a national implementation pilot program for government-owned vehicles.

Title VII – Resilience

Section 7001 – Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Grant Program.

- Establishes the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) grant program that provides funding for highway projects that will reduce the cost and risk related to natural disasters.

Section 7002 – National Highway Performance Program

- Modified the purpose of the National Highway Performance Program (NHPP) to incorporate measures related to resiliency to the impacts of natural disasters. In addition to resiliency projects currently eligible on the National Highway System, the bill allows States to use up to 15 percent of their NHPP funds for protective features to improve resiliency of a Federal-aid highway or bridge off the National Highway System.

Section 7003 – Resiliency in Federal-Aid Highways Program

- Clarifies the explicit eligibility of resilience projects, including through the use of natural infrastructure, under a number of Federal-aid highway programs, including the NHPP, the Surface Transportation Block Grant Program, the Federal Lands Transportation Program, the Federal Lands Access Program, and the Tribal Transportation Program.

Section 7004 – Resiliency in Transit

- Establishes that funding provided under the FTA's Emergency Relief Program for mitigation activities supports projects that are cost beneficial and will reduce actual risk.

Section 7005 – Highway Emergency Relief and Resiliency

- Clarifies the eligibility under the FHWA's Emergency Relief Program for projects related to wildfires and sea level rise.
- Establishes that funding provided under the FHWA's Emergency Relief Program may support mitigation projects that are demonstrated to mitigate against and reduce the risk of recurring damage from extreme weather events, flooding and other disasters.
- Directs the Secretary to revise the emergency relief manual of the FHWA to address resiliency and to develop best practices and ensure consultation with the Federal Emergency Management Agency.

Section 7006 – Highway Resiliency Incentives

- Authorizes an increase in the federal cost share in highway funding for activities that are designed and demonstrate reduction in cost and risk associated with extreme weather events, flooding, or other natural disasters.

Section 7007 – Guidance on Inundated and Submerged Roads

- Requires the FHWA Administrator upon issuance of guidance by the Federal Emergency Management Agency (FEMA), to review such guidance and issue guidance related to inundated and submerged roads damaged or destroyed by a major disaster with respect to roads eligible for assistance under FHWA programs.

Section 7008 – Guidance on Evacuation Routes

- Requires the FHWA Administrator, in coordination with FEMA, to issue guidance related to evacuation routes and, should the Administrator determine existing guidance meets the requirements of the section, submit a report detailing how existing guidance addresses such considerations.
- Requires the FHWA Administrator, in coordination with FEMA, to study the adequacy of available evacuation routes.

Section 7009 – Definitions

- Adds a definition of “resilience” with respect to projects under Title 23.

Section 7010 – University Transportation Centers

- Adds to the existing University Transportation Centers (UTC) research program a focus on mitigation and resiliency.

Section 7011 – Pre-Disaster Hazard Mitigation Pilot Program

- Establishes a 5-year pre-disaster mitigation pilot program under FHWA by providing additional funding to support projects that are cost effective and which substantially reduce the risk of or increase the resilience to future damage as a result of natural disasters.

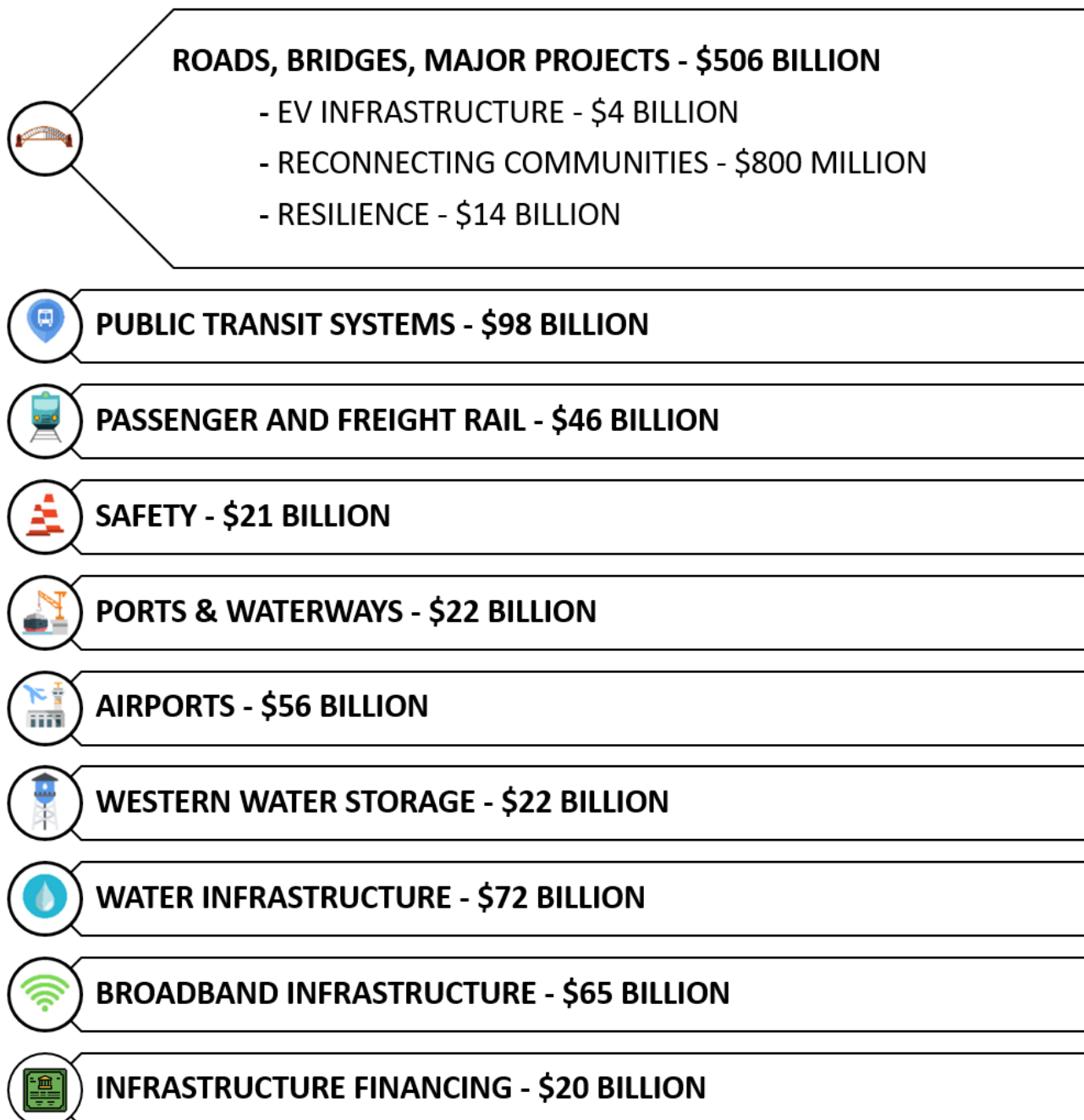
Title VIII – Other Provisions

Section 8001 – Requirements for railroad freight cars entering service in the United States

- Prohibits the operation of railroad freight cars in the United States that have been manufactured or assembled by a Chinese State-Owned Entity.
- Prohibits sensitive technology located on a railroad freight car operating in the United State from originating from a Chinese State-Owned Entity.

THE REPUBLICAN ROADMAP

This counteroffer delivers on much of what President Biden provided in his feedback to us during our Oval Office meeting while still focusing on core infrastructure investments. As updated, the Republican Roadmap includes a \$91 billion increase over baseline spending for roads and bridges and a \$48 billion increase over baseline spending for water infrastructure during that period. It also includes a one-time increase of \$25 billion for airports and \$65 billion for broadband, respectively; a \$22 billion increase over baseline spending for passenger and freight rail; and an additional \$6 billion for water storage in the West. **As evidenced by our work on bipartisan drinking water and surface transportation infrastructure bills, we can work in a bipartisan fashion on these priorities and deliver real results.**



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DATE: June 1, 2021
TO: STA Board
FROM: Daryl Halls, Executive Director
Ron Grassi, Director of Programs
RE: Follow-up to STA Board Transit Workshop / Connected Mobility Study

Background:

On April 14, 2021, the Solano Transportation Authority (STA) Board held a virtual transit workshop. The meeting attendance included the STA Board, STA Staff, Solano County transit operators, and staff from all the major cities in Solano County.

The workshop began with a discussion of the Blue Ribbon Transit Recovery Task Force (BRTRTF) goals and objectives. The BRTRTF has been focusing on four major goals, Goal 1 Recovery: recognizes the critical recovery challenges facing transit agencies in the midst of a worldwide Covid-19 pandemic. Goal 2 Equity: advances equity as part of the decision process when identifying priorities. Goal 3 Network Management and Governance: identifies near-term actions to implement beneficial long-term network management and governance reforms which includes prioritizing roles and responsibilities. Goal 4 Current Transit Initiatives: explores regional transit fare coordination strategies and integration opportunities; regional mapping, wayfinding and branding; and advancing transit as a priority on bridge corridors and roadways.

Currently, the transit system in Solano County is comprised of regional express bus service known as SolanoExpress that is managed by STA as the policy board and operated through 2 operating contracts, one with Solano County Transit (SolTrans) and the second with the City of Fairfield (FAST). In total, Solano County has 5 local transit operators managed by separate local governing boards. STA provides local transit assistance when requested. STA staff manages Rio Vista Delta Breeze through a contract with the City of Rio Vista.

STA is also working with Rio Vista Delta Breeze to start a micro transit pilot utilizing the UBER transit platform with the opportunity to expand into other areas of Solano County. STA additionally provides Benicia with a First Last Mile program in coordination with SolTrans. STA supports regional connectivity with a First Last Mile program utilizing Lyft. The First Last Mile program was established through a pilot in 2017 and was expanded in 2019 and again in 2020, and covers 80% of the cost for First/Last Mile Lyft rides (with a maximum of \$25/per ride) to and from 16 hubs across Solano County which supports SolanoExpress, Capital Corridor, and the San Francisco Bay Ferry in Vallejo.

Other coordination efforts underway in Solano County includes the transit operator's participating in the Metropolitan Transportation Commission (MTC) regional Fare Integration Task Force along with meeting locally. A working group has been formed with members from SolTrans, FAST, and STA. The first meeting was held in December 2020 to discuss current fares and review options for better coordination. Recommendations are targeted to be brought forward in July 2021. A second working group comprised of the smaller operators from Dixon, Rio Vista, Vacaville and STA has also been formed.

The Metropolitan Transportation Commission (MTC) is interested in piloting the regional mapping/wayfinding project in Solano County, but transit operators must first take steps to better integrate their service, including coordinating service planning and changes, route design, schedules and fares, as well as exploring consolidation, where feasible. Once operators demonstrate progress on coordination, Solano County could be incorporated into the project's next phase. The main objective to implement a regional transit mapping and wayfinding system is to make the Solano County transit rider experience more seamless by providing riders with a system that is better coordinated, easier to navigate and more likely to attract new riders. STA and the five transit operators have agreed to participate in MTC's regional transit mapping and wayfinding system pilot.

STA is also seeking to align Solano mobility programs, transit service, and projects with recommendations from MTC's Blue-Ribbon Transit Recovery Task Force (BRTRTF). This will necessitate a comprehensive assessment of current plans and programs. Metrics that achieve the Blue-Ribbon Transit Task Force recommendations will be at the forefront of the analysis, these may include cost-effectiveness, coordination, governance, sustainability, reduction in VMT & GHG, etc. The Solano Connected Mobility Implementation Plan authorized by the STA Board will play an important role in this process and provide the necessary data to guide some of the STA's future discussions, recommendations, and decisions.

Discussion:

Solano County has been a leader in the region and state with the development of programs such as SolanoExpress regional bus service, Solano Mobility Travel Demand Management (TDM) programs, the Solano Mobility Call Center, First/Last Mile Solutions, Active Transportation connections, Micro-transit, and supporting rail and ferry service. While all these programs have been successful, a fresh look is recommended to go with post pandemic transit recovery in Solano County.

On March 10, 2021, the STA Board approved the Solano Connected Mobility Implementation Plan Scope of Work. On March 11, 2021, a request for proposals was issued and the selection process is currently underway. The expectation is to for work to begin in July 2021 and to be substantially completed by December 2021. One of the major tasks included in the scope of work is an operational analysis of SolanoExpress service. Currently, STA is contracted with two operators to run 4 major routes serving customers from Sacramento to San Francisco and throughout Solano County. One of the major questions to be discussed by the STA Board and analyzed as part of this plan is should SolanoExpress service continue to be provided under the status quo of a two operator system contracted by STA, should an one transit operator contracted model be considered, or should the 1 or more of the 4 routes be bid out by STA?

At the April workshop, the Board reviewed and discussed nine questions raised poised by STA staff. These nine questions were focused down to three by the Board Members at the STA transit workshop as follows:

- 1) With 5 transit operators are there more efficient ways to deliver countywide and/or local transit service?
- 2) How do we proactively respond to recommendations to MTC BRTRTF and potential state legislation?
- 3) With 5 relatively small transit operators, how do we compete for and retain our traditional transit funding sources?

These questions are particularly relevant as MTC prepares to wrap up its recommendations from the BRTRTF, STA initiates the Connect Mobility Implementation Plan, and STA advocates for federal American Recovery Plan (ARP) funds from MTC to support and continue the gradual restoration of the Solano Express service.

SolanoExpress is funded with Transportation Development Act (TDA) from participating local agencies, regional funds from bridge tolls, Federal and State transit funding. During the pandemic, the significant impact on SolanoExpress was supported and offset with funding from the Federal Cares Act in the amount of \$4 million for FY 2019-20 and FY 2020-21 and the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) in the amount of \$3.3 million to support of the Solano Express budget for FY 2021-22. The American Recovery Plan (ARP) funds are expected to be allocated by MTC later this year and the Solano Express service will need ARP funds for FY 2022-23 and FY 2023-24 in order to sustain and continue to restore the service. STA staff and consultants have developed draft Solano Express budgets for FY 2022-23 and FY 2023-24 which identify the need to obtain Federal ARP funds to replace Federal Care Act and CRRSAA funds in future years.

Recommendation:

Informational.

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DATE: May 26, 2021
TO: STA Board
FROM: Erika McLitus, Assistant Project Manager
RE: Project Delivery Update

Background:

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

The Metropolitan Transportation Commission (MTC)’s Resolution 3606 describes delivery policies for the San Francisco Bay Area. MTC monitors projects that do not meet stated deadlines and reprograms funds to other project in the region; Caltrans further enforces the deadline by not supplying an E-76 authorization for construction past stated deadlines. Projects programmed in Fiscal Year (FY) 2021-22 should have provided their Request for Authorization (RFA) to proceed with obligation from Caltrans by MTC’s November 1, 2021 deadline. Projects that fail to meet this deadline are subject to funds being reprogrammed to later years or loss of funds.

Discussion:

Solano Countywide has seven OBAG 2 Projects, scheduled for obligation between FY 2018-19 and FY 2020-21. Solano County and its cities also have a total of 25 Local Safety Program (HSIP) projects in Cycle 7, 9, and 10. HSIP projects must request CON RFA by Oct 1st. There are 4 Active Transportation Program projects, 3 Transit and Intercity Rail Program (TIRCP) projects, and 3 SB 1 competitive projects countywide. Those projects and their statuses are included as Attachment A.

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

Fiscal Impact:

None

Recommendation:

Informational.

Attachment:

- A. Project Delivery Update

ATTACHMENT A

FY 2018-19 OBAG2 Projects		
Project Sponsor	Project Name	Update
STA	Mobility Call Center	E-76 received in July 2019. 2021 RFA submitted March, making requested changes and resubmitting by 4/23/21.
STA	Safe Routes to School Program	E-76 request revised January 28, 2020.
Vacaville	Vacaville- Pavement Preservation	Project is complete as of October 2020
*FY 2019-20 and FY 2020-21 OBAG 2 Projects		
Project Sponsor	Project Name	Update
Fairfield	Grange Middle School	Completed field review in April 2020 Completed draft PS&E in October 2020. Obtained NEPA clearance on March 8, 2021. Received Final Drawings in March 2021. Expect Construction to commence Spring 2022.
Solano County	Solano Farm 2 Market Phase 3	RFA for CON submitted March 18 th . Received Caltrans RFA comments; resubmitting ROW cert for approval; will be resubmitting RFA package once ROW cert complete. CON Fall 2021.
Solano County	Solano County Road Preservation	Field Review complete. RFA for CON submitted March 15 th . Received Caltrans RFA comments; addressing ENV revalidation and ROW cert; will be resubmitting RFA package once ROW is complete. CON Summer 2021
Suisun City	New Railroad Avenue Pavement Rehabilitation	PS&E complete. ROW Cert approval pending. RFA for CON submitted. CON in Summer 2021.

HSIP Projects		
Project Sponsor	Project Name	Update
Cycle 7		
Suisun City	EB State Rt. 12 between Pennsylvania Ave and Marina Blvd	Project is complete a of January 2021.
Suisun City	1) Sunset Ave between Hwy 12 and approx. 300 ft north of Railroad Ave. 2) Walters Rd between Hwy 12 & E. Tabor	Project is complete as of October 2020

Benicia	The intersection of East 5th St and Vecino St, and along East 5th St between I-780 and Vecino St	The City rejected the HMA paving; contractor will repave May 4 th & 5 th followed by striping
Benicia	The intersection of Military West, West 7th St, Carolina Dr, and Buena Vista	Currently under construction. CON is about 98% complete. Contractor is working on final punchlist items.
Cycle 9		
Benicia	At 28 guardrail locations: Upgrade existing guardrails and the end treatments.	City is preparing an RFP for Design. CON FY 21-22
Benicia	Enhance pedestrian crossings at 1) West 5th St. at Military West 2) Hasting Dr. at London Dr.	City is preparing an RFP for Design. CON FY 21-22
Fairfield	At 14 signalized intersections: Install Adaptive Signal Timing and advanced dilemma-zone detection	PE, concept of operations, system requirements, and system engineering management plan documents complete. CON FY 21-22
Fairfield	Construct pedestrian crossing enhancements at: 1) N Texas St at Oak St 2) Pennsylvania Ave at Empire 3) N Texas St at Wisconsin St 4) Travis Blvd at Phoenix Dr 5) Travis Blvd at Clay St.	Commencing design in May 2021. PES and Field Review scheduled for Q3 2021; CON FY 21-22
Fairfield	At 25 locations: Upgrade existing guardrails and their end treatments.	Started design in February 2021. PES and Field Review scheduled for Q3 2021. CON FY 21-22
Rio Vista	Enhance pedestrian crossings at: 1) S 2nd and Marina Dr 2) DH White Elementary School and Thereza Way 3) DH White Elementary School and Laurel Way 4) S 7th St and Main St.	RFA submitted for Design. PE underway. Reviewing RFA for CON to be submitted by May 2021
Suisun City	Enhance pedestrian crossings at: 1) Merganser Dr between Sunset Ave and Wigeon Way 2) Pintail Dr. at Scoter Way 3) Lawler Ranch Pkwy between Fennie Way and Hillborn Way	75% PS&E. Will submit RFA for CON once PS&E is complete. CON Summer 2021.
Vacaville	<i>Construct pedestrian crossing enhancements at: 1) Browns Valley Rd at Waterford/Clarecastle Way 2) Marshall Rd. at Southside Bikeway</i>	<i>Project is Complete.</i>

Vacaville	At 21 intersections: Improve signal hardware and timing and Install Advanced Dilemma-Zone Detection	Field reviews held on July 16, 2020. PS&E is underway. Consultant is still evaluated adaptive signal technology and implementation strategies. CON 2022.
Vallejo	Construct pedestrian crossing enhancements at: 1) Foothill Dr at Redwood Pkwy 2) Valle Vista Ave at Redwood St 3) Fairview Ave at Redwood St 4) Howard Ave at Redwood St 5) Solano Ave at Tuolumne St	Field reviews held on July 9, 2020. E-76 received. PSE underway. CON Summer 2022.
Vallejo	Install HAWK beacons at 5 locations.	Field reviews held on July 9, 2020. E-76 received. PSE underway. CON Summer 2022.
Cycle 10		
Benicia	Pedestrian Crossing Imps at: 1. Kearney Street at Rose Dr 2. Kearney Street at Mid-Block Crossing 3. Hastings Dr at Southhampton Rd 4. Military West at W 3rd St	PE 2022; CON 2023
Dixon	Pedestrian Crossing Imps at: 1. E Mayes St & S 3rd St/4th St 2. E. A St & N. 4th St. 3. S. 1st St & E. C St. 4. N. 4th St & E. B St. 5. S. 7th St & E. A St.	PE 2022; CON 2023
Rio Vista	Pedestrian Crossing Enhancements at 15 non-signalized locations	Obligate for Design by May 2022; CON 2023
Solano County	Pedestrian Crossing Imps at: 1. Suisun Valley Rd & Ledgewood Rd. 2. Suisun Valley Rd & Rockville Rd. 3. Rockville Rd & Abernathy Rd (roundabout)	PE 2022; CON 2023
Suisun City	Traffic Signal Improvements at 1 intersection on Main St at Lotz Wy; 5 intersections on Sunset Ave; and 5 intersections on Walters Rd.	PE 2021; CON Summer 2022
Suisun City	Pedestrian Crossing Enhancements at 1. Shoveller Dr & Golden Eye Wy 2. Harrier Dr & Dan O. Root Elementary School Entrance 3. Pintail Dr & Crane Dr.	PE 2021; CON Summer 2022

Vacaville	Edgeline and Center Line Striping on Segments among Monte Vista Ave, Elmira Road, Vaca Valley Pkwy, Browns Valley Rd, Midway Rd, Leisure Town Rd, Marshall Rd and Ulatis Dr.	CON 2022
Vacaville	Pedestrian Crossing Enhancements at Alamo Dr and Edgewood Dr & E. Monte Vista Ave at Nut Tree Complex	CON 2022
Vallejo	Road Diet and Crossing Enhancements on Springs Rd from Miller Ave/Humbolt St to Rollingwood Dr.	Currently in the process receiving funds (Program Supplement Agreement). PE funds will be allocated by 12/31/2021.
Vallejo	Pedestrian Crossing Enhancements at 17 locations.	Currently in the process receiving funds (Program Supplement Agreement). PE funds will be allocated by 12/31/2021.

ATP Cycle 2 Project

Project Sponsor	Project Name	Update
STA, Vallejo, Benicia	Improvements at 7 schools	CON underway. Anticipate completion by May 2021.

ATP Cycle 3 Project

Project Sponsor	Project Name	Update
Vallejo	Bay Trail/Vine Trail	65% Design. CON shortfall estimated between \$2-\$3M. Received \$700K in Pilot Trip Reduction funds. Project Leadership Team meeting monthly. Anticipate a 6-9 month delay with CON in Spring 2022. Received Urban Greening Grant. Applied for funding Mobility Quick Strike and Bay Trail Grant Programs.
Suisun City	McCoy Creek Phase 2	Environmental consultant completed report. Design is 90% complete and will be done by June 2021. CON in Fall 2021. 8-month extension request granted by CTC.
Fairfield	E. Tabor/Tolenas Elementary SR2S	Completed field diagnostic on 09/08/2020; received executed Program Supplement Agreement; working on CPUC GO 88-B Request Form (must be executed by City and UPRR). Working on Design contract. CON Summer 2022.

Federal Earmark

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

Highway Bridge Program		
Project Sponsor	Project Name	Update
Vallejo	Sacramento Street Bridge Project	Request for AC approved 2/26. CON E-76 approved 3/20/20. CON contract awarded in 2/23/21. CON currently underway.

TIRCP Projects		
Project Sponsor	Project Name	Update
STA*	<i>York St Bus Stop Extension</i>	<i>Groundbreaking February 24, 2020. Unveiling December 15, 2020. CON is complete and project is fully operational.</i>
STA*	<i>Fairgrounds Dr/SR37 Bus & Bike/Ped Improvements</i>	<i>CON is complete and bus stop is fully operational.</i>
Fairfield	FTC Slip-Ramp & Bike/Ped Improvements	Design is nearly complete. Anticipate CON will be complete by August 2022.

TCEP Projects		
Project Sponsor	Project Name	Update
Caltrans	1-80 Managed Lanes	Requesting CON Allocation Summer 2021. Anticipate CON starting Spring 2022, completion 2025.
STA	I-80/I-680/SR 12 Interchange Phase 2A	Design complete. CON underway as of October 2020. Anticipate completion by Fall 2022.
STA	I-80 Westbound Truck Scales	Consultant under contract for PM services. PS&E to begin in 2021. Will apply for R/W and CON funding next SB1 TCEP Cycle



DATE: May 13, 2021
TO: STA Board
FROM: Brenda McNichols, Accounting Technician
RE: Fiscal Year (FY) 2020-21 Abandoned Vehicle Abatement (AVA) Program
Second Quarter Report

Background:

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

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

Discussion:

For the Second Quarter, STA received the allocation from the State Controller's Office in the amount of \$99,512.37 and has deducted \$2,985.37 for administrative costs. The STA disbursed cost reimbursement to member agencies for the Second Quarter in the total amount of \$93,995.60. The total remaining AVA fund balance after the second quarter disbursement to the member agencies is \$25,268.65. This amount will be included with the disbursement in the second quarter utilizing the funding formula. The TAC is encouraged to work with their agencies to reduce this carryover through billing for all eligible expenses.

The City of Fairfield has abated 858 vehicles in Q2 of FY 2020-21.

Attachment A is a matrix summarizing the AVA Program activities through the Second Quarter FY 2020-21 and is compared to the total FY 2019-20 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program.

The City of Dixon has not reported any vehicles abated for the second quarters due to staff turnover, but has requested reimbursement of incurred expenses. With their full staff, they plan to submit their AVA report in the next quarter. The City of Rio Vista has not reported any vehicles abated as of the end of the second quarter

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2020-21 and FY 2019-20

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for
FY 2020-21 and FY 2019-20
Second Quarter Ending December 31, 2020**

Member Agency	FY 2020-21 (Q1 & Q2)				FY 2019-20		
	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement	% of Abated Vehicle from Prior FY	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement
City of Benicia	180	\$4,839	\$27	40%	403	\$15,997	\$40
City of Dixon	61	\$3,818	\$63	36%	178	\$15,475	\$87
City of Fairfield	1,812	\$47,553	\$26	47%	3,914	\$170,668	\$44
City of Rio Vista	0	0	0	0%	0	\$0	\$0
City of Suisun	14	\$1,190	\$85	4%	21	\$2,024	\$96
City of Vacaville	599	\$29,407	\$49	72%	1,001	\$59,199	\$59
City of Vallejo	1,086	\$82,746	\$76	34%	2,192	\$127,389	\$58
Solano County Unincorporated area	13	\$10,385	\$76	67%	65	\$11,423	\$176
Total	3,888	\$179,940	\$46	43%	7,774	\$402,175	\$52

The total remaining AVA fund available after the second quarter disbursement to member agencies is \$25,268.65. This amount is available for disbursement to member agencies utilizing the funding formula, in addition to the State Controller's Office allocation for the third quarter FY 2020-21.



DATE: May 27, 2021
 TO: STA Board
 FROM: Brent Rosenwald, Planning Assistant
 RE: Summary of Funding Opportunities

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months, broken up by Federal, State, and Local. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
Federal			
1.	Federal Highway Administration (FHWA) – Nationally Significant Federal Lands and Tribal Projects (NSFLTP)	Up to \$300 million ; projects of at least \$25 million	First deadline is December 18, 2018, applications accepted on a Quarterly Rolling Basis.
Regional			
1.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
2.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$7,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
3.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$5,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
4.	PG&E Charge! Program	Pays to install 7,500 chargers in PG&E area	Due On First-Come, First-Served Basis
5.	California Energy Commission- CalEVIP Program	Up to \$17.5 million dollars available for EV chargers	Solicitation Period opened May 18 th , 2021
State			
1.	Volkswagen Mitigation Trust for Light Duty Vehicle Electrification Infrastructure	Up to \$5 Million with a minimum grant ask of \$1 Million	Solicitation period opened May 12 th , 2021

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: May 27, 2021
TO: STA Board
FROM: Johanna Masiolat, Clerk of the Board
RE: 2021 STA Board and Advisory Committees Meeting Schedule

Discussion:

Attached is the 2021 STA Board and Advisory Committees Meeting Schedule that may be of interest to the STA Board.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committees Meeting Schedule for Calendar Year 2021



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2021**

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

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., January 7	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Virtual Zoom Room	Confirmed
Wed., January 13	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Thurs., January 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	STA Virtual Zoom Room	Confirmed
Tues., January 26	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., January 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Thurs., January 28	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	STA Virtual Zoom Room	Cancelled
Thurs., February 4	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Virtual Zoom Room	Confirmed
Wed., February 10	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Wed., February 17	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Virtual Zoom Room	Confirmed
Tues., February 23	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., February 24	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Thurs., March 4	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Virtual Zoom Room	Confirmed
Wed., March 10	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Thurs., March 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	STA Virtual Zoom Room	Confirmed
Tues., March 30	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., March 31	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Thurs., April 1	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Virtual Zoom Room	Confirmed
Wed., April 14	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Tues., April 27	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room e	Confirmed
Wed., April 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Thurs., May 6	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Virtual Zoom Room	Confirmed
Wed., May 12	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Wed., May 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Virtual Zoom Room	Confirmed
Thurs., May 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	STA Virtual Zoom Room	Confirmed
Tues., May 25	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., May 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Thurs., June 3	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Virtual Zoom Room	Tentative
Monday, June 7	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	STA Virtual Zoom Room	Confirmed
Wed., June 9	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Tues., June 29	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., June 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Thurs., July 1	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Virtual Zoom Room	Confirmed
Wed., July 14	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Thurs., July 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	STA Virtual Zoom Room	Confirmed
July 27 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 28 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
Thurs., August 5	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Virtual Zoom Room	Confirmed
August 11 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 18	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Virtual Zoom Room	Confirmed
Tues., August 24	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., August 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Thurs., September 2	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Virtual Zoom Room	Confirmed
Wed., September 8	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Thurs., September 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	STA Virtual Zoom Room	Confirmed
Thurs., September 23	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	STA Virtual Zoom Room	TBD
Tues., September 28	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., September 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Thurs., October 7	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Virtual Zoom Room	Confirmed
Wed., October 13	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
No meeting due to STA's Annual Awards in November (No STA Board Meeting)		Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., November 4	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Virtual Zoom Room	Confirmed
Wed., November 10	6:00 p.m.	STA's 22 nd Annual Awards	TBD	Confirmed
Tues., November 16	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., November 17	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Wed., November 17	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Virtual Zoom Room	Confirmed
Thurs., November 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	STA Virtual Zoom Room	Confirmed
Thurs., December 2	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Virtual Zoom Room	Confirmed
Wed., December 8	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Tues., December 14	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., December 15	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Thurs., December 16	9:30 a.m.	Consolidated Transportation Svcs. Agency (CTSA-AC)	TBD	Tentative