

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

Join Zoom Webinar

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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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Para sa mga dokumento tawag sa pagsasalin:

707-399-3203

ITEM

BOARD/STAFF PERSON

1. CALL TO ORDER/ PLEDGE OF ALLEGIANCE

(6:00 p.m.)

<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. CONFIRM QUORUM/ STATEMENT OF CONFLICT

Chair Rowlett

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

3. APPROVAL OF AGENDA

4. OPPORTUNITY FOR PUBLIC COMMENT

(6:05 – 6:10 p.m.)

5. EXECUTIVE DIRECTOR'S REPORT

(6:10 – 6:15 p.m.)

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Daryl Halls

**6. REPORT FROM THE METROPOLITAN
TRANSPORTATION COMMISSION (MTC)**

(6:15 – 6:20 p.m.)

MTC Commissioner Jim Spering

7. STA PRESENTATIONS

(6:20 – 6:40 p.m.)

A. Follow-up to STA Board Transit Workshop/SolanoExpress

Daryl Halls

B. Department Reports:

1. Projects

Janet Adams

2. Planning

Robert Guerrero

3. Programs

Ron Grassi/Lloyd Nadal

8. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

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

(6:40 – 6:45 p.m.)

A. Meeting Minutes of the STA Board Meeting of June 9, 2021

Johanna Masiclat

Recommendation:

Approve the Minutes of the STA Board Meeting of June 9, 2021.

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B. Draft Minutes of the STA TAC Meeting of June 30, 2021

Johanna Masiclat

Recommendation:

Approve the Draft Minutes of the STA TAC Meeting of June 30, 2021.

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**C. Fiscal Year (FY) 2021-22 Transportation Development Act (TDA)
Matrix – July 2021 - Solano County Transit (SolTrans), and STA**

Ron Grassi

Mary Pryor

Recommendation:

Approve the July 2021 TDA Matrix for FY 2021-22 which includes the TDA Claim for SolTrans and STA as shown in Attachment B.

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- D. Fiscal Year (FY) 2021-21 Taxi Card/PEX Program Transportation Development Act (TDA) Funding and FY 2019-20 Reconciliation Recommendation:** Debbie McQuilkin
 Approve the FY 2021-22 Countywide Intercity Taxi Program member funding contributions as shown in Attachment A.
Pg. 33
- E. Programming of Fiscal Year (FY) FY 2021-22 State Transit Assistance Funds (STAF) Population-Based Funds Recommendation:** Ron Grassi
 Approve the following:
 1. Programming of \$3.9 million in FY 2021-22 STAF Population-Based funding and \$523,958 in carryover funds for a total of \$4,463,042 of STAF funding for FY 2021-22 as specified in Attachment A;
 2. The revised SolanoExpress Budget by Route for FY 2021-22 as specified in Attachment B; and
 3. STA Resolution No. 2021-10 authorizing the STA's filing of a claim with MTC for the allocation of STAF and TDA funds for FY 2021-22 as shown in Attachment C.
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- F. Transportation Development Act Article 3 (TDA-3) (FY) 2021-22 Funding Recommendations Recommendation:** Brent Rosenwald
 Approve the following requests for TDA Article 3 funds for Fiscal Year 2021-22:
 1. \$200,000 to the City of Benicia for the Military West Bike and Pedestrian Project;
 2. \$73,093 to the City of Vallejo for the Sacramento Street Road Diet Project; and
 3. \$133,590 to the County of Solano's Benicia Road Complete Streets Project.
Pg. 45
- G. Letter to Caltrans Requesting a Project Initiation Document (PID) for I-80 Managed Lanes from I-505 to Solano/Yolo County Line Recommendation:** Anthony Adams
 Authorize the Executive Director to send a letter to Caltrans HQ and District 4 to request Caltrans fund and initiate a Project Initiation Document (PID) for the I-80 Managed Lanes between I-505 and Solano/Yolo County line.
Pg. 51
- H. Countywide SB 743/Vehicle Miles Traveled (VMT) Mitigation Program Recommendation:** Kathrina Gregana
 Authorize the Executive Director to:
 1. Issue a Request for Proposals (RFP) for the Solano County VMT Mitigation Program; and

2. Enter into a contract for an amount not-to-exceed \$35,000 to hire a Project Manager for the Solano County VMT Mitigation Program development.

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I. Suisun City Station Lighting and Bus Shelter Implementation

Erika McLitus

Recommendation:

Approve the following:

1. The Suisun Amtrak Station Improvements Project Contract, Notice to Contractors and Special Provisions, including issued Addenda;
2. Authorize the Executive Director or his designee to sign the contract on behalf of the STA Board subject to the Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor and the required surety bonds and certificates of insurance;
3. Authorize the Executive Director or his designee to execute required contract change orders for up to 20% of the bid amount and enter in a contract amount not-to-exceed is \$235,000; and
4. STA Resolution No. 2021-11 for the Suisun Amtrak Station Improvements Project Contract.

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J. Contract Amendment- Regional Housing Needs Assessment

Robert Guerrero

Recommendation:

Authorize the Executive Director to amend the Regional Housing Needs Allocation (RHNA) contract with Placeworks to include an additional \$10,000 to complete the RHNA process for Solano County's cities and the County of Solano.

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K. State Route (SR) 12 (Jameson Canyon) Route 21 Bus Service Contract Extension with Napa Valley Transportation Authority (NVTa)

Brandon Thomson

Recommendation:

Authorize the Executive Director to extend the contract with Napa Valley Transportation Authority (NVTa) for \$30,000 for the operation of Route 21 on State Route 12 Jameson Canyon between Cities of Napa, Fairfield, and Suisun City for FY 2021-22.

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L. Amendment of Contract for Consulting Service in Support of Full Implementation of SolTrans Automated Vehicle Location and Automated Passenger Counting (AVL/APC) System Contract

Brandon Thomson

Recommendation:

Authorize the Executive Director to amend the IBI Group contract for AVL/APC system by \$11,330 for a total amount not to exceed \$86,030.

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- M. California Department of Public Health (CDPH) Kids' Plates Program Grant Request for Applications (RFA)** Lloyd Nadal/
Karin Bloesch
- Recommendation:
Authorize the STA Executive Director to apply for the CDPH Kids' Plate Program grant in support of the Solano Safe Routes to School Program in the amount of \$150,000 over two years.
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- N. Draft Plan Bay Area 2050 – Letter of Support** Robert Guerrero
- Recommendation:
Authorize the Executive Director to submit a letter of support for MTC's draft Plan Bay Area 2050.
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- O. Authorization of New Copier Lease for STA** Susan Furtado
- Recommendation:
Authorize the Executive Director to:
1. Issue a Request for Proposal for two (2) network copiers equipment; and
 2. Enter into a 4-year lease agreement for copier equipment specified in an amount not to exceed \$35,000.
- Pg. 77**
- P. Contract Amendment - I-80 Managed Lanes Project – AECOM Design Services During Construction** Janet Adams
- Recommendation:
Authorize the Executive Director to amend the contract with AECOM Technical Services in the not-to-exceed amount of \$2.4M, to provide Design Services During Construction for the I-80 Managed Lanes Project - Red Top Road to I-505.
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- Q. I-80 Managed Lanes Letter of No Prejudice (LONP) – Amended** Janet Adams
- Recommendation:
Approve the following:
1. Amended Resolution No. 2021-06 Letter of No Prejudice (LONP) as shown in Attachment B;
 2. Resolution No. 2021-- Resolution of Local Support for up to \$70.424 million in RM 3 funds for construction of the I-80 Managed Lanes Project; and
 3. Authorize the Executive Director to enter into one or more agreements between MTC and STA for fund exchanges required to implement the LONP.
- Pg. 81**

9. ACTION FINANCIAL ITEMS

- A. STA's Fiscal Year (FY) 2021-22 Proposed Budget Revision and FY 2022-23 Proposed Budget** Daryl Halls
Susan Furtado
- Recommendation:
Approve the following:
1. Adopt the STA's FY 2021-22 Proposed Budget Revision as shown in Attachment A;

2. Adopt the STA's FY 2022-23 Proposed Budget as shown in Attachment B;
3. FY 2021-22 Cost of Living Adjustment of 1.6% effective July 1, 2021; and
4. STA's Revised Salary Schedule for FY 2021-22 as shown in Attachment C.

(6:45 – 6:55 p.m.)

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B. I-80 Westbound Cordelia Truck Scales Project – Plans, Specifications & Estimate (PS&E) Consultant Selection Recommendation:

Janet Adams

Authorize the Executive Director to enter into a contract with WMH Corporation for a not-to-exceed amount of \$10M to provide Final Design Services for the I-80 Westbound Cordelia Truck Scales Project.

(6:55 – 7:00 p.m.)

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10. ACTION NON-FINANCIAL ITEMS

A. First Last Mile Program Modification

Lloyd Nadal

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to make modifications to the First-Last Mile Program to:

1. Remove the 4 locations from the First-Last Mile Program: Green Valley Shopping Center, Solano Town Center, FoodMaxx, and Walmart Smart and Final in Fairfield; and
2. Add the \$5 Benicia one-way ride via a code on the Lyft app to allow for travel within Benicia city limits.

(7:00 – 7:05 p.m.)

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11. INFORMATIONAL – NO DISCUSSION

A. Countywide Bicycle and Pedestrian Wayfinding Pilot
Pg. 121

Kathrina Gregana

B. Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) Fiscal Year (FY) 2021-22
Pg. 125

Kathrina Gregana

C. Legislative Update
Pg. 129

Vincent Ma

D. Summary of Funding Opportunities
Pg. 145

Brent Rosenwald

E. 2021 STA Board and Advisory Committee Meeting Schedule
Pg. 147

Johanna Masiclat

12. BOARD MEMBERS COMMENTS

13. ADJOURNMENT

No meeting in July (Summer Recess). The STA Board's next regularly scheduled meeting via Zoom is at **6:00 p.m., Wednesday, September 8, 2021.**

STA Board Meeting Schedule for Calendar Year 2021

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

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DATE: July 6, 2021
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – July 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.

STA Fiscal Year (FY) 2021-22 and 2022-23 Budgets*

STA's finance staff and department directors have updated the budget for FY 2021-22 and developed the initial budget for FY 2022-23. The FY 2021-22 budget has been increased from \$29.67 million to \$37.09 million with the most significant increase in the project development budget from bringing forth the I-80 Westbound Truck Scales and I-80 Managed Lanes Projects. The budget includes a Cost of Living Adjustment (COLA) for staff which was waived last year due to the COVID 19 pandemic and modifications to several staff position's salary ranges based on a recently completed salary compensation survey. The initial budget for FY 2022-23 totals \$22.61 million

Transit Workshop/SolanoExpress Service *

In April, the Board held an initial transit workshop to discuss the Metropolitan Transportation Commission's (MTCs) Blue Ribbon Transit Recovery Task Force (BTRTF) 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 connections 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 Regional Mapping and Wayfinding pilot beginning in FY 2021-22. STA is also coordinating with the five transit operators in the development of fare integration recommendations, a second task of the MTC's BTRTF. The Board also authorized the initiation of a Connected Mobility Implementation Plan that will be conducted by STA in the first half of FY 2021-22. At the July Board meeting, staff will bring options and a recommendation pertaining to contracting for SolanoExpress service and seek further discussion and direction from the STA Board.

MTC Releases Recommendations for Federal American Recovery Plan (ARP) Funding for Transit*

At the end of June, MTC staff released its recommendations for allocation of Federal ARP funding (5307) for the nine county Bay Area region and its 27 transit operators. The recommendation from MTC included recommending the allocation of \$10.9 million to Solano County's five transit operators to be coordinated by STA with an initial first tranche of funding of \$6.5 million to be allocated in July and a second tranche of the remaining ARP funds to be allocated later during FY 2021-22. A similar recommendation was made for Sonoma County and its transportation authority to coordinate with its three small transit operators.

Concurrently, STA staff has developed proposed SolanoExpress budgets for FY 2022-23 and FY 2023-24 that includes recommendations for the forthcoming federal American Recovery Plan (ARP) funding to be allocated later this year by MTC. The federal ARP funds will be needed to replace the federal Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA), funds in order to sustain and gradually restore the SolanoExpress service in future fiscal years. STA staff has discussed the proposed budgets for future SolanoExpress service and received input regarding local transit service from the three transit operators eligible to receive ARP funds from 5307. The future FY budgets for SolanoExpress will be brought back to the STA Board in September.

Initiation of Design Phase for I-80 Westbound Cordelia Truck Scales Project *

STA staff is requesting authorization to enter into a contract for consultant services to provide design services for the I-80 Westbound Cordelia Truck Scales Project which was the recipient of a competitive SB 1 funded Trade Corridor Enhancement Program (TCEP) grant to fund the design phase for the project. Embarking on the design will get the project shovel ready for construction and ready as a candidate for the next cycle of SB 1 funded TCEP.

Project Initiation Document (PID) Request to Caltrans for I-80 Managed Lanes in Dixon *

Last year, STA and Caltrans District 4 received a SB 1 funded TCEP grant for the construction of the I-80 Managed Lanes Project from Air Base Parkway in Fairfield to east of I-505 in Vacaville. This project is scheduled to start construction in 2022. Last month, Yolo County was the recipient of the federal Infrastructure For Rebuilding America (INFRA) grant to construct the I-80 Managed Lanes project from West Sacramento to Davis. This Project is currently being environmentally cleared by Caltrans District 3. With both segments slated for construction in the near few years, this will create a managed lanes gap and potential traffic chokepoint in the segment of I-80 east of I-505 to the Yolo County line. STA staff is recommending the Board authorize a request to Caltrans District 4 and headquarters for Caltrans to initiate a Project Study Report (PSR)/Project Initiation Document (PID) for this segment of I-80 adjacent to the City of Dixon.

First Last/Mile Program Amendments *

STA's First/Last Program originated as a pilot in 2017 connecting 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 nine regional transit facilities, three SolanoExpress stops, and during the recent COVID 19 pandemic was expanded to four local sites in Fairfield when Fairfield and Suisun Transit (FAST) stopped four local routes. Currently, there are 240 active participants utilizing the First/Last Mile program countywide. Recently, SolTrans staff and Benicia Mayor Steve Young have requested an expansion of the program in Benicia. Concurrently, City of Fairfield transit staff has requested four local stops located in Fairfield be removed so as not to overlap their local fixed route transit service which has been restored.

Programming of Transit Development Act (TDA) Article 3 Funds for FY 2021-22*

STA staff is recommending the programming of \$406,683 in FY 2021-22 TDA Article 3 funding for three projects that will improve bicycle and pedestrian facilities in the cities of Benicia and Vallejo, and the County of Solano.

Attachment:

- A. STA Acronyms List of Transportation Terms

A

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

B

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

C

CAF	Clean Air Funds
CalSTA	California State Transportation Agency
CALTRANS	California Department of Transportation
CAPTI	California State Transportation: Climate Action Plan for Transportation
CARB	California Air Resources Board
CCAG	City-County Association of Governments (San Mateo)
CCCC (4'Cs)	City County Coordinating Council
CCCTA (3CTA)	Central Contra Costa Transit Authority
CCJPA	Capitol Corridor Joint Powers Authority
CCTA	Contra Costa Transportation Authority
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMIA	Corridor Mobility Improvement Account
CMAQ	Congestion Mitigation & Air Quality Program
CMGC	Construction Manager/General Contractor
CMP	Congestion Management Plan
CNG	Compressed Natural Gas
CPI	Consumer Price Index
CRRSAA	Coronavirus Response and Relief Supplemental Appropriation Act of 2021
CTA	California Transit Agency
CTC	California Transportation Commission
CTP	Comprehensive Transportation Plan
CTSA	Consolidated Transportation Services Agency

D

DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation

E

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

F

FAST	Fairfield and Suisun Transit
FAST Act	Fixing America's Surface Transportation Act
FASTER	Freedom. Affordability. Speed. Transparency. Equity. Reliability.
FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies
FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FPI	Freeway Performance Initiative
FTA	Federal Transit Administration

G

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

H

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

I

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

J

JARC	Jobs Access Reverse Commute Program
JPA	Joint Powers Agreement

L

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

M

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

N

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

O

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

P

PAC	Pedestrian Advisory Committee
PCA	Priority Conservation Area
PCC	Paratransit Coordinating Council
PCI	Pavement Condition Index

PCRP	Planning & Congestion Relief Program	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 District
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
June 9, 2021

1. CLOSED SESSION

Chair Rowlett noted there were no matters to report.

2. 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
	Jim Spering	County of Solano

MEMBERS

ABSENT:	Lori Wilson	City of Suisun City
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STAFF

PRESENT:	(In alphabetical order by last name.)	
	Anthony Adams	Senior Project Manager
	Amy Antunano	Senior 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 Masiclat	Office Manager/Clerk of the Board
	Erika McLitus	Assistant Project Manager
	Lloyd Nadal	Program Svcs. Division Manager
	Brent Rosenwald	Planning Assistant
	Brandon Thomson	Transit Mobility Coordinator

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

Fred Buderi	City of Vacaville
Lois Cross	District Rep. for Congressman John Garamendi's Office
Diane Feinstein	Fairfield and Suisun Transit (FAST)
Greg Folsom	City of Suisun City
George Gwynn	Member of the Public
Beth Kranda	Solano County Transit (SolTransit)
Tyra Hayes	City of Vacaville
Lionel Largaespada	Benicia Councilman and STA Board Alternate Member
Jim Lindley	City of Dixon
Cande Medrano	Benicia Resident and Recipient of Solano County Bike Champion of the year
Ron Moriguchi	Caltrans District 4
Doanh Nguyen	Caltrans District 4
Zach Riley	Kiewit

3. 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.

4. APPROVAL OF AGENDA

On a motion by Board Member Price, and a second by Board Member Bird, the STA Board approved the agenda to include amendment (Agenda Item 10.B, Proposed MTC Quick Strike Augmentation for Solano Projects) as shown below in *strikethrough bold italics*:

Agenda Item 10.B

Proposed MTC Quick-Strike Augmentation for Solano Projects

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~~) (\$600,000).

The amended agenda was approved by the following roll call vote:

AYES: Bird, Kott, McConnell, Price, Rowlett, Sperling, and Young

NAYS: None

ABSENT Wilson

ABSTAIN None

5. OPPORTUNITY FOR PUBLIC COMMENT

George Gwynn commented on various local transportation-related issues.

6. EXECUTIVE DIRECTOR'S REPORT

- I-80/I-680/SR 12 Interchange Construction Update
- Caltrans Presentation on State Highway Operations and Protection Program (SHOPP)
- Solano Express Service Changes – Public Hearing
- SolanoExpress 3rd Quarter Report
- Follow up from Transit Workshop
- First Last Mile Program Update
- Vacaville Priority Development Areas (PDA) Presentation
- STA Budget 3rd Quarter Report and Final Revision for FY 2020-2021
- Programming of BAAQMD TFCA Funds for FY 2021-2022
- STA Staff Update

7. **REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)**
MTC Commissioner and STA Board Member reported that the Programming and Allocations Committee approved the \$1.5M funding needs for Solano projects/program (Hannigan Station Capacity Improvements and STA Safe Routes School Non-Infrastructure Program) submittal to MTC's Safe and Seamless Mobility Quick-Strike Program.

8. **STA PRESENTATIONS**

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

Doanh Nguyen, Caltrans District 4, provided an informational presentation on Caltrans' SHOPP funded projects programmed for Solano County for the next four years.

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

Zach Rielly, Kiewit, provided an update on the projects' construction delivered through a Construction Management General Contractor (CMGC) partnership between Caltrans District 4 and STA.

C. Presentation: Vacaville Priority Development Areas (PDAs)

City of Vacaville's Community Development Director, Fred Buder, provided a presentation on Vacaville's two PDAs.

D. Department Reports:

1. **Projects – California Energy Commission Grant** *presented by Erika McLitus*

2. **Planning - Climate Action Plan for Transportation Infrastructure (CAPTI) Letter of Support** *presented by Robert Guerrero*

3. **Programs**

a. **Solano County Bike Champion of the Year: Cande Medrano** *presented by Amy Antunano*

b. **SolanoExpress Intercity 3rd Quarter Report for Fiscal Year (FY) 2020-21** *presented by Brandon Thomson*

c. **First Last Mile Update** *presented by Lloyd Nadal*

9. **CONSENT CALENDAR**

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

AYES: Bird, Kott, McConnell, Price, Rowlett, Spering, and Young

NAYS: None

ABSENT Wilson

ABSTAIN None

At this time, Board Member Spering left the meeting.

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

Recommendation:

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

B. Draft Minutes of the STA TAC Meeting of May 26, 2021

Recommendation:

Approve the Draft Minutes of the STA TAC Meeting of May 26, 2021.

C. Fiscal Year (FY) 2020-21 Third Quarter Budget Report

Recommendation:

Receive and file.

D. STA's Fiscal Year (FY) 2020-21 Proposed Final Budget Revision

Recommendation:

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

E. Renewal of Administrative Services Agreement with the City of Vacaville

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.

F. Request for Proposals (RFP) for Professional Auditing Service

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.

G. Contract Extension for STA Legal Services

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.

H. Climate Action Plan for Transportation Infrastructure Letter of Support

Recommendation:

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

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

Recommendation:

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

J. State Route (SR) 37 Policy Committee Appointment

Recommendation:

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

K. Suisun City Station Lighting and Bus Shelter Implementation

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.

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 presented and outlined the funding allocation process for FY 2021-22 BAAQMD TFCA. He outlined the six of twelve project submittals that were allocated funding in the amount of \$142,511 and \$46,005 of funds flowing toward Clean Vehicle Replacement Category.

Board/Public Comments:

Mayor Young asked if Cal Maritime was the only entity to apply for the Clean Vehicle Replacement category because he thought that other cities, in particular Benicia could definitely use this opportunity to electrify their fleet. Brent Rosenwald responded yes, and that Cal Maritime was the only one to apply.

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

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

AYES: Bird, Kott, McConnell, Price, Rowlett, and Young

NAYS: None

ABSENT: Sperling, Wilson

ABSTAIN: None

B. Proposed MTC Quick-Strike Augmentation for Solano Projects

Erika McLitus presented the MTC Quick Strike Augmentation for Solano Projects. She outlined them as the Hannigan Rail Station Capacity Enhancements (\$900,000) and STA Safe Routes to School Non-Infrastructure Program (\$600,000).

Board/Public Comments:

Board Member Young asked if the Round 2 of the Quick Strike Mobility Program was still open for additional project submittals. Erika McLitus responded the deadline has passed. Vice Chair McConnell requested staff to respond to George Gynn's complaint of no bathrooms at the Hannigan Train Station. Chair Rowlett asked that he bring the matter up during the final comment period because it wasn't related to this specific item.

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 (\$600,000).

On a motion by Board Member Price, and a second by Vice Chair McConnell, the STA Board approved the recommendation by the following roll call vote:

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

11. ACTION NON-FINANCIAL

A. SolanoExpress Service Modifications - August 2021

Brandon Thomson summarized recommendations to partially restored service on the Blue, Red and Yellow lines and Green Express. He cited that 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 later in the fiscal year.

Board/Public Comments:

Open Public Comment: 7:14 p.m.

Board Member Young asked about bus capacity constraints due to the COVID 19 pandemic. Brandon Thomson responded and stated that the SolanoExpress buses have been adhering to social distancing requirements of 6 ft. apart, but there has been a push to reduce social distancing to 3 ft. Daryl Halls added that the social distancing requirements have been loosened by SolTrans as well as the Rio Vista Delta Breeze and that other operators will follow suit based upon Governor Newsome's June 15 announcement regarding the reopening of the State.

Closed Public Comment: 7:20 p.m.

Recommendation:

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

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

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

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.

Board/Public Comments:

Vice Chair McConnell asked what the purpose of lowering the speed limit was because he feels that the money should not be spent on this issue because most people ignore the lower speed limits and the speed limits end up being raised back up.

Vincent Ma responded that lower speed limits on State Highways, such as SR 29/Sonoma Blvd will help to improve safety for vehicular, pedestrian, and bicycle traffic. Additionally, as more complete streets are adopted, policies will need to adapt to improve safety along these corridors.

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

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

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

12. INFORMATIONAL – DISCUSSION

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

Daryl Halls presented a follow-up report from the STA Transit Workshop and Connected Mobility Study. He outlined the operational analysis of SolanoExpress service and budget scenarios for FY 2022-23 and FY 2023-24 to sustain and continue to restore SolanoExpress Service to capture regional ARP funds. He also outlined options for STA contracting for SolanoExpress service going forward.

Due to two Board Members being absent from the meeting, it was agreed Board discussion would be postponed to the July 14th Board meeting.

NO DISCUSSION

B. Project Delivery

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

D. Summary of Funding Opportunities

E. 2021 STA Board and Advisory Committee Meeting Schedule

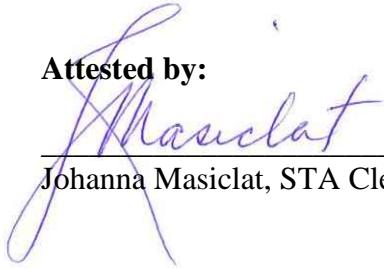
13. BOARD MEMBER COMMENTS

14. ADJOURNMENT

The meeting was 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 meeting adjourned at 7:45 p.m. The next STA Board meeting is scheduled at **6:00 p.m., Wednesday, July 14, 2021** via Zoom.

Attested by:



/ June 30, 2021

Johanna Masiclat, STA Clerk of the Board



DRAFT TECHNICAL ADVISORY COMMITTEE
Minutes for the Virtual Meeting of
June 30, 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:	Dan Sequeira for William Tarbox	City of Benicia
	Scott Alman	City of Dixon
	Paul Kaushal	City of Fairfield
	Girum Awoke	City of Vacaville
	Craig Pyle for Matt Tuggle	County of Solano

TAC Members	Robin Borre	City of Rio Vista
Absent:	Vacant	City of Suisun City
	Terrance Davis	City of Vallejo

STA Staff and

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Anthony Adams	STA
	Janet Adams	STA
	Karin Bloesch	STA
	David Gassaway	City of Fairfield
	Ron Grassi	STA
	Kathrina Gregana	STA
	Robert Guerrero	STA
	Daryl Halls	STA
	Vincent Ma	STA
	Johanna Masiclat	STA
	John McKenzie	Caltrans, District 4
	Frances Neade	County of Solano
	Brent Rosenwald	STA
	Brandon Thomson	STA

2. APPROVAL OF THE AGENDA

On a motion by Paul Kaushal, and a second by Scott Alman, the STA TAC approved the agenda. (5 Ayes, 3 Absent – Cities Rio Vista, Suisun City, and Vallejo).

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

- A. Daryl Halls provided an update to the MTC Blue Ribbon Transit Recovery Task Force
- B. Brent Rosenwald announced that Solano County was awarded \$3M for Electric Vehicle Charge Program.

5. **CONSENT CALENDAR**

On a motion by Girum Awoke, and a second by Craig Pyle, the STA TAC unanimously approved the Consent Calendar Items A and E. (5 Ayes, 3 Absent – Cities Rio Vista, Suisun City, and Vallejo).

A. Minutes of the TAC Meeting of May 26, 2021

Recommendation:

Approve TAC Meeting Minutes of May 26, 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.

C. Fiscal Year (FY) 2021-22 Transportation Development Act (TDA) Matrix – July 2021 - Solano County Transit (SolTrans), and Solano Transportation Authority (STA)

Recommendation:

Forward a recommendation to the STA Board to approve the July 2021 TDA Matrix for FY 2021-22 which includes the TDA Claim for SolTrans and STA as shown in Attachment B.

D. Programming of Fiscal Year (FY) FY 2021-22 State Transit Assistance Funds (STAF) Population-Based Funds

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2021-22 Countywide Intercity Taxi Program member funding contributions as shown in Attachment A.

E. First Last Mile Program Modification

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to make modifications to the First-Last Mile Program to:

1. Remove the 4 locations from the First-Last Mile Program in the City of Fairfield: Green Valley Shopping Center, Solano Town Center, FoodMaxx, and Walmart/Smart and Final in Fairfield; and
2. Add the \$5 Benicia one-way ride via a code on the Lyft app to allow for travel within Benicia city limits.

6. **ACTION FINANCIAL ITEMS**

A. Transportation Development Act Article 3 (TDA-3) (FY) 2021-22 Funding Recommendations

Brent Rosenwald summarized the funding evaluation process of TDA Article 3 fund requests. He emphasized the importance of advancing projects with a high priority ranking. He also reviewed the amendment process that will coincide with the next round of TDA funding so all projects that member agencies select for amendment will be eligible for FY 2022-23 funds. He concluded by stating that STA staff anticipates an even more competitive round of TDA Article 3 funds for FY 2022-23 and encourages all project sponsors to use the ATP as a guide to select which projects they will advance for funding.

Recommendation:

Forward a recommendation to the STA Board to approve the following requests for TDA Article 3 funds for Fiscal Year 2021-22:

1. \$200,000 to the City of Benicia for the Military West Bike and Pedestrian Project;
2. \$73,093 to the City of Vallejo for the Sacramento Street Road Diet Project; and
3. \$133,590 to the County of Solano's Benicia Road Complete Streets Project.

On a motion by Craig Pyle, and a second by Dan Sequeira, the STA TAC unanimously approved the recommendation. (5 Ayes, 3 Absent – Cities Rio Vista, Suisun City, and Vallejo)

7. ACTION NON-FINANCIAL ITEMS

A. Letter to Caltrans Requesting a Project Initiation Document (PID) for I-80 Managed Lanes from I-505 to Solano/Yolo County Line

Anthony Adams reported that STA staff is seeking for the Board to formally request a Caltrans District 4 initiate a I-80 Managed Lanes PID, covering the area between I-505 to the Solano/Yolo County line, to be developed and funded by Caltrans. He noted that this PID would allow for Caltrans District 4 and STA to ensure that managed lane connections made in Solano are consistent with regional and local needs. He concluded by noting that a PID from I-505 to the Solano/Yolo County line will further help facilitate coordination with Caltrans District 3 and SACOG in their development of managed lanes east of Solano.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to send a letter to Caltrans District 4 to fund and initiate a Project Initiation Document (PID) for the I-80 Managed Lanes between I-505 and Solano/Yolo County line.

On a motion by Girum Awoke and a second by Paul Kaushal, the STA TAC unanimously approved the recommendation. (5 Ayes, 3 Absent – Cities Rio Vista, Suisun City, and Vallejo)

INFORMATIONAL – DISCUSSION

8.

A. I-80 Comprehensive Multimodal Corridor Plan (CMCP) Overview

Anthony Adams provided an overview of the Solano I-80 CMCP Project List. He commented that Solano member agencies are encouraged to review this project list and become familiar with the projects that are in the process of being analyzed. The results of the analysis are expected to be released by Caltrans in early July, with comments due by late August. He concluded by noting that STA will host a SoHIP meeting in mid-July to discuss the CMCP effort in more detail and to coordinate responses to Caltrans regarding project list analysis and prioritization.

B. Solano County Congestion Management Program (CMP)/ Vehicle Miles Traveled (VMT)

Brent Rosenwald reported that STA staff applied for \$500,000 in Caltrans Strategic Communities Planning Grant funds, and unfortunately, the STA was not successful in obtaining this grant. He commented that staff recognizes the necessity of the work and is prepared to work with all of its 8 member agencies to use the scope of work drafted for the CalTrans grant as a guide to implement this program. He added that STA staff will also convene the Model Technical Advisory Committee on June 28th to gain an update on local SB 743 implementation efforts and to continue the conversation about a countywide VMT Mitigation Program.

C. Countywide Bicycle and Pedestrian Wayfinding Pilot

Kathrina Gregana outlined the wayfinding projects that have been identified by sponsors to be considered for the 2021 Pilot. The Call for Projects for the 2021 will be evaluated based on their adherence to the wayfinding guidelines and alignment with the preliminary priorities. She noted that STA staff will evaluate the project proposals and bring a funding recommendation to the August 2021 TAC meeting and, subsequently, the September 2021 STA Board meeting for approval.

NO DISCUSSION

D. Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) Fiscal Year (FY) 2021-22

E. Legislative Update

F. Summary of Funding Opportunities

9. UPCOMING TAC AGENDA ITEMS

10. ADJOURNMENT

The meeting was adjourned at 2:20 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m., Wednesday, August 25, 2021**, tentatively scheduled as a Zoom Meeting.



DATE: July 1, 2021
TO: STA Board
FROM: Ron Grassi, Director of Programs
Mary Pryor, Transit Finance Consultant
RE: Fiscal Year (FY) 2021-22 Transportation Development Act (TDA) Matrix –
July 2021 - Solano County Transit (SolTrans), and STA

Background:

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

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

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

Discussion:

The TDA apportionment for FY 2021-22 includes revenue estimates and projected carryover. The following claims for SolTrans and STA are within the parameters of available TDA funds and are being brought forward for review:

SolTrans' TDA Summary

SolTrans is requesting \$8,009,456 in TDA funds for FY 2021-22, of which \$3,997,456 is requested to be used for operating, and \$4,012,000 is designated for capital projects. SolTrans is currently in the process of electrifying its SolanoExpress bus fleet. SolTrans' TDA claim amounts are included in Attachment B.

STA TDA Summary

STA is requesting \$1,643,547 in FY 2021-22 TDA funds. TDA funds in the amount of \$601,797 will be used for transit programs, administration, coordination, and planning consistent with the STA's budget. TDA funds in the amount of \$130,000 will be claimed against the Suisun City TDA per the Funding Agreement between Fairfield/Suisun City and the STA for the maintenance of the Suisun Amtrak Station and Transit Center. Solano County's TDA funds in the amount of \$550,000 are to be claimed for the Intercity Taxi Card Program and Faith in Action's program of \$45,000 to provide medical transportation for older adults, and \$316,750 are to be claimed for the Countywide In-Person ADA Assessment Program. STA's TDA claim amounts are included in the July 2021 TDA matrix in Attachment B.

The recommendation to approve the July 2021 TDA Matrix for FY 2021-22 which includes the TDA Claim for SolTrans and STA as shown in Attachment B was unanimously approved by the SolanoExpress Intercity Consortium and STA TAC at their June 2021 meetings.

Fiscal Impact:

No additional financial impact to STA as these claim amounts are consistent with the proposed FY 2021-22 STA Budget. The STA Board's approval of the July 2021 TDA matrix provides the guidance needed by MTC to process the TDA claim submitted by STA from the local operators and Solano County's TDA funds.

Recommendation:

Approve the July 2021 TDA Matrix for FY 2021-22 which includes the TDA Claim for SolTrans and STA as shown in Attachment B.

Attachments:

- A. FY 2021-22 TDA Fund Estimate for Solano County dated February 2021
- B. FY 2021-22 Solano TDA Matrix for July 2021 – SolTrans and STA

Metropolitan Transportation Commission

Programming and Allocations Committee

February 10, 2021

Agenda Item 3d - 21-0149

MTC Resolution No. 4450. FY 2021-22 Fund Estimate

Subject: Annual Fund Estimate and proposed apportionment and distribution of \$790 million in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2021-22.

Background: MTC is required by state statute to prepare and adopt an annual fund estimate of TDA Local Transportation Fund (LTF) ¼ cent sales tax revenues for the upcoming fiscal year by March 1st. This estimate assists the Bay Area's transit operators in budgeting for the next fiscal year, in this case FY 2021-22. The fund estimate prepared by MTC also includes a number of other fund sources which MTC allocates to transit operators, primarily for operations.

The following are highlights of the fund estimate for FY 2021-22:

- 1. Economic Overview:** The Bay Area economy, like local economies worldwide, has been significantly impacted by the COVID-19 pandemic. Unemployment rates have increased significantly across all nine counties over the last year with Solano County having the highest unemployment rate at 7.5% and Marin County with the lowest rate at 4.7% in November 2020. Taxable sales have been impacted in uneven ways, with San Francisco experiencing declines in taxable sales of more than -38% while five other Bay Area counties have seen an *increase* in taxable sales during the pandemic. Significant uncertainty remains about possible shifts in population, work from home policies, and commute patterns – all of which could impact revenues. Accordingly, it is prudent for transit operators to budget with great caution.
- 2. Transportation Development Act (TDA):** State law requires county auditors to submit annual estimates of the ¼-cent TDA sales tax revenue generation to MTC by February 1st. A summary of the county auditors' mid-year estimates indicate that regional TDA revenue generation is expected to decrease by 7.1% in the current year of FY 2020-21 to \$405 million, with a subsequent increase of 3.6% in FY 2021-22 to \$419 million.

MTC advises that transit operators in all counties exercise caution when budgeting for FY 2021-22 as many of the county auditors are uncertain how actual FY 2020-21 revenues will come in due to economic uncertainty, the impacts of the *Wayfair* decision, and the attribution of sales taxes collected from out of state transactions.

- 3. AB 1107:** A portion (25%) of BART's half-cent sales tax revenue generated in Alameda, Contra Costa, and San Francisco counties is subject to allocation by MTC, and MTC staff is responsible for estimating the annual revenue generation. Given the economic uncertainty and indicators described above staff proposes to revise the current FY 2020-21 estimate downwards to \$83 million and to forecast FY 2021-22 revenues of \$83 million (7.2% decrease

from actual FY 2019-20 revenues of \$89 million). This amount would be split evenly between SFMTA and AC Transit per longstanding Commission policy.

4. **State Transit Assistance (STA):** Governor Newsom's proposed FY 2021-22 State Budget estimates \$667 million in STA funds statewide in FY 2021-22. Based on this estimate, the Bay Area would receive approximately \$201 million (\$147 million in Revenue-Based and \$54 million in Population-Based) in FY 2021-22 STA funds. Staff will return to the Commission to update the estimates following the state budget approval later this year.


Note that staff are proposing to revise the FY 2020-21 STA revenue forecast from what was included in the adopted FY 2020-21 State Budget to incorporate the state's current and more accurate projections for FY 2020-21. The updated estimates for the current year are included in the Governor's FY 2021-22 budget proposal and will allow transit operators to claim much needed additional STA funds this year.

5. **State of Good Repair (SGR) Program:** Senate Bill (SB) 1 established the State of Good Repair (SGR) Program which will bring nearly \$43 million to the Bay Area in FY 2021-22 for transit capital state of good repair projects. The funds from the SGR Program follow the same state-wide distribution policies as the regular STA program, with a Revenue-Based and Population-Based program.
6. **Bridge Tolls:** In April 2010, MTC Resolution No. 3948 resulted in a lump sum payment from BATA to MTC for an amount equal to the 50-year present value of AB 664, RM 1, and 2% Toll revenue. Future payments from these toll revenues will be made from this lump sum, in accordance with Commission policies established in MTC Resolution Nos. 4015 and 4022.
7. **Cap and Trade – Low Carbon Transit Operations Program:** The FY 2021-22 Fund Estimate includes details on funding that will flow to the region through the Low Carbon Transit Operations Program, which is a component of the state Cap and Trade program. In FY 2021-22, the region is projected to receive \$39 million from the program based on an estimate from Governor Newsom's proposed FY 2021-22 State Budget. Apportionments of these funds are guided by Caltrans policies for the Revenue-Based program (which are the same as the STA Revenue-Based program) and by the MTC Commission for the Population-Based program through the MTC Cap and Trade Framework (MTC Resolution No. 4130, Revised).

Issues: None.

Recommendation: Refer MTC Resolution No. 4450 to the Commission for approval.

Attachments: MTC Resolution No. 4450
Presentation slides


Therese W. McMillan

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

Attachment A
Res No. 4450
Page 1 of 20
2/24/2021

TDA REGIONAL SUMMARY TABLE

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(A:G)</i>
	6/30/2020	FY2019-21 Outstanding Commitments, Refunds, & Interest ²	FY2020-21	FY2020-21	FY2020-21	FY2021-22	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance ¹		Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	21,803,450	(73,110,634)	93,151,568	(9,144,890)	(3,360,267)	84,846,744	(3,393,870)	110,792,100
Contra Costa	27,480,405	(47,736,024)	46,139,252	421,021	(1,862,411)	45,908,428	(1,836,337)	68,514,334
Marin	254,408	(9,630,391)	14,000,000	(1,610,827)	(495,567)	12,017,498	(480,699)	14,054,422
Napa	2,566,799	(5,400,082)	9,885,444	(911,987)	(358,938)	8,979,207	(359,168)	14,401,275
San Francisco	1,706,317	(39,248,345)	53,477,500	(12,425,000)	(1,642,100)	44,562,500	(1,782,501)	44,648,370
San Mateo	4,139,323	(3,295,925)	48,558,690	(6,863,744)	(1,667,798)	42,857,457	(1,714,298)	82,013,707
Santa Clara	6,109,012	(91,678,267)	121,909,000	(188,111)	(4,868,836)	130,850,000	(5,234,000)	156,898,799
Solano	31,320,613	(18,702,053)	22,251,809	231,674	(899,339)	22,483,483	(899,338)	55,786,850
Sonoma	11,130,299	(18,514,515)	26,300,000	(500,000)	(1,032,000)	26,600,000	(1,064,000)	42,919,783
TOTAL	\$106,510,627	(\$307,316,236)	\$435,673,263	(\$30,991,863)	(\$16,187,256)	\$419,105,317	(\$16,764,211)	\$590,029,640

STA, AB 1107, BRIDGE TOLL, LOW CARBON TRANSIT OPERATIONS PROGRAM, & SGR PROGRAM REGIONAL SUMMARY TABLE

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E=Sum(A:D)</i>
	6/30/2020		FY2019-21	FY2020-21	FY2021-22
Fund Source	Balance (w/ interest) ¹		Outstanding Commitments ²	Revenue Estimate	Revenue Estimate
State Transit Assistance					
Revenue-Based	20,210,979		(88,120,659)	141,760,954	147,178,092
Population-Based	64,021,806		(52,821,473)	51,806,954	53,786,663
SUBTOTAL	84,232,784		(140,942,132)	193,567,908	200,964,755
AB1107 - BART District Tax (25% Share)	0		(83,000,000)	83,000,000	83,000,000
Bridge Toll Total					
MTC 2% Toll Revenue	6,609,841		(4,790,435)	1,450,000	1,450,000
5% State General Fund Revenue	15,651,030		(2,327,829)	3,656,386	3,408,427
SUBTOTAL	22,260,871		(7,118,264)	5,106,386	4,858,427
Low Carbon Transit Operations Program	0		0	36,583,611	38,778,628
State of Good Repair Program					
Revenue-Based	416,285		(16,848,071)	31,528,098	31,477,988
Population-Based	13,345,856		(24,867,891)	11,522,035	11,503,725
SUBTOTAL	13,762,141		(41,715,962)	43,050,133	42,981,713
TOTAL	\$120,255,796		(\$272,776,358)	\$361,308,038	\$370,583,523

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

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 1/31/21.

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

Attachment A
Res No. 4450
Page 9 of 20
2/24/2021

FY2020-21 TDA Revenue Estimate				FY2021-22 TDA Revenue Estimate			
FY2020-21 Generation Estimate Adjustment				FY2021-22 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 20)		22,251,809		13. County Auditor Estimate		22,483,483	
2. Revised Revenue (Feb, 21)		22,483,483		FY2021-22 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)			231,674	14. MTC Administration (0.5% of Line 13)		112,417	
FY2020-21 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)		112,417	
4. MTC Administration (0.5% of Line 3)		1,158		16. MTC Planning (3.0% of Line 13)		674,504	
5. County Administration (Up to 0.5% of Line 3)		1,158		17. Total Charges (Lines 14+15+16)		899,338	
6. MTC Planning (3.0% of Line 3)		6,950		18. TDA Generations Less Charges (Lines 13-17)		21,584,145	
7. Total Charges (Lines 4+5+6)			9,266	FY2021-22 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		222,408		19. Article 3.0 (2.0% of Line 18)		431,683	
FY2020-21 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)		21,152,462	
9. Article 3 Adjustment (2.0% of line 8)		4,448		21. Article 4.5 (5.0% of Line 20)		0	
10. Funds Remaining (Lines 8-9)			217,960	22. TDA Article 4 (Lines 20-21)		21,152,462	
11. Article 4.5 Adjustment (5.0% of Line 10)		0					
12. Article 4 Adjustment (Lines 10-11)			217,960				

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,251,791	25,097	1,276,888	(1,224,283)	0	427,235	4,448	484,288	431,683	915,971
Article 4.5										
SUBTOTAL	1,251,791	25,097	1,276,888	(1,224,283)	0	427,235	4,448	484,288	431,683	915,971
Article 4/8										
Dixon	1,120,732	24,501	1,145,234	(982,748)	0	938,978	9,776	1,111,240	959,641	2,070,881
Fairfield	5,266,879	104,099	5,370,978	(4,655,294)	0	5,557,256	57,859	6,330,799	5,620,857	11,951,656
Rio Vista	641,837	15,233	657,070	(384,638)	0	446,672	4,651	723,754	479,869	1,203,623
Solano County	2,493,104	37,449	2,530,553	(1,007,503)	0	928,826	9,670	2,461,546	916,397	3,377,943
Suisun City	5,473	1,632	7,105	(1,115,374)	0	1,396,892	14,544	303,167	1,399,148	1,702,315
Vacaville	10,837,671	213,369	11,051,040	(4,248,078)	0	4,687,157	48,800	11,538,919	4,749,915	16,288,834
Vallejo/Benicia	9,703,126	164,553	9,867,679	(5,670,067)	0	6,978,721	72,659	11,248,992	7,026,636	18,275,628
SUBTOTAL	30,068,822	560,835	30,629,658	(18,063,702)	0	20,934,502	217,960	33,718,417	21,152,462	54,870,879
GRAND TOTAL	\$31,320,613	\$585,932	\$31,906,546	(\$19,287,986)	\$0	\$21,361,737	\$222,408	\$34,202,705	\$21,584,145	\$55,786,850

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 1/31/21.

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

FY 2021-22 TDA Matrix

Date Prepared 18-Jun-21
STA Board Action

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
TDA Revenue Available									
FY21-22 TDA Revenue Estimate from MTC	1	\$ 959,641	\$ 5,620,857	\$ 479,869	\$ 1,399,148	\$ 4,749,915	\$ 7,026,636	\$ 916,397	\$ 21,152,462
Projected Carryover from MTC	1	\$ 1,111,240	\$ 6,330,799	\$ 723,754	\$ 303,167	\$ 11,538,919	\$ 11,248,992	\$ 2,461,546	\$ 33,718,417
Available for Allocation per MTC	1	\$ 2,070,881	\$ 11,951,656	\$ 1,203,623	\$ 1,702,315	\$ 16,288,834	\$ 18,275,628	\$ 3,377,943	\$ 54,870,879
FY20-21 Allocations / Returns	1								\$ -
Total TDA Revenue Available for Allocation		\$ 2,070,881	\$ 11,951,656	\$ 1,203,623	\$ 1,702,315	\$ 16,288,834	\$ 18,275,628	\$ 3,377,943	\$ 54,870,879

USES

Paratransit

Intercity Taxi Scrip	2	\$ 2,650	\$ 17,274	\$ 100		\$ 34,613	\$ 58,298	\$ 437,066	\$ 550,000
Paratransit	3						\$ 470,417	\$ 316,750	\$ 787,167
Local Taxi Scrip	3						\$ 50,000		\$ 50,000
Subtotal Paratransit		\$ 2,650	\$ 17,274	\$ 100	\$ -	\$ 34,613	\$ 578,715	\$ 753,816	\$ 1,387,167

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

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

Date Prepared 18-Jun-21
STA Board Action

		Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
Swaps / Other										
LCTOP swap: Dixon to claim from FAST for FY20-21 funding shares		7		\$ 890						\$ 890
SGR swap: Dixon to claim from FAST for FY21-22 funding shares		7		\$ 1,277						\$ 1,277
LCTOP swap: Rio Vista to claim from SolTrans for FY20-21 funding shares		8						\$ 283		\$ 283
SGR swap: Rio Vista to claim from SolTrans for FY20-21 funding shares		8						\$ 1,186		\$ 1,186
LCTOP swap: Vacaville to claim from FAST for FY20-21 funding shares		9		\$ 2,894						\$ 2,894
SGR swap: Vacaville to claim from FAST for FY21-22 funding shares		9		\$ 4,154						\$ 4,154
FTA 5311 CRRSAA fund swap, claimed by Vacaville		10	\$ 462,867							\$ 462,867
Fairfield-Vacaville Train Station claimed by FAST		11					\$ 69,312			\$ 69,312
Suisun City Train Station, claimed by STA		12				\$ 130,000				\$ 130,000
Faith in Action, claimed by STA		13							\$ 45,000	\$ 45,000
Subtotal Swaps			\$ 462,867	\$ 9,215	\$ -	\$ 130,000	\$ 69,312	\$ 1,469	\$ 45,000	\$ 717,863
Total To Be Claimed by All Agencies			\$ 694,994	\$ 832,310	\$ 12,934	\$ 292,035	\$ 1,892,129	\$ 8,041,704	\$ 1,004,529	\$ 12,770,635
Balance			\$ 1,375,887	\$ 11,119,345	\$ 1,190,689	\$ 1,410,280	\$ 14,396,705	\$ 10,233,924	\$ 2,373,413	\$ 42,100,243

- Notes
- (1) MTC February 24, 2021 Fund Estimate; Reso 4220; columns I, H, J; Allocations/Returns in matrix are those not yet included in MTC's fund estimate
 - (2) STA will be claimant. Amounts subject to change.
 - (3) From each agency's annual TDA claim. Amount claimed from Solano County by STA is for ADA assessments.
 - (4) Based on FY 2021-22 Intercity Transit Funding Agreement forecast approved by STA Board in April 2021
 - (5) (Not used)
 - (6) Claimed by STA from all agencies per formula; Amount in matrix is \$1 less due to rounding.
 - (7) Dixon to claim from FAST per April 7, 2021 and June 10, 2021 swap letters
 - (8) Rio Vista to claim from SolTrans per April 19, 2021 swap letter and May 21, 2020 SolTrans staff report
 - (9) Vacaville to claim from FAST per April 8, 2021 and June 10, 2021 swap letters
 - (10) FTA 5311 CRRSAA fund swap from MTC's FY2021 Estimates by Operator. Vacaville to swap with Dixon due to 5311 eligibility limitations.
 - (11) FAST to claim from Vacaville based on 2002 agreement for operation of Fairfield - Vacaville Train Station. Amount covers FY19-20 costs.
 - (12) To be claimed by STA for Suisun Amtrak station maintenance
 - (13) To be claimed by STA for Faith in Action



DATE: June 30, 2021
TO: STA Board
FROM: Ron Grassi, Director of Programs
Debbie McQuilkin, Transit Mobility Coordinator
RE: Fiscal Year (FY) 2021-21 Taxi Card/PEX Program Transportation
Development Act (TDA) Funding and FY 2019-20 Reconciliation

Background:

On July 12, 2013, the County of Solano, the five local transit agencies, and the Solano Transportation Authority (STA) entered into a Memorandum of Understanding (MOU) to fund Countywide taxi-based intercity paratransit service, and a separate MOU between the Transit Agencies and Taxi Operators was entered into for the operations of the program. The service provides trips from city to city, for ambulatory and non-ambulatory ADA eligible riders and has been identified as an ADA Plus service.

Effective October 1, 2018, the Intercity Taxi program began converting from Paper Taxi Scrip to a Visa Debit Card (PEX Card) and moved to Zone Rates Countywide. The Intercity Taxi Card program conversion also included making rides available to non-ambulatory individuals in addition to ambulatory individuals. This transition was completed by September 2019.

Discussion:

STA annually claims member agency TDA monies based on costs for providing Intercity Taxi Card service to the respective cities' residents. To allow for the completion of audits, the reconciliation for a given fiscal year takes place one year after the completion of the fiscal year and at the same time as the planned (budgeted) amounts are calculated for the upcoming fiscal year. In this cycle, FY 2019-20 audited amounts are reconciled to the planned FY 2019-20 amounts, and the planned amounts for FY 2021-22 are estimated. Any costs for service that does not exceed the established TDA claim amounts will be credited back for the finalized costs of each fiscal year.

The total available TDA funding for the program for FY 2019-20 was \$420,000. Attachment A shows the contributions by jurisdiction, the funding match, and the total cost of the actual transactions for the Intercity Taxi Card service. Also shown is the comparison of the budgeted amount to transactions and an adjustment made for the funding match.

Based on the total usage for FY 2019-20, the proposed contribution for FY 2021-22 reflects reduced contributions for the credited back claim amounts. The program's overall usage was reduced due to COVID-19. Both ridership and taxi availability were greatly impacted because of the pandemic.

The recommendation to approve the FY 2021-22 Countywide Intercity Taxi Program member funding contributions as shown in Attachment A was unanimously approved by the SolanoExpress Intercity Consortium and STA TAC at their June 2021 meetings.

Fiscal Impact:

The total FY 2021-22 TDA partner contribution for the Intercity Taxi Card program is \$200,000. Total program funding is \$400,000 for FY 2021-22. County TDA will match each cities contribution and cover the program administravie costs.

Recommendation:

Approve the FY 2021-22 Countywide Intercity Taxi Program member funding contributions as shown in Attachment A.

Attachment:

- A. FY 2019-20 Taxi Card TDA Funding and FY 2021-22 Proposed Taxi Card TDA Funding

ATTACHMENT A

FY 2019-20 Taxi Card TDA Funding						
Agency	FY 2019-2020 TDA Funding	Proposed Dollar for Dollar Match County TDA Funds	Proposed Available Funding	FY 2019-20 usage	Remaining Funds by Agency	Capacity for Added Service or (Credit) based on Dollar for Dollar Match
Dixon	\$10,000	\$10,000	\$20,000	\$5,300	\$14,700	(\$7,350)
Fast	\$40,000	\$40,000	\$80,000	\$54,548	\$25,452	(\$12,726)
Delta Breeze	\$5,000	\$5,000	\$10,000	\$200	\$9,800	(\$4,900)
City Coach	\$70,000	\$70,000	\$140,000	\$69,225	\$70,775	(\$35,388)
SolTrans	\$85,000	\$85,000	\$170,000	\$116,595	\$53,405	(\$26,703)
County		\$210,000		\$0	\$0	
Total	\$210,000		\$420,000	\$245,868	\$174,132	-\$87,066

FY 2021-22 Proposed Taxi Card TDA Funding					
Agency	Credit from FY 2019-20	Proposed Contribution for FY 2021-22	Funds Available (Adjustment + Proposed Contribution)	STA Funding Match	Total Funding
Dixon	(\$7,350)	\$ 2,650	\$ 10,000	\$ 10,000	\$ 20,000
Fast	(\$12,726)	\$ 17,274	\$ 30,000	\$ 30,000	\$ 60,000
Delta Breeze	(\$4,900)	\$ 100	\$ 5,000	\$ 5,000	\$ 10,000
City Coach	(\$35,388)	\$ 34,613	\$ 70,000	\$ 70,000	\$ 140,000
SolTrans	(\$26,703)	\$ 58,298	\$ 85,000	\$ 85,000	\$ 170,000
County				\$ 200,000	\$ -
Total	-\$87,066	\$ 112,934	\$ 200,000		\$ 400,000

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DATE: July 1, 2021
TO: STA Board
FROM: Ron Grassi, Director of Programs
RE: Programming of Fiscal Year (FY) FY 2021-22 State Transit Assistance Funds (STAF) Population-Based Funds

Background:

On February 27, 2019 the Metropolitan Transportation Commission (MTC) adopted Resolution 4360 which continues the County Block Grant funding policy framework established with MTC Resolution 4321 on February 28, 2018 for the use of State Transit Assistance Funds (STAF) Population-Based (Public Utilities Code § 99313) funds in the region.

The STAF Population-Based County Block Grant is accompanied by several regional policy conditions, largely aimed at improving transit coordination and efficiency while stabilizing funding. Under MTC Resolution 4321 Congestion Management Agencies (CMAs), now called County Transportation Agencies (CTAs), were charged with the coordinating role in the development of a STAF Population-Based distribution program within their county. This regional approach is modeled on the approach used by the Solano Transportation Authority (STA) for the distribution of STAF Population-Based funds within Solano County.

MTC Resolution 4360 also includes a policy that extends the performance measures established as a part of the Transit Sustainability Project (TSP) to the region's smaller transit operators. State law specifies that STAF Population-Based funds have to be used to provide financial assistance for public transportation, including funding for transit planning, operations, and capital acquisition projects.

In Solano County, STAF Population-Based funds have been programmed by STA for a wide range of transit activities, including providing funds for STA transit planning and programs, transit studies, SolanoExpress operating, Solano Mobility Programs, SolanoExpress transit marketing and ridership surveys, matching funds for the purchase of new SolanoExpress intercity buses, priority capital investments to support the new SolanoExpress service plan, and electrification.

Discussion:

MTC has combined Northern County, Regional Paratransit, and Lifeline STAF funds with population-based funds in FY 2021-22. The February 10, 2021 estimate for FY 2021-22 of Solano County's Population-based STAF is \$3,939,084 which is a 17% decrease from FY 2019-20.

STA staff is recommending approval of a comprehensive list of transit projects, program, and plans to be funded by the FY 2021-22 STAF based on the STA's Overall Work Plan's tasks adopted by the STA Board on May 12, 2021. This includes the \$3.9 million in new FY 2021-22 funds and \$524,000 in STAF carryover funds for a total of \$4,463,042.

Current Mobility Program Allocations:

The FY 2021-22 Mobility Program Allocation of \$2,088,812 supports the Consolidated Transportation Services Agency (CTSA), Paratransit Coordinating Council (PCC), the Solano Mobility Call Center, Mobility Programs, Transit Planning and Coordination, SolanoExpress Marketing, SolanoExpress Implementation, Transit Coordination and services such as Napa Vine 21, Rio Vista Delta Breeze consultant support. Funding for the Americans with Disabilities Act (ADA) In-person Eligibility Program was shifted in FY 2020-21 to Transportation Development Act Funds (TDA).

New Recommended Allocations:

SolanoExpress Ridership Survey - Required to determine the cost share for the SolanoExpress Intercity Routes by transit operator. The Ridership Survey was originally scheduled to be completed in March 2020. However, due to the COVID-19 pandemic, the study was suspended. STA staff recommendation is to carry forward \$125,000 to complete the ridership survey in FY 2021-22 in connection with Connected Mobility Implementation Plan being undertaken by STA.

Community Base Transportation Plan - STA staff received a request from the City of Suisun City to conduct an update to its Community Based Transportation Plan (CBTP) in Suisun City. The CBTP process and plan will be used as a framework to guide community and participatory engagement with the overarching goal of working with the community to gather feedback and prioritize future mobility programs and projects. On April 14, 2021 the STA Board approved the STAF allocation of 250,000 to conduct a CBTP for Suisun City.

Transit and Intercity Rail Capital Program (TIRCP) - In April 2020 STA was awarded \$10.4 Million of TIRCP funds to support SolanoExpress electrification and transit improvements. STA is also seeking to align Solano mobility programs, transit service, and projects with recommendations from MTC's Blue-Ribbon Transit Recovery Task Force. 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. On March 10, 2021 the STA Board approved the Solano Connected Mobility Implementation Plan Scope of Work and authorized the use of \$300,000 in Transit and Intercity Rail Capital Program (TIRCP) funds along with a matching funds request to MTC in the amount of \$300,000. A request for proposals was issued on March 11, 2021 and the selection process is underway. STA staff is recommending to allocate \$300,000 of STAF funds so the project can move forward while additional funding being requested is pending MTC approval.

SolanoExpress – The initial SolanoExpress Budget approved by the STA Board on April 14, 2021 funded 62,500 revenue hours. Based on revised SolanoExpress schedules the actual projected hours are 59,555 which equates to 2,945 less hours and a projected savings of \$513,677. STAF funds in the amount of \$69,485 are programmed into the SolanoExpress FY 2021-22 budget. The remaining \$513,803 will be held in reserve until the reconciliation of SolanoExpress service for FY 2020-21 and for future changes in FY 2021-22, such as serving Davis Street in Vacaville. Any STAF funding not used for the reconciliation in FY 2020-21 or for potential operational funding shortfalls and service changes in FY 2021-22 will be prioritized for the SolanoExpress bus replacement/electrification. The revised SolanoExpress budget based on the SolanoExpress service plan approved by the STA Board on June 6, 2021 can be found as Attachment B for review and approval.

SolanoExpress Intercity Bus Replacement - On September 11, 2019 the STA Board approved the updated Intercity Bus Replacement Capital Plan which includes the repayment plan for 16 busses purchased by SolTrans to operate Solano Express Service. As part of the payback to SolTrans, STA owes \$1,134,745 as the final payment in FY 2021-22.

Capital Projects:

Capital Projects in the amount of \$495,000 includes a carryover balance of \$170,000 in Lifeline/STAF funding for 2 pedestrian improvement projects accessing transit identified through the Vallejo CBTP and approved by the STA Board on April 8, 2020. New project allocations include \$325,000 as match for the TIRCP SolanoExpress electrification project. Additional funding would add York St and Vacaville Transit Center locations for design and electrical engineering to provide SolanoExpress inductive charging.

SolanoExpress Cost Sharing

STA staff has also provided the cost sharing for the four SolanoExpress routes which provides MTC the guidance for SolTrans and FAST to claim RM2 and TDA funds.

The recommendations to approve Programming of \$3.9 million in FY 2021-22 STAF Population-Based funding and \$523,958 in carryover funds for a total of \$4,463,042 of STAF funding for FY 2021-22 as specified in Attachment A; and the revised SolanoExpress Budget by Route as specified in Attachment B were unanimously approved by the SolanoExpress Intercity Consortium and STA TAC at their June 2021 meetings.

Fiscal Impact:

This priority list to be funded with State Transit Assistance Funds includes several activities performed by the Solano Transportation Authority, included in the STA's FY 2021-22 budget, and overall work plan approved by the STA Board. Approval of this list provides the guidance MTC needs to allocate \$4,463,042 of STAF to STA for continuing and implementing these programs and projects.

Recommendation:

Approve the following:

1. Programming of \$3.9 million in FY 2021-22 STAF Population-Based funding and \$523,958 in carryover funds for a total of \$4,463,042 of STAF funding for FY 2021-22 as specified in Attachment A;
2. The revised SolanoExpress Budget by Route for FY 2021-22 as specified in Attachment B; and
3. STA Resolution No. 2021-10 authorizing the STA's filing of a claim with MTC for the allocation of STAF and TDA funds for FY 2021-22 as shown in Attachment C.

Attachments:

- A. STAF Mobility Program Allocations, New Recommended STAF Allocations, and Capital Projects for FY 2021-22
- B. SolanoExpress Budget by Route
- C. STA Resolution No. 2021-10 authorizing the STA's filing of a claim with MTC for the allocation of STAF and TDA funds for FY 2020-21.

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STAF CURRENT AND PRIOR YEAR FUNDING PRIORITIES

	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22
Use of Carryover from Prior Years Fund Balance & Interest	2,445,867	2,567,073	2,994,382	523,958
MTC Fiscal Year Funding Estimate	4,735,728	4,737,026	3,201,623	3,939,084
STAF FUND ESTIMATE	7,181,595	7,304,099	6,196,005	4,463,042

Current Mobility Program Allocations

	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22
ADA in Person Eligibility Program	300,681	291,053	TDA	TDA
Paratransit Coordinating Council/PCC	25,000	25,000	25,508	25,000
Solano Senior & People with Disabilities Implementation	113,993	105,016	75,000	
Concierge Medical Services	50,000	75,000	75,000	150,000
Vehicle Share Program	75,000	75,000	70,470	70,000
CTSA/Mobility Management/Programs	86,765	83,536	90,403	157,979
Stability for ADA Assessments & ITX Phase 2 (Lifeline Funding)	100,000	153,210	104,685	
Transit Planning/Administration	390,999	385,113	430,113	388,503
Expenditure Plan	25,000	25,000	25,000	25,000
SolanoExpress Marketing	208,500	204,030	200,000	200,000
Transit Corridor Implementation/Solano Express	267,048	329,086	270,000	325,314
Countywide Travel Training/Ambassador Program	128,954	140,130	106,196	127,279
One Stop Transportation Call Center Program	184,149	166,808	135,046	256,737
Suisun Amtrak Operation/Maintenance	80,000	80,000	50,000	
Transit Coordination/Programs	324,344	336,131	320,059	323,000
Rail Network Integration		35,000	40,000	40,000
Water Transportation Plan	25,000	10,000		
MOBILITY PROGRAMS TOTAL	2,385,433	2,519,113	2,017,480	2,088,812

New Recommended Allocations FY 2018-19 through FY 2021-22

	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22
CTSA/Funding to Implement Programs from Older Adults Mobility Study	250,000	125,000		
Solano Express Implementation approved by STA Board 4/11/18	500,000	500,000		
Coordinated Short Range Transit Plan approved by STA Board 04/10/19		70,000	25,000	
SolanoExpress Ridership Survey	150,000	129,331	130,470	125,000
Community Base Transportation Plan (CBTP) Suisun City				250,000
TIRCP Grant Match for SolanoExpress/Connected Mobility Implementation/BRT Lite			100,000	300,000
Funding to support Solano Express Red Line		957,600	1,000,000	69,485
Bus Replacement Payback to SolTrans (Final Payment) STA Board 09/11/2019	965,987	1,203,055	1,203,055	1,134,745
NEW ALLOCATIONS TOTAL	1,865,987	2,984,986	2,458,525	1,879,230

Capital Projects FY 2018-19 through FY 2021-22

	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22
Priority Signalization Project approved STA Board 03/13/19	165,000			
Countywide Parking Demand Study approved STA Board 03/13/19	112,000	300,000	50,000	
Solano Mobility Improvements , Suisun City (Board approved Jan. 8, 2020)			500,000	
City of Vallejo Community Base Transportation Plan (CBTP) Lifeline Funding (Board approved April 8, 2020)			170,000	170,000
Fairgrounds/Transit Facility Study (TPI Swap for \$1 M)	1,000,000			
York St. City of Vallejo approved STA Board 03/13/19*	1,000,000	100,000	1,000,000	
SolanoExpress Bus Replacement * 1M swap York St. Project approved 03/13/19	461,175	1,400,000		
SolanoExpress Bus Stops approved by STA Board on 4/11/2018	125,000			
EV Charging Station (Vallejo)	67,000			
Inductive Charging (TIRCP Grant Match Funds)				325,000
CAPITAL PROJECTS TOTAL	2,930,175	1,800,000	1,720,000	495,000

TOTAL **7,181,595** **7,304,099** **6,196,005** **4,463,042**

STAF EXPENDITURE	7,181,595	7,304,099	6,196,005	4,463,042
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SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING
FY 2021-22 Forecast*1

DRAFT
15-Jun-21

Attachment B

	6%	4%	4%	18%	18%	
	Yellow	Blue Line: Bay Area	Blue Line: Yolo & Sac	Red	Red North Co Exp.	GX Line
	SolTrans	FAST	FAST	SolTrans	SolTrans	FAST
Revenue Hours	10,194	16,422	4,106	20,604	-	8,229
Cost per Revenue Hour	\$ 174.40	\$ 174.40	\$ 174.40	\$ 174.40	\$ 174.40	\$ 174.40
Gross Cost	1,777,874	2,864,029	716,007	3,593,338	-	1,435,075
Fares	100,228	122,773	30,693	631,366	20% -	261,182
Lifeline/JARC (FAST & Vac)		137,019	34,255			
RM-2	648,182	394,372		889,212		340,178
RM-3						-
STAF Lifeline				69,485	-	
Solano College Fee*2		11,000		55,000		
Parking Revenue	70,840			70,840		
STAF Reserve						-
FTA CRRSAA*3	511,200	247,133	43,803	1,181,075		758,167
Subtotal, Net Subsidy	447,424	1,951,732	607,256	696,359	-	75,548
County Subsidy Share						-
Balance to be Shared*4	447,424	1,951,732	607,256	696,359	-	75,548
(Required Subsidy)						
						FY 21-22 Due
Total Subsidy						
Benicia	147,432	18,019	6,759	21,139		951
Dixon	3,896	147,024	43,899	6,030		1,647
Fairfield	30,644	361,771	135,702	76,238		41,787
Suisun City	5,717	61,195	22,955	19,152		12,879
Vacaville	20,460	1,236,037	352,202	34,024		10,803
Vallejo	211,434	61,482	23,062	480,561		4,396
Balance of County	27,842	66,204	22,678	59,216		3,086
Balance	(0)	(0)	0	0	-	(0)

*1. SOURCES for Cost & Subsidy data:

FY 21-22 Planned service hours from B. Thomson 14-Jun-21

FY21-22 planned revenues from SolanoExpress FY21-22 Plan Scenario 2 62,500 service hours adopted by STA Board April 2021

STAF funds included in April 2021 STA Board plan to be allocated as necessary for approved adjustments

*2. 100% Solano College Fee used to subsidize service by SolTrans; 20% from FAST.

*3 CRRSAA Funds are contributions from the Oakland/San Francisco UZA for the SolanoExpress Yellow, Red, Blue, and Green Express.

*4 includes a swap of 5311 and TDA funds between Dixon and Vacaville to help fund the Blue Line.

STA RESOLUTION NO. 2021-10

**RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY AUTHORIZING
THE FILING OF A CLAIM WITH THE METROPOLITAN TRANSPORTATION
COMMISSION FOR ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT
AND STATE TRANSIT ASSISTANCE FUNDS FOR FISCAL YEAR 2021-22**

WHEREAS, the Transportation Development Act (TDA), (Pub. Util. Code Section 99200 et seq.), provides for the disbursement of funds from the Local Transportation Fund of the County of Solano for use by eligible claimants for the purpose of transit operations, paratransit operations, planning, administration, passenger rail service and capital projects; and

WHEREAS, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations there under (21 Cal. Code of Regs. 6600 et seq.), a prospective claimant wishing to receive an allocation from the Local Transportation Fund shall file its claim with the Metropolitan Transportation Commission; and

WHEREAS, the State Transit Assistance Fund (STAF) is created pursuant to Public Utilities Code 99310 (et. seq.); and

WHEREAS, the STAF fund makes funds available pursuant to Public Utilities Code 99313.6 for allocation to eligible applicants to support approved transit projects; and

WHEREAS, the Solano Transportation Authority is an eligible claimant for TDA and STAF as defined by PUC Section 99203 and PUC Section 99233.12, as attested by the Solano Transportation Authority's opinion of counsel dated July 10, 2020; and

WHEREAS, TDA funds from the Local Transportation Fund of Solano County and STAF will be required by claimant in Fiscal Year 2021-22 for the purposes of transit operations, paratransit operations, planning, administration, passenger rail service and capital projects; and

WHEREAS, the Solano Transportation Authority is an eligible claimant for TDA pursuant to Public Utilities Code sections 99400, 99402, and 99313 as attested by the opinion of Solano Transportation Authority Legal Counsel; and

WHEREAS, a portion of the funds requested shall be used for operating and maintenance of the Suisun City AMTRAK station and for Solano County paratransit operations.

NOW, THEREFORE, BE IT RESOLVED by the Solano Transportation Authority that the Executive Director or his designee is authorized to execute and file an appropriated TDA and STAF claim together with all necessary supporting documents, with the Metropolitan Transportation Commission for an allocation of TDA and STAF funds in Fiscal Year 2021-22.

BE IT FURTHER RESOLVED that a copy of this resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the claim; and the Metropolitan Transportation Commission be requested to grant the allocation of funds as specified herein.

Ron Rowlett, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14th day of July 2021 by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 14th day of July 2021.

Daryl K. Halls, Executive Director
Solano Transportation Authority



DATE: June 30, 2021
TO: STA Board
FROM: Brent Rosenwald, Planning Assistant
RE: Transportation Development Act Article 3 (TDA-3) (FY) 2021-22 Funding Recommendations

Background:

Transportation Development Act (TDA) funds are generated from a ¼ cent tax on retail sales throughout California. Two percent of the TDA funding generated is returned to each county in which it was generated in the form of TDA Article 3 (TDA-3) funds for bicycle and pedestrian projects. STA works with the Metropolitan Transportation Commission (MTC) to administer the TDA funds available for Solano County. MTC typically provides fund estimates each February, July, and October/November.

The Solano Transportation Authority (STA) works with member agency staff each spring to fund bicycle and pedestrian projects for the upcoming fiscal year, based on MTC's fund estimates. TDA-3 funding requests are reviewed by the Bicycle Advisory Committee (BAC), and the Pedestrian Advisory Committee (PAC). Recommendations are sent to the Technical Advisory Committee (TAC) and ultimately approved by the STA Board of Directors. Funds must be spent within three fiscal years.

Discussion:

Over the last two years, STA has conducted outreach to its member agencies to determine each entities priority bike and pedestrian projects. This effort kicked off in light of recently adopted 2020 Active Transportation Plan. The goal of this outreach was to formulate a 5-year TDA-3 priority program that would align the goals of STA and its member agencies to create a transparent funding and implementation timeline. This program list is designed to be fluid in order to provide a level of confidence for project sponsors to anticipate future TDA Article 3 funding. It provides time for them to finish design, environmental documents, or obtain matching funds. Attachment A is the 5-year program developed based on the 2020 active Transportation Plan and the outreach completed with our member agencies.

Projects may advance or be pushed back in the 5-year program if they do not complete those tasks within the year estimated. Additionally, all projects within this 5-year program are included in the 2020 Active Transportation Plan. These projects have been supported by the BAC and PAC, but only projects included in year one are formally recommended for approval by these committees.

The STA issued a Call for Projects for the TDA -3 FY 2021-22 in early Spring. The TDA-3 FY 2021-22 preliminary fund estimate from MTC is \$431,683. Last year the STA BAC and PAC voted to allocate \$25,000 a year for 3 years for a countywide wayfinding sign pilot program. After factoring that expense from the total, there is \$406,683 for all others projects. As seen in Attachment B, STA received 5 project submittals, from Benicia, Dixon, Solano County, Suisun City, and Vallejo totaling \$922,094 in requested funding.

Since the call for projects closed in late March, STA convened a joint meeting of the BAC and PAC on June 3rd where project sponsors were invited to present the merits of their proposals to each committee.

As part of the funding evaluation process, staff relied heavily on the recently adopted Active Transportation Plan as a guide. The Active Transportation Plan assigns a priority level to each project in the jurisdiction's bicycle and pedestrian project lists and during meetings with its member agencies, staff emphasized the importance of advancing projects with a high priority ranking. Additionally, staff evaluated each application's benefits to the community with consideration given to projects that provide Safe Routes to Transit and Safe Routes to School as well as their ability to advance equity goals in Disadvantaged Communities or Communities of Concern.

After reviewing the City of Dixon's application, STA staff clearly understand the merits of the project, but is not recommending it for funding due to the fact that it is not included in the 2020 Solano Active Transportation Plan. However, in order to help realize the Dixon project, STA staff is proposing the city apply for a Safe Routes to School Microgrant funding for which it is eligible. Additionally, STA staff will be opening the Active Transportation Plan for amendment this year and will give each member agency a chance to add new projects to the plan. If the City of Dixon chooses to add this project to the document, it will be considered for next year's cycle of TDA Article 3 funding.

After careful consideration of the remaining submittals, staff is recommending \$133,590 for Solano County's Benicia Road Complete Streets Project, \$200,000 for the City of Benicia's Military West Bike and Pedestrian Improvements Project, and \$73,093 for the City of Vallejo's Sacramento Street Road Diet Project.

Solano County's Benicia Road Complete Street's Project was the strongest submittal received by staff. The project is the number one identified project within the Unincorporated County project list of the Active Transportation Plan, provides safe routes to school and transit, and will help address transportation equity issues in a disadvantaged community.

The City of Benicia's Military West Bike and Pedestrian Project was the second strongest submittal received by staff. The project is one of the top 5 highest scoring projects within both the City's ATP bike and pedestrian lists, advances safe routes to transit, and will address one of the largest sidewalk gaps in the city.

The City of Vallejo's Sacramento Street Road Diet was the third strongest submittal received by staff. This project was one of the highest scoring projects within the City's ATP project list, advances safe routes to school and safe routes to transit, and is located within a disadvantaged community. Due to a large oversubscription of funds, staff is only able to recommend partial funding of this project. In order to fully support this proposal, staff will include it as a funding priority for the next round of TDA Article 3.

The City of Suisun City's Main Street Pedestrian Improvements was the fourth strongest submittal received by staff. While this project does support safe routes to transit and builds upon previous funding allocated by STA, the ATP does not identify it as high priority project. Nevertheless, STA staff will consider it for the next round of TDA Article 3 funding.

Looking forward, staff will open up the Active Transportation Plan for amendment later this year. This process was triggered by the fact that a few member agencies indicated that projects they would like to advance for local grant money like TDA Article 3 are not included in the ATP and thus are ineligible for funding. In order to remedy this issue, staff will meet with all Solano County agencies to understand which projects they would like to add to their jurisdiction's projects list. Ultimately, the conclusion of the ATP amendment process will coincide with the next round of TDA funding so all projects that member agencies select for amendment will be eligible for FY 2022-23 funds. STA staff anticipates an even more competitive round of TDA Article 3 funds for FY 2022-23 and encourages all project sponsors to use the ATP as a guide to select which projects they will advance for funding.

The STA TAC unanimously voted to approve these funding proposals at their June 2021 meeting.

Fiscal Impact:

The total TDA funding recommendation is \$406,683. The STA board already approved \$25,000 for the countywide wayfinding program in November of 2020 for a total allocation of \$431,683.

Recommendation:

Approve the following requests for TDA Article 3 funds for Fiscal Year 2021-22:

1. \$200,000 to the City of Benicia for the Military West Bike and Pedestrian Project;
2. \$73,093 to the City of Vallejo for the Sacramento Street Road Diet Project;
and
3. \$133,590 to the County of Solano's Benicia Road Complete Streets Project.

Attachments:

- A. STA 5-year TDA-3 funding Program
- B. 2021 TDA-3 Project Submittal Matrix

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5-Year TDA Article 3 Project List (FY 21-22 to FY 25-26)

Year 1. Estimated Allocation FY21-22: \$431,683										
Sponsor	Project Name	Total Cost	Total Shortfall	Proposed FY 21-22 Allocation	Additonal Funding Source	Project Description	Priortrity in ATP?	SR25	Transit Connectivity	Equity (COC/DC)
Benicia	Military West Bike and Ped Improvements	\$1.9 Million	\$ 200,000	\$ 200,000	HSIP Cycle 9 and 10	1. Improvements on Northside of MW from 3rd to 5th St. to address Sidewalk Gap 2. Restripe Class 2 Bike Lanes 3. Restripe Center Line	Very High	No	Yes	No
Solano County	Benicia Road Diet	\$3.5 Million	\$ 999,990	\$ 653,990	SB-1	Installation of 2 five foot seperated class II bike lanes and streetscape improvements on Benicia Road from Beach St. to Lincoln Rd.	Very High	Yes	Yes	Yes
STA	3 Year Wayfinding Sign Program (Year 2)	\$25,000	\$ 25,000	\$ 25,000	No	Work with member agencies to install signage for EV stations, most popular bike and ped trails				
Vallejo	Sacramento Street Road Diet	\$ 777,795	\$ 200,000	\$ 200,000	No	1. Installation of buffered Class II Bike Lanes on Sacramento St. from Tennessee St. to Capital St. 2. Accompanying improvements of 32 curb ramps along corridor	Very High	Yes	Yes	Yes
Year 2. Estimated Allocation FY22-23:\$400,000										
Sponsor	Project Name	Total Cost	Total Shortfall	Proposed FY 22-23 Allocation	Additonal Funding Source	Project Description	Included in ATP?	SR25	Transit Connectivity	Equity (COC/DC)
Solano County	Rockville Rd. Crossing	TBD	TBD	TBD			Yes	No	No	No
Vallejo	Sacramento Street Road Diet	\$ 777,795	\$ 200,000	\$ 200,000	No	1. Installation of buffered Class II Bike Lanes on Sacramento St. from Tennessee St. to Capital St. 2. Accompanying improvements of 32 curb ramps along corridor	Very High	Yes	Yes	Yes
Vacaville	Ulatis Creek	\$ 2,000,000	\$ 400,000	TBD	TIRCP/ATP		Yes	No	Yes	Yes
STA	3 Year Wayfinding Sign Program (Year 3)	\$25,000	\$25,000	25,000		Work with member agencies to install signage for EV stations, most popular bike and ped trails	Yes			
Suisun City	McCoy Creek Trail (Phase 2)		210,000	TBD			Yes			
Vacaville	Elmira and Jepson Pkwy. Gap Closure	\$500,000		TBD		Close a sidewalk gap on Elmira Rd connecting to Jepsen Pkwy.				
Dixon	SR-113 Pedestrian Improvements	\$ 138,504	\$ 138,504	\$ 138,504	No	Installation of high-vis crosswalk improvements and 4 total RRFBs at the SR-113 intersections with B and C	NO (will ask to Amend ATP to include)	Yes	Yes	No
Suisun City	Main Street Pedestrian Improvements	\$ 253,000	\$ 250,000	\$ 250,000	Yes design paid for by local measure	Installation of 14 concrete bulbouts with painted curb extensions on Main St. from Lotz Way to Cordelia St.	Yes	No	Yes	No
Fairfield	Travis Blvd Off Ramp Improvement		\$100-125K	TBD		Install a solar powered RRFB at EB I-80 Off Ramp to Travis for a crosswalk as an enhancement	Yes	No	Yes	
Year 3. Estimated Allocation FY23-24:\$400,000										
Sponsor	Project Name	Total Cost	Total Shortfall	Proposed FY 23-24 Allocation	Additonal Funding Source	Project Description	Included in ATP?	SR25	Transit Connectivity	Equity (COC/DC)
Rio Vista	St. Francis Rd Bikewy Improvement	\$ 704,376	\$ 704,376	TBD	YSAQMD		Yes	Yes	Yes	No
Dixon	Pitt School Road	\$ 313,489	\$ 313,489	TBD	CAF		Yes	Yes	Yes	No
Suisun City	Driftwood Drive Project	\$330,000	\$285,000	TBD	None	Class I Gap Closure on Driftwood Drive to Marina Blvd.	Yes	Yes		
Year 4 Estimated Allocation FY24-25:\$400,000										
Sponsor	Project Name	Total Cost	Total Shortfall	Proposed FY 24-25 Allocation	Additonal Funding Source	Project Description	Included in ATP?	SR25	Transit Connectivity	Equity (COC/DC)
Vallejo	Bluffs Trail	\$ 8,500,000	7,200,00	TBD	TFCA, ATP Cycle 5		Yes	No	Yes	Yes
Rio Vista	Airport Rd.	\$ 5,000,000	\$ 5,000,000	TBD	YSQMD		Yes	Yes	Yes	No
Year 5 Estimated Allocation FY25-26:\$400,000										
Sponsor	Project Name	Total Cost	Total Shortfall	Proposed FY 24-25 Allocation	Additonal Funding Source	Project Description	Included in ATP?	SR25	Transit Connectivity	Equity (COC/DC)

Estimated Allocation FY21-22: \$431,683

Scoring Considerations

Sponsor	Project Name	Project Description	Applicant Funding Request	ATP Priority	SR2S	SR2T	Equity (DAC/ COC)	Other Funding Sources
Benicia	Military West Bike and Ped Improvements	1. Improvements on Northside of MW from 3rd to 5th St. to address Sidewalk Gap 2. Restripe Class 2 Bike Lanes 3. Restripe Center Line	\$200,000	High	No	Yes	No	Yes, part of a larger corridor improvement project that is leveraging HSIP Cycle 9 and 10 funds
Dixon	SR-113 Pedestrian Improvements	Installation of high-vis crosswalk improvements and 4 total RRFBS at the SR-113 intersections with B and C street	\$138,504	No	Yes	No	No	No
Solano County	Benicia Road Complete Streets	Installation of 2 five foot seperated class II bike lanes and streetscape improvements on Benicia Road from Beach St. to Lincoln Rd.	\$133,590	High	Yes	Yes	Yes	Yes part of a larger corridor improvement project that is leveraging SB-1 funds
Suisun City	Main Street Pedestrian Improvements	Installation of 14 concrete bulbouts with painted curb extensions on Main St. from Lotz Way to Cordelia St.	\$250,000	Project identified, Priority level not stated	No	Yes	No	Yes PSE and local Measure S have paid for the design phase
Vallejo	Sacramento Street Road Diet	1. Installation of buffered Class II Bike Lanes on Sacramento St. from Tennessee St. to Capital St. 2. Accompanying improvements of 32 curb ramps along corridor	\$200,000	High	Yes	Yes	Yes	No



DATE: July 1, 2021
TO: STA Board
FROM: Anthony Adams, Senior Project Manager
RE: Letter to Caltrans Requesting a Project Initiation Document (PID) for I-80
Managed Lanes from I-505 to Solano/Yolo County Line

Background:

The Metropolitan Transportation Commission (MTC) has adopted a Bay Area Express Lanes Network. This network calls for the creation of continuous managed lanes from the Carquinez Bridge to the Solano/Yolo County line. Within Solano County on I-80, this network is divided into five segments. To date, only 9 miles of the managed lane network (as a High Occupancy Vehicle Lane only) have been completed in Solano County (Segment 3, Red Top Rd to Air Base Pkwy.), with a further 9 miles due to be completed by 2023 (Segment 4, Air Base Pkwy to I-505). This work will create 18 miles in each direction of continuous Managed Lanes.

Each I-80 segment is at various stages of development:

1. Carquinez Straight to SR37 – Project Initiation Document (PID) Completed (2009)
2. SR37 to Red Top Rd – No work completed
3. Red Top Rd to Air Base Pkwy – High Occupancy Vehicle (HOV) Lane Open (2009)
4. Air Base Pkwy to I-505 – CON start Spring 2022
5. I-505 to Solano County line – No work completed

The Sacramento Council of Governments (SACOG) also recently adopted a Managed Lanes Network. This network calls for the creation of continuous Managed Lanes from Sacramento to the Solano/Yolo County line. SACOG has been active in moving this concept forward. In the past few years SACOG has coordinated with Caltrans District 3 in the funding and creation of a PID and Comprehensive Multimodal Corridor Plan (CMCP) to turn the concept into a reality.

Discussion:

Caltrans District 3 Managed Lanes Network

In early 2018, Caltrans District 3 contacted STA and informed staff of the upcoming preparation of a PID for a proposed managed lane running from Sacramento, across the Yolo Causeway, and ending at Kidwell Rd in Solano County. STA was an active partner in the preparation of this PID, attending meetings and reviewing the draft product.

The adopted PID for the D3 Sacramento-Yolo Managed Lane showcased potential issues with new managed lanes connecting at the Solano County line. The main complexity is the lane configuration in Solano County as a section that expands to 4 lanes in the Dixon area, then drops back to 3 lanes prior to the Yolo County line. In the list of proposed alternatives, conversion of an existing travel lane, to a managed lane, is proposed from Kidwell Rd (in Solano County) to Yolo County Line. Other alternatives call for the use of a reversible lane by converting the exiting inside shoulder during peak times. STA has stated to Caltrans D3 that it cannot support any recommendations until a rigorous corridor wide traffic analysis has been completed. This analysis will provide the opportunity to understand the impact of each alternative, traffic impacts and mitigations scenarios if there are impacts.

The Yolo/Sacramento PID was adopted by Caltrans District 3 in late 2019 and SACOG provided funding for the project to move into the environmental phase. The environmental work is currently on-going. It is likely the project would approve a median widening for Managed Lanes in Yolo/Sacramento counties. Should this happen, the lane configuration in Yolo County will be 1 Managed Lane, 3 Mixed Flow lanes. As such, there must be a strategy or plan for the “gap” between I-505 and Yolo County. The main issue is what should the I-80 Solano County Lane configuration be in the “gap” as the at this boarder of the county and Solano will be impacted.

On July 1, 2021, it was announced that the Sacramento – Yolo Managed Lane Project was recommended for \$86M a Federal Infrastructure For Rebuilding America (INFRA) funding grant. additionally, SACOG and Caltrans District 3 are also expected to apply for SB1 Congested Corridors funding during the 2022 round for Design and Construction funding for the project. With the INFRA grant, this Project will move forward to construction in the next few years.

The design and configuration of the District 3 I-80 Managed Lanes Project will affect the options for lane configuration of I-80 in Solano County, hence, it will limit potential future solutions within our County. Continuity of the network and coordination with District 3 are vital and is essential to ensure corridor planning is done and not stopped at a county/regional border line.

I-80 Comprehensive Multimodal Corridor Plan (CMCP) – Sacramento to Carquinez Bridge
In December 2019, Caltrans Districts 3 & 4 requested a meeting with jurisdictions located along the I-80 Corridor in Solano, Yolo, and Sacramento Counties. This meeting was well attended and provided a vision for a comprehensive and complete multi-modal network along the corridor. The focus was to coordinate efforts on the development of a continuous managed lane network. The CMCP is meant to facilitate collaboration between Caltrans, local and regional partners to apply to regional, state, and federal funding programs for projects listed in the plan.

The I-80 Managed Lanes project in Dixon is listed as a project that will be analyzed and prioritized as part of this plan, which will allow it to be eligible for future SB1 funding cycles under the Solutions for Congested Corridors.

I-80 Managed Lanes Gap between I-505 and Solano/Yolo County Line

With the construction of managed lanes between Airbase Pkwy and I-505 and the on-going development of the I-80 Managed Lanes project by District 3 between Sacramento and Solano/Yolo County line, this will create a gap. As such, there is a greater necessity to develop a plan for the gap due to the existing lane configuration. The question of how it will be as an interim condition when the District 3 project is built and what is the ultimate configuration for the corridor needs to be analyzed. As these projects take 10 years to develop due to funding limitations and processes, work must start as soon as possible. This gap in the managed lanes network could occur within the next few years. The segment between I-505 and the Solano/Yolo County Line could become a 12.5-mile gap in the managed lanes network, negatively affecting express bus service and carpool/vanpool time saving advantages. To ensure the continuity of the planned managed lane network from Sacramento to San Francisco, this segment must move forward and be ready to receive funding if it should become available.

STA staff is seeking approval from the Board to formally request Caltrans HQ and District 4 to initiate a I-80 Managed Lanes PID, covering the area between I-505 to the Solano/Yolo County line, to be developed and funded by Caltrans. This PID would allow for Caltrans District 4 and STA to ensure that managed lane connections made in Solano are consistent with regional and local needs. A PID from I-505 to the Solano/Yolo County line will further help facilitate coordination with Caltrans District 3 and SACOG in their development of managed lanes east of Solano.

Fiscal Impact:

None.

Recommendation:

Authorize the Executive Director to send a letter to Caltrans HQ and District 4 to request Caltrans fund and initiate a Project Initiation Document (PID) for the I-80 Managed Lanes between I-505 and Solano/Yolo County line.

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DATE: June 30, 2021
TO: STA Board
FROM: Kathrina Gregana, Planning Assistant
RE: Countywide SB 743/Vehicle Miles Traveled (VMT) Mitigation Program

Background

Signed into law in 2013, Senate Bill (SB) 743 and accompanying changes to the California Environmental Quality Act (CEQA) change how transportation impacts are to be evaluated. This became effective statewide on July 1, 2020. In order to adequately assess the environmental impact of a project, SB 743 replaced the use of Level of Service (LOS) traffic congestion metric with (VMT) for purposes of assessing the significance of impacts to the environment.

Discussion:

As part of the effort to implement and comply with SB 743, STA has convened a Model Technical Advisory Committee with a representative from each of its member agencies. The Committee acts as a sounding board where localized efforts to comply with SB 743 are shared. Since the inception of this Committee, representatives have expressed an interest in working collaboratively to ensure all Solano County agencies are in compliance with this new law. Additionally, these same representatives have also described the difficulties in implementing SB 743 within their jurisdictions.

In order to assist its member agencies with these difficulties, STA previously applied for \$500,000 in Caltrans Strategic Communities Planning Grant funds to seek technical assistance in developing a Solano County VMT Mitigation Program. The Program would act as a jurisdictionally tailored toolbox of strategies that each member agency can employ whenever they need to reduce VMT. This Program would establish a consistent and streamlined Countywide VMT Mitigation Program for its 8 member agencies and Caltrans. Unfortunately, the STA was not successful in obtaining this grant.

STA recognizes the necessity of the work and would like to move ahead in working with all of its 8 member agencies to develop a countywide Mitigation Program, using the scope of work drafted for the CalTrans grant as a guide to implement this vision.

Therefore, staff is recommending a Request for Proposals (RFP) procurement to bring on board a qualified person to guide the development a Solano County VMT Mitigation Program. Pending Board approval, STA staff would hire a consultant with technical expertise in developing and implementing VMT guidelines and mitigation tools to be the Project Manager for the development of the countywide Mitigation Program. Staff will also coordinate with the Model Technical Advisory Committee throughout the development process of the project.

Fiscal Impact:

STA recently received \$200,000 in planning funds from the MTC Safe and Seamless Mobility Quick-Strike Program. From this funding, \$35,000 will be used to hire a Project Manager for the Solano County VMT Mitigation Program.

Recommendation:

Authorize the Executive Director to:

1. Issue a Request for Proposals (RFP) for the Solano County VMT Mitigation Program; and
2. Enter into a contract for an amount not-to-exceed \$35,000 to hire a Project Manager for the Solano County VMT Mitigation Program development.



DATE: June 30, 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 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. 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.

Discussion:

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.

During its meeting on June 9th, the STA Board authorized the Executive Director to enter into a contract not-to-exceed \$70,000 with WSP for Construction Management Services for the Suisun Amtrak Station Improvements Project to minimize delays and ensure that this project is delivered as soon as possible. In order to ensure adequate time (approximately 4 months) for the contractor to procure materials, STA, Suisun City, and WSP propose that the project be advertised in July and the contract awarded in August 2021. Field work by the Contractor will likely require no more than 15 Working days, with completion by February 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:

Approve the following:

1. The Suisun Amtrak Station Improvements Project Contract, Notice to Contractors and Special Provisions, including issued Addenda;
2. Authorize the Executive Director or his designee to sign the contract on behalf of the STA Board subject to the Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor and the required surety bonds and certificates of insurance;
3. Authorize the Executive Director or his designee to execute required contract change orders for up to 20% of the bid amount and enter in a contract amount not-to-exceed is \$235,000; and
4. STA Resolution No. 2021-11 for the Suisun Amtrak Station Improvements Project Contract.

Attachment:

- A. STA Resolution No. 2021-11 for the Suisun Amtrak Station Improvements Project Contract

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION 2021-11**

**RESOLUTION OF THE
SOLANO TRANSPORTATION AUTHORITY
AWARDING THE SUISUN STATION IMPROVEMENT PROEJCT CONTRACT
AND AUTHORIZING RELATED ACTIONS NECESSARY TO IMPLEMENT
THE SUISUN STATION IMPROVEMENT PROEJCT CONTRACT**

WHEREAS, on or about July 15, 2021 the STA will advertised the Suisun Station Improvement Project in the City of Suisun City Contract; and

WHEREAS, bids will be received and opened on or about August 13, 2021 at the STA offices at One Harbor Center, Suite 130, Suisun City, California; and

WHEREAS, the engineer's estimate for the project was \$220,000; and

WHEREAS, the City of Suisun City signed the Categorical Exception for the Suisun Station Improvement Project on July 7, 2021; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Solano Transportation Authority:

1. Approves the Suisun Station Improvement Project Contract, Notice to Contractors and Special Provisions, including issued Addenda.
2. Determines that the Suisun Station Improvement Project in the City of Suisun City Contract is in compliance with the California Environmental Quality Act (Public Resources Code §21000, et seq.), and has been fully analyzed in the following documents: Categorical Exception for the Suisun Station Improvement Project on July 7, 2021.
3. Award the contract for furnishing labor, equipment, and materials for the Suisun Station Improvement Project Contract to the lowest responsive and responsible bidder and requires the contractor to present surety bonds for payment and faithful performance equal to the bid amount.
4. Authorizes the Executive Director or his designee to execute the contract on behalf of the STA Board subject to:
 - a. The contract amount being within the Engineer's estimate of costs for the project plus contingencies and supplemental funds, to wit: an amount not to exceed \$235,000, and
 - b. The Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor with all required surety bonds and certificates of insurance, and such other documents required under the contract.
5. Directs that, in accordance with the project specifications and/or upon the execution of the contract by the Executive Director or designee, any bid bonds posted by the bidders be exonerated and any checks or cash submitted for bid security be returned.
6. Authorizes the Executive Director or his designee to execute required contract change orders for up to 20% of the bid amount.

7. Authorizes the Executive Director or his designee to sign any escrow agreements prepared for this project to permit direct payment of retention into escrow or the substitution of securities for moneys withheld by the STA to ensure performance under the contract pursuant to Public Contract Code section 22300.
8. Delegates the STA Board's functions under Public Contract Code sections 4107 and 4110 to the Executive Director or his designee.
9. Pursuant to Section 6705 of the Labor Code, delegate to a registered civil or structural engineer employed by the STA and so designated by the Executive Director, the authority to accept detailed plans showing the design of shoring, bracing, sloping, or other provisions to be made for worker protection during trench excavating covered by that section.
10. Declare that, should the contract award be invalidated for any reason, the STA Board in any event would not have awarded the contract to the second bidder or any other bidder but instead would have exercised its discretion to reject all of the bids received. Nothing herein shall prevent the Board from awarding the contract to another bidder in cases where the successful bidder establishes a mistake, refuses to sign the contract, or fails to furnish required bonds or insurance (see Public Contract Code sections 5100 et seq.).

I CERTIFY that the foregoing resolution was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 14th day July, 2021, by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Ron Rowlett, Chair
Solano Transportation Authority

Attest by: _____
Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of July 14, 2021.

Daryl K. Halls, Executive Director
Solano Transportation Authority



DATE: July 4, 2021
TO: STA Board
FROM: Robert Guerrero, STA Director of Planning
RE: Contract Amendment- Regional Housing Needs Assessment

Background:

Every eight years the State Housing and Community Development (HCD) requires each region to accommodate housing growth as part of the RHNA process and assigns a growth forecast. The Association of Bay Area Governments (ABAG) is responsible for taking the State's housing growth forecast and assigning to each Bay Area County and City. The Bay Area counties and cities are then responsible for updating their General Plan's Housing Element to incorporate the new housing units assigned from forecasted growth numbers. There are negative financial impacts on cities and counties that do not fulfill or update their Housing Elements. Furthermore, the new State administration has announced their intent to put further consequences for those municipalities that are out of compliance, including the possibility of withholding transportation funds.

The Solano City County Coordinating Council (4Cs) requested staff from the Solano Transportation Authority (STA) and the County of Solano coordinate with the seven cities and the County on the Regional Housing Needs Allocation (RHNA) process in the 2020. In addition, the cities and the County of Solano agreed to be designated as a subregional authority to determine the number of units of housing each city and the County of Solano would be allocated during this RHNA cycle. This allowed the seven cities and county to work in partnership to plan for growth according to each agency's ability to accommodate it. Since then, Placeworks, a planning consultants has been retained to facilitate this process. STA's primary role in the RHNA partnership is to administer Placework's contract for the cities and the County of Solano.

Discussion:

Most of the process for Solano County's RHNA subdelegation process has been completed; however, the final step is to have the consultant coordinate with HCD to formally approve the RHNA methodology being used by the County and the seven cities for allocating the housing units. This item was the primarily topic of discussion at the March 4th City County Coordinating Council. At that meeting the Solano County Board of Supervisors and the Mayors of each city provided staff direction on the RHNA methodology which was transmitted to HCD.

Since then, there have been follow up meetings with HCD on this topic which required additional support from Placeworks. This level of communication with HCD and follow up work from the consultant was not anticipated and has expended their budget. The remaining tasks include responding to HCD formal 60-day review of the draft RHNA methodology followed by an Adoption Hearing for the Final RHNA methodology and release of the draft Regional Housing Needs Plan (RHNP) by the 4Cs (likely in October or November) which will trigger a 45-day appeal period for participating jurisdictions if they choose to do so. Upon completion of the 45-day appeal period, the 4Cs will then adopt the Final RHNP and will conclude this process.

Currently, there is less than \$3,000 remaining in Placeworks budget to assist the cities and County of Solano to complete the remaining RHNA tasks noted above. This may be sufficient if there are no further changes to the methodology. However, additional funding will be needed if HCD has additional comments for Placeworks to address, or in the event that other unforeseen meetings or additional documentation are needed.

The Association of Bay Area Governments (ABAG) have agreed to provide an additional \$10,000 for Placeworks to continue assisting as part of the Bay Area County Collaborative on Housing efforts. This will cover any additional requests by HCD as they continue to review and ultimately approve Solano County's RHNA Methodology and RHNA allocation. STA staff discussed this funding opportunity at the Solano County Collaborative on Housing meeting on June 15th to the Planning Directors for their input and they unanimously agreed to amend Placeworks contract with ABAG's contribution. Therefore, as the administrator of the Placeworks contract, STA staff recommends that the STA Board approve a contract amendment for an additional \$10,000 funded by ABAG at this time.

Fiscal Impact:

None to the STA Budget. The recommended \$10,000 augmentation for Placeworks contract amendment would be from ABAG as part of their County Collaborative funds.

Recommendation:

Authorize the Executive Director to amend the Regional Housing Needs Allocation (RHNA) contract with Placeworks to include an additional \$10,000 to complete the RHNA process for Solano County's cities and the County of Solano.



DATE: June 25, 2021
TO: STA Board
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: State Route (SR) 12 (Jameson Canyon) Route 21 Bus Service Contract Extension with Napa Valley Transportation Authority (NVTa)

Background:

State Route (SR) 12 Jameson Canyon carries approximately 30,000 motorists daily, in either direction, between the southern Napa Valley and the Fairfield/Suisun City areas on a daily basis. Many of the motorists using this segment of SR 12 live in Solano County and work in Napa County.

In January 2006, STA and NVTa conducted a SR 12 Transit Study that identified the opportunity for transit service along this corridor. In 2014, STA, Napa County Transportation and Planning Agency (now Napa Valley Transportation Authority) and Caltrans completed the widening of SR 12 Jameson Canyon from I-80 in Solano to SR 29 in Napa which provides a safer corridor connecting the two counties. STA and Napa Valley Transportation Authority (NVTa), anticipating the improvements to SR 12 Jameson Canyon, co-sponsored a state grant application for bus service along SR 12 Jameson Canyon connecting the counties of Napa and Solano in 2013.

In July 2013, after receiving the Caltrans grant, NVTa, with concurrence of STA, started operating VINE 21 Express Bus service between the Soscol Gateway Transit Center located in Downtown Napa, the Fairfield Transportation Center and the Suisun City Train Depot. This included both NVTa and STA providing some matching funds in support of the grant. Prior to 2013, there was no transit service along this corridor. In Fiscal Year (FY) 2013-14, the annual ridership was 10,666 passenger boardings, an average of 889 passengers per month and prior to the COVID-19 pandemic, the Vine 21 nearly doubled the average monthly boardings of 1,678.

Discussion:

STA initially provided a local match contribution of \$22,500 in FY 2013-14 and a local match of \$30,000 in FY 2014-15, which has continued through FY 2020-21. The NVTa is requesting STA to continue to provide a financial match funding for FY 2021-22 (Attachment A). Like all transit systems, ridership on Vine Route 21 has been affected by the COVID but is still holding strong with an average monthly boardings of 1,398 from May 2020 through April 2021 as outlined in Attachment B.

NVTa recently completed an express bus study that recommends several enhancements throughout the system to boost ridership and performance. STA staff is recommending to continue contributing to this service at the requested contribution of \$30,000. STA's contribution is applied to the farebox revenue for Vine 21.

Fiscal Impact:

The fiscal impact to STA is \$30,000. State Transit Assistance funds (STAF) has already been set aside as part of the STA's FY 2021-22 Budget.

Recommendation:

Authorize the Executive Director to extend the contract with Napa Valley Transportation Authority (NVTa) for \$30,000 for the operation of Route 21 on State Route 12 Jameson Canyon between Cities of Napa, Fairfield, and Suisun City for FY 2021-22.

Attachments:

- A. NVTa Request Letter for Route 21, dated May 25, 2021
- B. Route 21 Ridership May 2020 through April 2021



May 25, 2021

Solano Transportation Authority
Brandon Thompson
Transit Mobility Coordinator
1 Harbor Center, Ste 130
Suisun, CA 94585

Dear Brandon Thompson:

I am writing to request a second amendment to the Funding Agreement between Solano Transportation Authority and Napa Valley Transportation Authority for the Vine Route 21. This second amendment would extend the term to cover the period July 1, 2021 to June 30, 2022.

Sincerely,
Rebecca Schenck

Route 21 Ridership May 2020 to Present

Month	Passengers
May-20	1,334
Jun-20	1,483
Jul-20	1,559
Aug-20	1,541
Sep-20	1,499
Oct-20	1,204
Nov-20	1,176
Dec-20	1,261
Jan-21	1,061
Feb-21	1,358
Mar-21	1,595
Apr-21	1,697
May-21	
Jun-21	



DATE: June 30, 2021
TO: STA Board
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: Amendment of Contract for Consulting Service in Support of Full Implementation of SolTrans Automated Vehicle Location and Automated Passenger Counting (AVL/APC) System Contract

Background:

Small and medium transit agencies tend to struggle with producing reliable ridership and other information. Many systems have purchased sophisticated, but complicated, tools to generate real time information and statistics; but these systems tend to be significantly different from the existing more manual systems. Both Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST) have acquired the systems and have struggled with their functionality. Recently, STA and SolTrans have been working together to fully integrate and validate their system's functionality.

Discussion:

As mentioned above, some time ago SolTrans purchased an Automated Vehicle Location and Automated Passenger Counting (AVL/APC) system. These systems are now ubiquitous within the industry, but are often challenging to implement and maintain, yet they are critical to supplying passenger information, operating head signs, providing on board annunciators required by ADA, providing real time operating information for dispatchers, supplying passenger counts for service planning, providing data for certain grant reporting functions, and more.

STA staff views the AVL/APC tools as important to tracking and improving the SolanoExpress service, as they provide on and off counts by stop, track schedule adherence for purposes of improving route schedules, provide counts by route and other formats, and more. In summary, the systems provide data that is critical in monitoring and improving the regional service. Therefore, it is in STA's interest to help SolTrans fully integrate the AVL/APC system in addition to assisting the agency with an otherwise locally important project.

On September 11, 2019, the STA Board authorized the Executive Director to Issue a Request for Proposals (RFP) and enter a contract not to exceed \$75,000 for the support of SolTrans' transition to an automated AVL/APC system. Through the RFP process, the IBI Group was the apparent best bid and was hired to assist SolTrans with implementing functional APCs through SolTrans' contractor Avail Technologies.

During the IBI Groups analysis, it was learned that the Metropolitan Transportation Commission's (MTC) Clipper 2.0 project requires integration with CAD/AVL systems to ensure functionality and accurate reporting. SolTrans began working with their CAD/AVL provider, Avail Technologies, to determine what would be needed to marry the existing CAD/AVL systems with the coming Clipper 2.0 system. With the options presented by MTC and the capabilities of the existing systems, it was roughly estimated it would cost SolTrans between \$700,000 and \$800,000 to upgrade the Avail system. At the January 2021 SolTrans Board Meeting, the Executive Director received direction to enter into agreement with Connexionz Limited starting in Fiscal Year 2021-22.

STA and SolTrans staff are recommending that the IBI Group be retained for services outlined in Attachment A to ensure Connexionz Limited technology will provide the necessary information required by both SolTrans and STA. Based upon the scope of work, and cost to perform these duties, an additional \$11,330 would need to be added to their current contract.

Financial Impact:

The additional \$11,330 of STAF are budgeted and available for SolTrans' implementation activities.

Recommendation:

Authorize the Executive Director to amend the IBI Group contract for AVL/APC system by \$11,330 for a total amount not to exceed \$86,030.

Attachment:

A. IBI Group Scope and Budget for CAD/AVL Implementation



IBI GROUP
18 Bartol Street Suite 167
San Francisco CA 94133 USA
tel (415) 321 5900
ibigroup.com

June 7, 2021

Bisi Ibrahim
SolTrans
311 Sacramento St
Vallejo, CA 94589

Dear Bisi:

SUBJECT: IBI GROUP SUPPORT SCOPE AND BUDGET FOR CAD/AVL IMPLEMENTATION

SolTrans is currently in the process of replacing their current CAD/AVL system and recently started working with Connexionz, Inc. on this project. IBI Group has been supporting SolTrans with previous tasks, including most recently, the CAD/AVL procurement, and we would be interested in supporting you with the implementation of the Connexionz system.

IBI Group has experience with CAD/AVL technology implementation projects through our work with 100+ agencies worldwide and we bring a team that has successfully undertaken similar work across North America and has prior experience working with SolTrans. This Proposal describes our approach for supporting SolTrans with your CAD/AVL implementation.

Scope of Work

As implementation assistance support, IBI Group will represent SolTrans on technical matters during the APC implementation as part of the overall CAD/AVL implementation, bringing our experience and technical expertise to bear. During implementation, we will support SolTrans in answering the following questions:

- Will the proposed APC system design meet the requirements and is it fit-for-use by SolTrans?
- Are there operational and technical risks to the proposed APC system and how can they be mitigated?
- Are the proposed APC tests sufficient to demonstrate compliance with the requirements?
- Were the tests conducted in a manner that demonstrates compliance?
- Are there deficiencies in the design, configuration, or implementation of the APCs and how might they be addressed?
- Does the vendor and SolTrans have all the data and documents required for NTD certification?
- Has the vendor sufficiently demonstrated all APC related requirements outlined in the contract?

Our proposed work plan is broken down into three major tasks:

Task 1: APC Related Meetings

During project implementation, IBI Group will support and/or represent SolTrans in any project calls with the vendor that are focused on the APC system and join weekly or bi-weekly checkpoints with the SolTrans team. IBI Group's project manager and subject matter experts will also be available to answer technical inquiries or provide advice on an as-needed basis through implementation.

SolTrans – June 7, 2021

We presume that these meetings will all be held virtually throughout the project, unless our staff are on-site at SolTrans for another purpose. These meetings will be attended, at minimum, by one (1) IBI Group staff member, either the Project Manager or Senior Engineer, plus additional staff as needed.

Actions:

- *Coordination meetings attended by IBI Group's Project Manager (and additional staff, as required).*

Deliverables:

- *IBI Group will provide informal meeting notes via email at the end of each project call to the SolTrans project team.*

Task 2: APC Design Review

Typically, once under contract, the first step in the implementation is often a requirements review and design discussion. The vendor develops and submits design documentation for review and approval. IBI Group will assist SolTrans in the review of this documentation, reviewing the design against the requirements to identify errors and omissions in the design documentation, any risks to SolTrans, and provide editorial review of the documentation.

With the overall CAD/AVL Implementation design already well underway, our work will focus on the APC system. We will review the design keeping in mind the generation and use of APC data for various purposes, including NTD and internal reporting, service planning, and other ongoing needs.

Comments generated will be submitted back to the vendor through SolTrans, and we will work collaboratively as part of the project team to help the vendor finalize the design that addresses our comments and concerns.

In parallel, IBI Group will update the APC related requirements in the acceptance matrix that we will use to track vendor compliance and successful demonstration of all technical requirements. This matrix will be used to track the status of design and testing at the requirement level to ensure the implementation is complete.

Actions:

- *APC Design review and discussion meetings between IBI Group, Connexionz, and SolTrans.*
- *Commentary on design documents*
- *Management of APC related requirements in Acceptance Matrix*

Deliverables:

- *Commentary on proposed design and requirements;*
- *Acceptance Matrix updated to Final Design, delivered as an excel spreadsheet.*

Task 3: APC Testing and NTD Certification review

As implementation proceeds, the vendor will be responsible for conducting installations and functional testing to demonstrate compliance with requirements. From the information we have, it appears that they will provide installation design documents and test templates for the APC system (and associated CAD/AVL components). We will review these documents prior to installation or testing to identify any major defects early in the process, and will work with SolTrans and the vendor to mitigate any risks inherent in this approach.

To support APC testing, IBI Group will review and comment on test templates and procedures, prior to the execution of the test in sufficient time for the vendor to make modifications to the test plan. If required, we will witness the execution of the formal test phases and first vehicle or field installation (on site if COVID-19 restrictions permit), and document results in both the test plan and the acceptance matrix.

SolTrans – June 7, 2021

At the conclusion of each test phase, we will provide SolTrans and the vendor with a defect log that we would expect to discuss at weekly or bi-weekly status meetings (see Task 1), and based on the actions taken to resolve defects, we will advise on what, if any, regression tests should be performed.

In parallel, during these tests, we will independently validate and verify public facing data flows, internal reports, and conduct quality assurance checks, or propose or perform our own IBI-led testing to validate edge cases, for which we would expect vendor support and participation.

In addition, we anticipate that there will be additional work needed to collect ridecheck data once the system is in place. The budget estimate currently not does include an estimate for this at this stage, but will need discussion at a later stage. Once the ridecheck data is collected, IBI Group will support Soltrans with the NTD APC certification. The budget estimate does include developing an APC maintenance plan for NTD APC certification, based on initial documentation on APCs being provided by Connexionz. We will also support Soltrans with NTD certification submission to the FTA for APC certification for reporting purposes.

Actions:

- *Review installation design for APC and supporting systems*
- *Review APC testing templates and provide comments;*
- *Support functionality testing for APC hardware and software systems;*
- *Review NTD certification documents and supporting submission to FTA*

Deliverables:

- *Installation design comments delivered as an excel spreadsheet.*
- *Test template review comments;*
- *Functionality testing comments, procedures;*
- *Advise on defect and regression tests.*
- *Advise and support on NTD certification documents.*

Proposed Budget

We have estimated the proposal budget based on our understanding of the scope and assumptions as outlined in the scope and deliverables above. Our pricing is based on hourly rates and anticipated hours of effort by task, and is representative of the level of effort described. We have also assigned \$1,500 for travel/expenses to support any onsite testing (if feasible based on intra-company or region/agency-specific COVID restrictions). Our proposal not-to-exceed budget for the tasks is estimated as \$41,930.

SolTrans – June 7, 2021

Task	PD, SME	PM	Consultant/Analyst	Hours	IBI Fees
Rate	\$ 250	\$ 150	\$ 95		
Task 1: APC Related Project Meetings	2	36	18	56	\$ 7,610.00
Task 2: APC Design Review	2	24	48	74	\$ 8,660.00
Task 3: APC Testing and NTD Certification Review	2	64	148	214	\$ 24,160.00
Travel / Expenses					\$ 1,500.00
TOTAL	6	124	214	344	\$ 41,930.00

IBI Group will bill SolTrans on a monthly basis based on actual effort expended. Invoices shall include hours by task and work notes by month. We will provide timesheet backup if requested by SolTrans.

Our budget assumes that the work will be led by our proposed PM, Nihit Jain, who had been serving as the PM/Technical Lead for the procurement, and closely supported by a Technical Consultant or Analyst, Max Devilliers and Sarah de Souza. The rates we will use are as follows:

Staff Category	Loaded Rate
Project Director / Sr. Advisor	\$250
Project Manager	\$150
Technical Consultant/Analyst	\$95

Please review the scope and budget and let us know if you have any questions or clarifications. We would be happy to modify the proposal scope and budget to better meet your expectations. We have appreciated working with SolTrans and hope to continue working with you on the APC system implementation in the future.

Regards,



Santosh Mishra
Associate Director



Nihit Jain
Associate



DATE: July 5, 2021
TO: STA Board
FROM: Lloyd Nadal, Program Services Division Manager
Karin Bloesch, Senior Program Coordinator
RE: California Department of Public Health (CDPH) Kids' Plates Program Grant
Request for Applications (RFA)

Background:

STA is seeking STA Board approval to apply for the CDPH Kids' Plates Program Grant Request for Applications (RFA). In 2008, the STA Board adopted Solano's first Safe Routes to School (SR2S) Plan and authorized STA staff to create a Safe Routes to School Program in Solano County. This Plan provided the direction for the SR2S Program through 2012 when the STA and the SR2S Advisory Committee began the process of updating the 2008 Plan. The updated Plan was adopted by the STA Board in October 2013 and since then, 34 SR2S projects have been implemented across the County - 7 more are scheduled to be complete through Active Transportation Program (ATP) 2 funding this year. The strong collaboration between all seven cities, school districts, police departments, city engineers and public health has made our SR2S projects more competitive and successful in receiving funds and implementing projects.

Description:

On June 22, 2021, STA attended an RFA information webinar discussing the grant details and requirements. From this webinar, STA staff felt strongly about putting together a competitive application for this grant. According to recent statistics from the California Office of Traffic Safety (OTS), Solano County is ranked 12th in pedestrian collisions and 2nd in collisions involving pedestrians under 15 years old across counties statewide. In 2019, the program received funds from the Office of Traffic Safety (OTS) to host pedestrian safety workshops to address these concerns in various locations throughout the county. From these workshops, several high priority areas and potential safety projects in each of the cities and school districts were identified, along with the need for more pedestrian safety education directed towards students and drivers. Most recently, the SR2S Program developed a countywide Micro Grant program to allow for jurisdictions to implement programs and projects to address pedestrian and bicycle safety among schools. If awarded, the CDPH Kids' Plates Program grant, these funds would be used to continue to support the SR2S Micro Grant program through the purchasing of safety equipment and overall staff time to further the program's work addressing pedestrian and bicycle safety among youth. A letter of intent (LOI) is due on July 15, 2021 and the grant is due on July 30, 2021. The term of the grant is expected to be 21 months, from October 1, 2021 to June 30, 2023.

Financial:

There is a total of \$461,000 per year for this RFA, contingent upon the availability of funds. STA plans to apply for \$75,000/year for a total of \$150,000 for two years.

Recommendation:

Authorize the STA Executive Director to apply for the CDPH Kids' Plate Program grant in support of the Solano Safe Routes to School Program in the amount of \$150,000 over two years.

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DATE: July 1, 2021
TO: STA Board
FROM: Robert Guerrero, STA Planning Director
RE: Draft Plan Bay Area 2050 – Letter of Support

Background:

The Metropolitan Transportation Commission's (MTC) draft Plan Bay Area 2050 (PBA 2050) is a plan that seeks to address the Bay Area's transportation, housing, environment and economic growth over the next 30 years. Solano Transportation Authority (STA) is the lead agency for Solano County for coordinating with MTC to develop the PBA. This document is typically updated every 4 years to reflect changes in regional, federal, and state policies and laws. This was largely to ensure the County's transportation priorities over the next 30 years are included in the document. This is required for the County's transportation projects to be eligible for state and federal funding.

Discussion:

MTC is nearing the completion of the PBA 2050 after almost 3 years of the development and has released the draft with the goal of adopting it by this Fall. A copy of the draft plan and additional details of the plan's development can be found on MTC's website from this link:

<https://www.planbayarea.org/draftplan2050>.

STA staff is recommending a Letter of Support by the STA Board given how PBA 2050 advances the County's priority transportation projects, supports transportation land use designations and seeks to address climate and economic challenges. Attachment A includes a draft Letter of Support for the STA Board's consideration.

The STA Board previously took actions related to approving the submittal of Solano County's transportation projects as part of their July 8, 2020 meeting and prior comments on MTC's PBA implementation strategies during their September 9, 2020 meeting. The STA Board actions were the result of several coordination meetings with staff from Solano Economic Development Corporation, Caltrans and the cities and County of Solano. MTC has since included Solano County's transportation projects, adopted new transportation land use designations and updated their implementation strategies as part of their recently released draft PBA 2050.

Fiscal Impact:

None to the STA Budget at this time. MTC's adoption of PBA 2050 will ensure Solano County's transportation priority projects will be eligible for future State and Federal funding resources.

Recommendation:

Authorize the Executive Director to submit a Letter of Support for MTC's draft Plan Bay Area 2050.

Attachment:

A. Draft Letter of support for MTC's draft Plan Bay Area 2050.

July 15, 2021

Therese McMillan, Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Re: Plan Bay 2050 Letter of Support

Dear Ms. McMillan:

Thank you and your staff for the opportunity to comment on the draft Plan Bay 2050 Plan. We understand that the Plan is the Bay Area's long-range plan to address transportation, housing, the economy and the environment for the next 30 years. We appreciate the level of effort your staff and the Commission has dedicated to a transparent open public process as part of the Plan's development since we've begun the Plan's development almost 3 years ago. It has been a challenge for all of our agencies this past year and half, but through your leadership and the perseverance of the Commissioners and staff at MTC, the draft Plan Bay Area 2050 was released for comments this past month.

This letter was written to express the support from the Solano Transportation Authority's Board of Directors for the Plan Bay Area 2050 as it reflects your agency's flexibility and support for meeting Solano County's priority transportation projects, economic vitality, and housing needs while meeting the State's goal of reducing greenhouse gas emissions.

We look forward to continuing to work with you and your staff in implementing the Plan. Feel free to contact Daryl Halls, STA Executive Director at 707.399.3211 or dkhalls@sta.ca.gov if you have any questions about this letter.

Sincerely,

Ron Rowlett
STA Board Chair
Mayor, City of Vacaville

Cc: STA Board Members



DATE: June 30, 2021
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Authorization of New Copier Lease for STA

Background:

In March 2012, the Solano Transportation Authority (STA) entered into a four-year lease contract agreement with Konica Minolta Business Solutions, Inc. for two (2) network copiers. Subsequently in April 2016, the STA Board approved the buyout of the remaining lease agreement for the two copiers and entered into a three-year service and maintenance agreement that expired in April 2021.

Over the past nine years, these copiers have served STA's printing, copying, and scanning needs. It had help STA's financial, programs, and project records to be electronically filed and copied. However, these copiers have surpassed their usage and parts for any equipment repairs are no longer available. In addition, copier technology has improved and costs have gone down. As a result, what was sufficient nine years ago, no longer provides STA with sufficient document imaging solutions and production results. STA staff requires a combination of a comprehensive print system and equipment for its efficiency and reliability.

Discussion:

STA staff has looked at digital copier equipment that can provide high performance, efficiency, and reliability for network printing, copying, and scanning for the different program and project activities and events, such as flyers and notices for the Safe Route to Schools (SR2S) Program and transit and rideshare brochures for the Mobility Program, which are done in-house to eliminate additional cost and to save time.

STA staff is looking at providers using a government agency master lease agreement, which makes the cost lower and comparable. The STA staff recommends a four-year lease agreement for cost savings since these equipments are more advanced and improved technology that may not necessarily change much in the next four years. The lease agreement should include the maintenance services and copier supplies.

STA will issue a Request for Proposal (RFP) to local business provider and any provider that can deliver a comprehensive network copier system and equipment for its efficiency and reliability. The amount of this contract shall not exceed the four-year budget of approximately \$35,000. Thus, it has been agendized for STA Board approval per STA's adopted accounting and budget policies.

Fiscal Impact:

To replace the two (2) fully depreciated network copiers equipment for the next four years, it is estimated to cost an amount of approximate \$30,800 (\$7,700 annually).

Recommendation:

Authorize the Executive Director to:

1. Issue a Request for Proposal for two (2) network copiers equipment; and
2. Enter into a 4-year lease agreement for copier equipment specified in an amount not to exceed \$35,000.

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DATE: June 28, 2021
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Contract Amendment - I-80 Managed Lanes Project – AECOM
Design Services During Construction

Background:

Since 2010, STA staff has been working in partnership with the Metropolitan Transportation Commission (MTC) and Caltrans to implement the I-80 Managed Lanes Project - Red Top Road to I-505. Environmental clearance for the I-80 Express Lanes Project – Red Top Road to I-505 was approved in December 2015. STA, in collaboration with Caltrans and MTC, is leading the design phase, which was suspended in 2018, due to lack of construction funding.

Discussion:

The I-80 Express Lanes Project (Project) was including in the list of California Transportation Commission (CTC) staff recommended projects for the 2020 Trade Corridor Enhancement Program, which was approved by the CTC at the December 2020 Commission meeting. These funds, in combination with Bridge Toll Funds and Solano and MTC State Transportation Improvement Program (STIP) funding, will fully fund this \$274.9 million Project. The Project has recently achieved the Ready to List (RTL) milestone. The next steps include the allocation from the CTC for funding (expected at the August 2021 meeting) and advertising the Project for construction.

AECOM Technical Services was retained by STA to provide design services for the Project. With these milestones, being reached for this Project, it is an appropriate time to evaluate the budget requirements for the Design Services During Construction. STA staff is recommending the Board approve a contract amendment for AECOM Technical Services in a not-to-exceed amount of \$2.4M to cover these additional services, which would be funded with Bridge Toll funds dedicated to the project.

Fiscal Impact:

The Design Services During Construction for the I-80 Express Lanes Project - Red Top Road to I-505 will be funded with MTC bridge toll funds. STA and MTC are in the process of amending the funding agreement which will include the funds required for this effort.

Recommendation:

Authorize the Executive Director to amend the contract with AECOM Technical Services in the not-to-exceed amount of \$2.4M, to provide Design Services During Construction for the I-80 Managed Lanes Project - Red Top Road to I-505.

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DATE: June 30, 2021
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80 Managed Lanes Letter of No Prejudice (LONP) – Amended

Background:

In June 2018, the Bay Area voters approved Regional Measure 3 (RM 3). RM3 will raise the bridge toll in three stages: \$1 on January 1, 2019 (in effect); \$1 on January 1, 2022; and \$1 on January 1, 2025. For Solano County, RM 3 provides dedicated funding to important capital projects such as, Bay Area Express Lanes, I-80/I-680 Interchange and the Cordelia Truck Scales.

At this time, RM 3 remains under litigation initiated in April 2019 by the Howard Jarvis Taxpayers Association and an individual claiming the toll increases are a tax rather than a fee and thus require a two-thirds majority to pass. The Bay Area Toll Authority's (BATA's) policy is to hold all funds in escrow until such time as the litigation is resolved regarding RM 3. As a result, RM 3 funding are not currently available to fund projects or transit service.

The I-80 Managed Lanes Project (Project) relies on RM 3 funds as part of the local match requirement to the \$123.4 M of SB 1 funds awarded to which provides for a fully funded project ready for construction in 2021. This Project has a commitment to the California Transportation Commission (CTC) to seek an allocation for construction by August 2021. A delay in the allocation of bridge toll funds would put the SB1 grant funds at risk. With the RM 3 lawsuits, BATA is not able to allocate these funds to projects. Further, with the revenues down on the Bay Area bridges, BATA does not have other bridge toll funds to loan to the Project, as such STA staff has been working with MTC/BATA staff to use other federal/state funds to keep this Project fully funded and on schedule.

Discussion:

As stated above, BATA staff has been working with the STA to facilitate the use of non-bridge toll funds to this project. The total bridge toll funds committed to the Project is \$101.7 M, Attachment A provides the details the of the Project funding plan. Of this \$101.7 M, \$85 M is from the Bay Area Express Lanes and \$16.7 M was originally State Transportation Improvement Program (STIP) that were loaned to this project from the I-80/I-680/State Route 12 Package 2A Project to keep that construction schedule on track. RM 3 funds dedicated to the Interchange were to payback this loan. However, these RM3 funds are of course not available, so the total need is the \$101.7 M, of which \$31.276M is for the BAIFA Toll System.

The specific work to be completed with these RM 3 funds, include activities necessary for awarding the civil construction of the project, scheduled to bid this summer.

Additionally, the funds are for the toll systems and support elements like design support during construction and project management. Given that RM3 litigation has not been resolved, STA staff has requested MTC/BATA commit up to \$101.7 M of state and federal discretionary funds to the Project. This commitment would be paid back by RM 3 funds dedicated to the Bay Area Express Lanes and the I-80/I-680/SR12 Interchange Project. An additional source of contribution to fill this \$101.7 M need is the Coronavirus Response and Relief Supplemental Appropriation Act of 2021 (H.R. 133). As part of this funding distribution, \$1.9 M will flow through the STIP to Solano County from the CTC. At their meeting on March 24, 2021, CTC staff approved providing Solano County with \$1.9 M in STIP funds. These STIP funds have been programmed to the I-80 Managed Lanes, less funds for Planning, Programming, and Monitoring (PPM). However, depending on how long it takes for the RM 3 funds to be made available, a portion of these STIP funds may be used to pay interest on the LONP. The terms of this have not been finalized with MTC/BATA staff. The I-80 Managed Lanes Funding Plan is shown in Attachment A.

Should the RM 3 litigation not be resolved in favor of BATA, then this loan would not be repaid and viewed as a regional commitment to a project located in Solano County. To move forward with this funding strategy, the STA requests a Letter of No Prejudice (LONP) so that these discretionary federal and state funds being fronted by MTC/BATA would be re-paid with RM 3 funding. As a result, STA Board will be required to approve a LONP Resolution and a Resolution of local support, along with the LONP (Attachment B). Furthermore, a resolution of local support for matching funds for project is required by MTC, which is shown in Attachment C.

At their March 31, 2021 meeting, the STA TAC unanimously approved to forward the recommendation to the STA Board for approval at the April 14, 2021 meeting. In April, the STA Board approved Resolution No. 2021-06 Letter of No Prejudice (LONP) for up to \$101.7 million in RM 3 funds for construction of the I-80 Managed Lanes Project. However, in working with MTC over the past couple of months, some of the parameters for the LONP have changed as follows:

1. The \$31.276M for the BAIFA Toll System will be handled directly between MTC and BAIFA, so the amount of the LONP for STA will be \$70.424M.
2. The sources of funding for the \$70.424M was previously planned to be discretionary federal and state funding. Now “Bridge Toll Savings” will also be included as an additional funding source.

The above changes require the STA Board approve an Amended Resolution No. 2021-06 (Attachment B). In addition, STA will need to enter into one or more funding agreements between MTC and STA for fund exchanges required to implement the LONP.

Fiscal Impact:

None to STA. This action will allow BATA to commit up to \$70.424M of Bridge Toll Savings, state and federal funding as an advance backed by RM 3 funds dedicated to the Project and ensure that construction activities are not delayed due to the RM 3 lawsuit.

Recommendation:

Approve the following:

1. Amended Resolution No. 2021-06 Letter of No Prejudice (LONP) as shown in Attachment B;
2. Resolution No. 2021-- Resolution of Local Support for up to \$70.424 million in RM 3 funds for construction of the I-80 Managed Lanes Project; and
3. Authorize the Executive Director to enter into one or more agreements between MTC and STA for fund exchanges required to implement the LONP.

Attachments:

- A. I-80 Managed Lanes Funding Plan
- B. Amended Resolution No. 2021-06 LONP I-80 Managed Lanes
- C. Resolution No. 2021-07 Resolution of Local Support for I-80 Managed Lanes

I-80 Managed Lanes RM3 Backfill Need (LONP)

I-80 Express Lanes								
Funding Sources								
PHASE	Previous - RM2 and BAIFA	Bridge Toll Funds Existing (RM2 and BAIFA)	RM3 Backfill (LONP)	Other BAIFA Funds	STIP Funds	STIP Augment (LONP)	Regional TCEP	Total COSTS Forward
PA/ED	10,900,000							10,900,000
PS&E	14,600,000							14,600,000
PS&E - AECOM (Repackage for I-80 HOV East)		2,804,000	218,000					3,022,000
PS&E - STA (Repackage for I-80 HOV East)		182,000						182,000
Design Services During Const (DSDC) at 2% Plus Cultural and Mitigation Site		91,000	3,707,000					3,798,000
Civil Construction Support (STA staff and PM) @.75 %		123,000	1,175,000					1,298,000
R/W - East Segment (STA staff and PM) - Including Mitigation Site		2,655,000						2,655,000
R/W - BAIFA - PG&E Service Points		545,000						545,000
Construction Support - CM					17,300,000	1,859,490	7,640,510	26,800,000
Civil Construction - Caltrans			63,464,510				115,759,490	179,224,000
Backhaul Design		500,000						500,000
Transcore Design								-
Additional Backhaul/Transcore Design Coordination		100,000						100,000
Backhaul Construction			934,000					934,000
Toll System, RCSC, Public Education, Before/After Study			30,342,000	7,724,000				38,066,000
TOTAL ESTIMATED COSTS - TO GO	25,500,000	7,000,000	99,840,510	7,724,000	17,300,000	1,859,490	123,400,000	282,624,000

STA - RM3 Backfill	
Amount	Color of Money
\$ 65,324,000	Can be Federalized
\$ 5,100,000	Non-Federalized
\$ 70,424,000	TOTAL

RM3 Implementing Agency Resolution of Project Compliance – Letter of No Prejudice Request

**SOLANO TRANSPORTATION AUTHORITY
AMENDED RESOLUTION No. 2021-06**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING AN ALLOCATION FROM THE METROPOLITAN
TRANSPORTATION COMMISSION FOR THE SOLANO I-80 EXPRESS LANES
PROJECT**

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding and

WHEREAS, Letter of No Prejudice (LONP) requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404); and

WHEREAS, Solano Transportation Authority is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Solano I-80 Express Lanes Project is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, the Regional Measure 3 LONP request, attached hereto in the Initial Project Report and LONP Request Form, and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC issue an LONP for Regional Measure 3 funds; now, therefore, be it

RESOLVED, that Solano Transportation Authority, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures; and be it further

RESOLVED, that Solano Transportation Authority will fund the scope of work covered under the LONP with State Transportation Improvement Program Funds; and be it further

RESOLVED, that Solano Transportation Authority proceeds with this scope of work at-risk, in the event that RM3 funds do not become available for allocation; and be it further

RESOLVED, that Solano Transportation Authority will only be eligible for reimbursement for this scope of work from RM3 funds following an allocation by MTC, for expenses incurred following the date of the LONP approval; and be it further

RESOLVED, that Solano Transportation Authority certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that Solano Transportation Authority approves the LONP request and updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the LONP request and updated Initial Project Report, attached to this resolution; and, be it further

RESOLVED, that Solano Transportation Authority is an eligible sponsor of projects in the Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that Solano Transportation Authority is authorized to submit an application for an LONP request for Regional Measure 3 funds for I-80 Managed Lanes Project in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that Solano Transportation Authority certifies that the projects and purposes for which RM3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to Solano Transportation Authority making LONP requests for Regional Measure 3 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Solano Transportation Authority to deliver such project; and be it further

RESOLVED, that Solano Transportation Authority shall indemnify and hold harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. Solano Transportation Authority agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under any future allocation of RM3 funds to this scope as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that Solano Transportation Authority shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

RESOLVED, that following an allocation of RM3 funds for this scope of work Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director or his/her designee to execute and submit an LONP request for the construction phase with MTC for Regional Measure 3 funds in the amount of up to \$70,424,000, for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the Executive Director or his/her designee is hereby delegated the authority to make non-substantive changes or minor amendments to the LONP request or IPR as he/she deems appropriate; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Solano Transportation Authority application referenced herein.

Ron Rowlett, Chair
Solano Transportation Authority

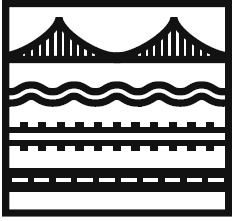
I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of July 14, 2021.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14th day of July, 2021 by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masiclat
Clerk of the Board



Regional Measure 3

Initial Project Report

SB 595 Project Information

Project Number	2.1
Project Title	SOL I-80 Managed Lanes
Project Funding Amount	\$282,624,000

I. Overall Project Information

a. Project Sponsor / Co-sponsor(s) / Implementing Agency

Solano Transportation Authority (STA) is the project sponsor and implementing agency in partnership with BAIFA and Caltrans.

b. Project Purpose

MTC and partner agencies are implementing a regional network of managed lanes called Bay Area Managed Lanes. Upon completion, Bay Area Managed Lanes will comprise 600 miles of managed lanes. The primary objectives for Bay Area Managed Lanes include: create a seamless network of HOV lanes to encourage carpools, vanpools and express buses; make the best use of HOV lane capacity; provide reliable travel times for solo drivers; and better manage all lanes to keep traffic moving. In addition to express lanes, potential project funding may include projects that include supportive operational improvements to connecting transportation facilities.

c. Operability *(describe entities responsible for operating and maintaining project once completed/implemented)*

There are three agencies that currently have the authority to operate managed lanes: BAIFA, VTA and Alameda CTC. BAIFA would operate the SOL I-80 Managed Lanes when construction has been completed.

d. Project Description

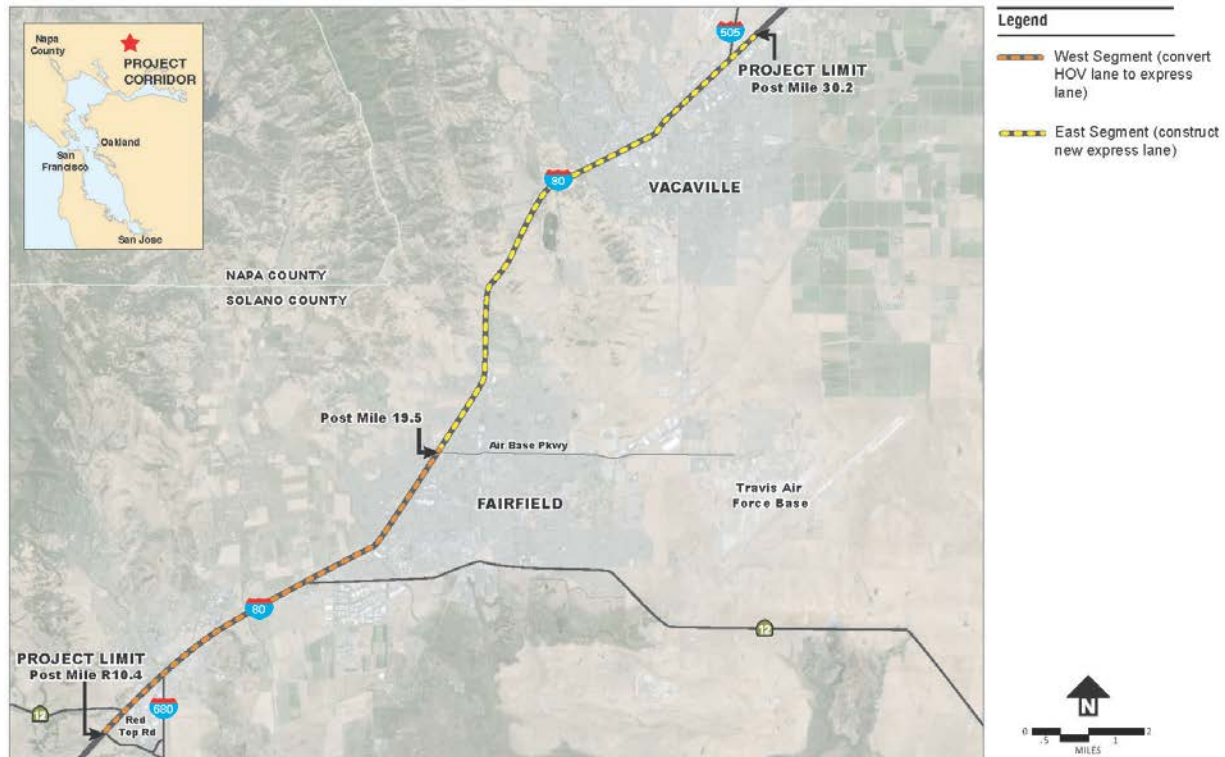
The RM3 Legislation allows for the funding the environmental review, design and construction of managed lanes to complete the Bay Area Managed Lane Network, including supportive operational improvements to connecting transportation facilities. The SOL I-80 Managed Lanes project (described below) is one of the eligible projects within the Bay Area Managed Lane Network.



I-80 Corridor

- The Solano county I-80 Managed Lanes Project from Red Top Road to I-505 converts existing eastbound and westbound carpool lanes between Red Top Road and Air Base Parkway to managed lanes in Fairfield. The project also constructs new eastbound and westbound managed lanes between Air Base Parkway and I-505 in Vacaville.

e. Project Graphic(s) (include below or attach)



II. Project Phase Description and Status

a. Environmental/Planning

Does NEPA apply? Yes ☒ No ☐

The environmental document, an Mitigated Negative Declaration/Finding of No Significant Impact (ND/FONSI), for the SOL I-80 Managed Lanes Project was approved in December 2015. Caltrans is the CEQA and NEPA lead agency for this project.

b. Design

Final Design was essentially completed for the SOL I-80 Managed Lanes in spring 2018 and put on the shelf, awaiting funding for construction. The Plans, Specifications, and Estimate and Permits are being updated and Ready to List (RTL) is scheduled for July 2021.



c. Right-of-Way Activities / Acquisition

No right of way acquisition is required for the project. Utility services points will be required from PG&E and AT&T.

d. Construction / Vehicle Acquisition / Operating

Construction has not started.

III. Project Schedule

SOL I-80 Express Lanes Project Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Revalidation (PA&ED)	6/2009	12/2015 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	12/2015	7/2021
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition (CON)	10/2021	12/2024

IV. Project Budget

SOL I-80 Express Lanes Project Capital Project	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	10,900
Design - Plans, Specifications and Estimates (PS&E)	\$23,500
Right-of-Way Activities /Utilities	\$3,200
Construction / Rolling Stock Acquisition (CON)	\$245,024
Total Project Budget (in thousands)	\$282,624

V. Project Funding

Excel Attachment Included ☒



VI. Planned RM3 Funding Requests in Next 12 Months

STA does not anticipate requesting any RM3 allocation in the next 12 months.

VII. Contact/Preparation Information

Contact for Project Sponsor

Name: Janet Adams

Title: Deputy Executive Director/Director of Projects

Phone: (707) 424-6010

Email: jadams@sta.ca.gov

Mailing Address: One Harbor Center, Suite 130, Suisun City, CA 94585

Person Preparing Initial Project Report (if different from above)

Name: Dale Dennis

Title: STA Project Management Consultant

Phone: (925) 595-4587

Email: dodennis@thecyberjungle.com

Applicant Agency's Accounting Contact

Name: Susan Furtado

Phone: (707) 424-6075

Title: Accounting Manager

E-mail: sfurtado@sta.ca.gov

**Regional Measure 3
Initial Project Report
Funding Plan**

Project Title:	SOL I-80 Express Lanes
Project Number:	2.1
Total RM3 Funding:	\$ 101,700

(add rows as necessary)

CAPITAL FUNDING

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
	ENV				\$ -
Bridge Tolls		Yes	\$ 10,900		\$ 10,900
					\$ -
					\$ -
					\$ -
					\$ -
ENV Subtotal			\$ 10,900	\$ -	\$ 10,900
	PSE				\$ -
Bridge Tolls		Yes	\$ 4,300		\$ 4,300
BAIFA		Yes	\$ 14,100		\$ 14,100
Federal and State (LONP)		Yes	\$ 5,100		\$ 5,100
					\$ -
					\$ -
PSE Subtotal			\$ 23,500	\$ -	\$ 23,500
	ROW				\$ -
BAIFA		Yes	\$ 3,200		\$ 3,200
					\$ -
					\$ -
					\$ -
					\$ -
ROW Subtotal			\$ 3,200	\$ -	\$ 3,200
	CON				\$ -
Federal and State and Toll Bridge (LONP)		Yes	\$ 96,600		\$ 96,600
SB1 (TCEP)		Yes	\$ 123,400		\$ 123,400
STIP		Yes	\$ 17,300		\$ 17,300
Other BAIFA Funds (Toll System)		Yes	\$ 7,724		\$ 7,724
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
CON Subtotal			\$ 245,024	\$ -	\$ 245,024
Capital Funding Total			\$ 282,624	\$ -	\$ 282,624

OPERATING FUNDING (Annual)

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)
	Operating		
N/A			
Operating Funding Total			\$ -

CASHFLOW for RM3 Allocation Request for the Construction Phase for the I-80 Managed Lanes Project
(\$ x 1000)

RM3 Allocation Request	2022				2023				2024				TOTAL
	Jan-Mar	Apr-June	July-Sept	Oct-Dec	Jan-Mar	Apr-June	July-Sept	Oct-Dec	Jan-Mar	Apr-June	July-Sept	Oct-Dec	
I-80 Managed Lanes - Construction Phase	\$ 4,946	\$ 9,891	\$ 19,782	\$ 19,782	\$ 34,077	\$ 34,077	\$ 34,077	\$ 34,076	\$ 19,782	\$ 19,782	\$ 9,891	\$ 4,860	\$ 245,024

Resolution of Local Support
Resolution No. 2021-07

Authorizing the filing of an application for funding assigned to MTC and committing any necessary matching funds and stating assurance to complete the project

WHEREAS, the Solano Transportation Authority (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for 101.7 million in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the I-80 Managed Lanes (herein referred to as PROJECT) for the Bay Area Express Lane Network (herein referred to as PROGRAM); and

WHEREAS, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

WHEREAS, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and

- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
- that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
- in the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of a highway project, the PROJECT will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

WHEREAS, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding; and be it further

RESOLVED that APPLICANT will provide any required matching funds; and be it further

RESOLVED that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and be it further

RESOLVED that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and

transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and be it further

RESOLVED that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

RESOLVED that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and be it further

RESOLVED that PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and be it further

RESOLVED that, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and be it further

RESOLVED that, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and be it further

RESOLVED that, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and be it further

RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, City Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Solano Transportation Authority application referenced herein.

Ron Rowlett, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of July 14, 2021.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14th day of July, 2021 by the following vote:

Ayes: _____

Nos: _____

Absent: _____

Abstain: _____

Attest: _____

Johanna Masclat
Clerk of the Board



DATE: June 28, 2021
TO: STA Board
FROM: Daryl Halls, Executive Director
Susan Furtado, Accounting & Administrative Services Manager
RE: STA's Fiscal Year (FY) 2021-22 Proposed Budget Revision and
FY 2022-23 Proposed Budget

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 October 2020, the STA Board adopted the FY 2021-22 Budget as part of the two-year annual fiscal year budget plan.

Discussion:

Attachment A is the Proposed Budget Revision for FY 2021-22 and Attachment B is the FY 2022-23 Proposed Budget. The FY 2021-22 Budget Revision is balanced, with the proposed changes to the approved budget modified from \$29.67 million to \$37.09 million, an increase of \$7.42 million. These changes are due to new programs and projects, such as the Solano Sustainable Transportation Equity Project (SolSTEP) Program, the California Public Utilities Commission (CPUC) Access for All Program, the Local Road Safety Plan (Regional Vision Zero Policy), the Fairfield-Suisun Rail Station Platform Improvement, the Countywide Electrification, the initial start of the I-80 West Bound Truck Scales Project, the Regional Transportation Impact Fee (RTIF) Program funding for recommended projects, and the STA's office building final phase of the construction.

Revenue Budget changes are summarized as follows:

1. The Members Contribution is also known as the Gas Tax Fund. In 2004, the STA Board adopted a policy to index the local gas tax subventions provided by member agencies to STA. In May 2016, the STA Board approved the modification to the calculations for contributions from Member Agencies based on the average contribution received by STA from Member Agencies in FY 2004-05 through FY 2015-16 and included a CPI. In April 2021, the STA Board was presented with the FY 2021-22 Members Contribution in the amount of \$280,642, which includes the CPI adjustment of 1.6% (\$4,420). The Members Contribution fund is a percentage of STA's funding for its core operations, Strategic Planning, and Project Development not covered by other planning grants and project revenues.
2. Concurrently, the STA Board was presented with the FY 2021-22 annual local Transportation Development Act (TDA) fund in the amount of \$601,798 using the adopted indexing policy.

3. The TDA Funds from a combination of the County and Cities' local TDA funds (City of Dixon, City of Fairfield, City of Suisun City, City of Rio Vista, Solano County Transit (SolTrans) and the City of Vacaville) in the amount of \$911,750 is programmed for the continuation of the countywide Solano Intercity Taxi Card/Paratransit Program under the Memorandum of Understanding (MOU) agreement dated October 2018. TDA funds in the amount of \$45,000 is included in the budget for the continuation of transportation services by the Volunteer Caregivers operated by Faith In Action to provide volunteer driver transportation services for medical appointments for seniors 60 years and older, which is a component of the Solano Mobility Program. Suisun City's TDA funds are also claimed by STA and allocated on behalf of Suisun City for the Suisun Amtrak Station and Parking Lot Operation & Maintenance (\$130,000).
4. The Metropolitan Transportation Commission (MTC) in their budget allocation process now combines the State Transit Assistance Funds (STAF) and the Lifeline funding. The amount of \$2,783,812 (Population Based/Solano/Lifeline) is programmed for continuation of the Transit Management & Administration, the Solano Countywide Taxi Card/Paratransit Program, Community Based Transportation Plan (CBTP), the Transit Ridership Survey, the Lifeline Program – Capital Project for the City of Vallejo (Part of their recent CBTP), the Vehicle Share/Medical Transports Program, and the Transit Coordination/Programs. Additionally, STAF funding allocation is dedicated for the Vacaville Transit Center (\$150,000) and the Solano Express EV Inductive Charging (\$325,000).
5. The One Bay Area Grant Cycle 2 (OBAG 2) Surface Transportation Program (STP) funding allocation of \$1,961,395 for STA's Operation Management & Administration, the Project Development, and the Strategic Planning. OBAG 2 funds are also allocated for the Solano Mobility Program and the Safe Routes to School (SR2S) Program for \$961,829 for their continuation of program services and activities. Additional funding from the MTC Quick-Strike Augmentation funding is included for the SR2S non-infrastructure Program and the Congestion Management Plan (CMP)/Vehicle Miles Travel (VMT) and Big Data.
6. The State Transportation Improvement Program (STIP) Planning, Programming & Monitoring (PPM) for FY 2021-22 funding allocation is \$159,000. The amount of \$200,184 is program in the budget for local match on program activities, which includes carryover funds for the continuation of projects, such as the State Route (SR) 37 Improvement Project, the Countywide Parking Study, and the Solano Project Website.
7. The Sustainable Transportation Equity Project (STEP) grant from the California Air Resources Board (CARB) of \$150,000 is added in the budget for the new pilot program to address community transportation needs, increase residents' access to key destinations, and reduce greenhouse gas emissions.
8. FTA 5310 Specialized Transit Grant funding of \$165,984 is programmed for the continuation of the Countywide Travel Training Ambassador Program and the One Stop Transportation Call Center Program activities.
9. The California Public Utilities Commission (CPUC) funding (\$50,000) for the implementation of the Senate Bill (SB) 1376 – Transportation Network Company (TNC) for the Access for All Program, a program relating to the accessibility of services for persons with disabilities, including wheelchair users who need a Wheelchair-Accessible Vehicle, and to incentivize the expansion and availability of on-demand transportation services statewide.

10. The Transit and Intercity Rail Capital Program (TIRCP) funding of \$2.06 million from the 2018 allocation and \$980,000 from the 2020 allocation for capital improvements for the SolanoExpress Slip Ramp, the Countywide Electrification, the Solano Express York Street, and the Inductive Charging projects.
11. The Bridge Toll funds for the I-80/I-680/SR 12 Interchange Project (\$4.5M) for the ongoing mitigation and construction activities, the I-80 Express Lanes Project (\$3M) construction activities, and I-80 WB Truck Scales Project (\$3M) for the initial project activities.
12. Funding from the STA's Office Building loan of \$3 million is added to the budget for the final phase of the construction activities.

Other revenue changes are made to reflect the anticipated expenditures and activities for the fiscal year.

FY 2021-22 Expenditure Changes

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

1. The ***Operation and Management*** budget is increased by \$74,933. The STA Operation & Administration budget expenditures were reviewed and adjusted to reflect the expenditures and activities for the fiscal year. The administrative expenditures for the Mobility Program are added to the Operation and Management Budget in compliance with the Transportation Funds for Clean Air (TFCA) audit review. The STA new office building operation and maintenance is added to the budget with the new STA office building expected to be occupied as of December 2021. These costs will be allocated and reimbursed from funding sources with allowable funding in lieu of office rent for Program Administration. The contribution to the Reserve Account for the STA's Office Building Maintenance Reserve is added to the budget in the amount of \$25,000. The STA Board expenditures is not adjusted, and costs are projected to be at the same level as the prior fiscal year.
2. The ***Mobility Programs*** budget is increased by \$916,095. Changes to the budget are due to program expansion, new studies, and implementation, such as the Community Based Transportation Plan (CBTP), the Transit Ridership Survey, and the SolSTEP/California Air Resource Board(CARB) Program, and the California Public Utilities Commission (CPUC) Access for All Program. The continuation of the Transit Management & Administration, the American Disability Act (ADA) in Person Eligibility Program, the Consolidated Transportation Service Agency (CTSA)/Mobility Management Program Administration, and the Safe Routes to School Program (SR2S) non-infrastructure projects. Budgets to these programs and studies are adjusted to reflect anticipated program expenditures.
3. The ***Project Development*** budget is increased by \$6.26 million to reflect project delivery activities. New projects and studies are added to the budget, such as the Local Road Safety Plan/Regional Vision Zero Policy, the Fairfield-Suisun Rail Station Platform Improvement, the Countywide Electrification Program, and the I-80 West Bound Truck Scales Project. The I-80/I-680/SR12 Interchange Project construction is ongoing and the I-80 Express Lanes Project in its initial construction activities using the Bridge Toll funding.

The STA office building construction cost is adjusted to reflect the final phase of the project with projected completion in December 2021. Funding for this project is funded from the Project Contingency Reserved Fund (PCRF) and the Project Loan for the fiscal year.

4. The ***Strategic Planning*** budget is increased by \$166,597. The planning activities and studies are adjusted to reflect anticipated budget costs for the fiscal year. The continuation of the Congestion Management Plan (CMP) /Vehicle Miles Travel (VMT), Big Data, Solano Bike/Ped Maps, and the start of the Moving Solano Forward Economic Strategy study to develop the Solano County Recovery and Resilience Strategy.

STA Staff Adjustments

Prior to FY 2007-08, STA managed about 15 to 25 revenue grant agreements with fourteen staff, including two accounting staff to managed budgets, annual audit, process payroll, accounts payable, and funds receivable. Since then, STA has increased the number of revenue grants to between 35 to 50 federal, state, and local funds for the different programs and projects, and each grant has its unique way of billing and submittal of reports. Currently, STA has 23 full time employees, which includes three accounting staff, and 9 part time employees that work on STA's programs - a total of 27 Full Time Equivalency (FTE) employees. The expansion of STA's Mobility Programs, such as the Solano Intercity Taxi Card/Paratransit Program implementation of the PEX Debit Card System, the First and Last Mile Program, the Lyft Program, and the Vehicle Share Program, and the Medical Transport Program/GoGo Grandparent requires more detailed and daily program monitoring and reconciliation.

The Human Resources Consultant, Koff and Associates, Inc. updated and prepared STA's classification and total compensation study to ensure that job specifications reflect current job duties and to develop and identify potential for career growth and development of STA's staff. The study ensures the ability of the Authority to attract and retain valuable employees for an internal equitable and external competitive employment market. As a result of the study, Koff's and staff's recommendations are to adjust several classification salary ranges to bring them within the recommended five percent (5%) of the market. In addition, new classifications titles have been created to allow for upward career paths for internal employees, as changes in assignments and job duties increase. The cost for these recommendations for FY2021-22 is estimated in the amount of \$15,338.

The STA's Employee Benefits Summary (Attachment F) is updated to reflect changes to the Salary Schedule and mileage allowance effective July 1st for the Clerk of the Board.

Restore Cost of Living Adjustment (COLA) for STA Staff

The STA Board has an established policy for calculating cost of living adjustments for STA staff using the average of the Consumer Price Index (CPI): United States cities, Western Urban areas, and the San Francisco/Oakland/San Jose urban area. Using the STA's COLA policy cost calculations, the average annual change in CPI for 2020 for the three areas is 1.6 %. In FY 2019-20, with the corona virus pandemic (COVID-19), the COLA adjustments for the STA staff was waived.

The proposed FY 2021-22 Budget Revision includes a cost of living adjustment of 1.6%. The total fiscal impact for the FY 2021-22 COLA effective July 1, 2021, is estimated at \$46,599. The STA's FY 2021-22 Salary Schedule, Attachment C, is modified to include the 1.6% COLA.

Retirement Plan

Under the new Public Employees' Pension Reform Act of 2013 (PEPRA), new hires fall under two categories: "Classic" and "New". New hires in the category of "Classic" are covered under STA's retirement plan and receive benefits under the 2% @ 55 retirement benefit formula.

Under the category of "New", a new hire is covered under the 2% @ 62-retirement benefit formula with a 50% employee contribution. The FY 2021-22 STA's employer contribution rate under the "New" category is 7.9% of reportable compensation at a total cost of approximately \$96,735 plus the annual discounted unfunded liability of \$6,862. The STA's employer contribution rate for staff under the "Classic" for FY 2021-22 is 10.34% of reportable compensation, plus the annual discounted unfunded liability of \$119,776. The STA pays seven percent (7%) of Classic employee contribution rate to CalPERS, making the STA's total Classic CalPERS contribution rate of 17.34% at a total cost of approximately \$189,184. In FY 2021-22, STA has six (6) Classic Members and seventeen (17) PEPRA members. The CalPERS contribution is included in the FY 2021-22 Budget.

STA has a supplemental retirement plan under the Public Agencies Retirement System (PARS). On January 1, 2013, this Plan was closed to new members in conformance with the pension reform. This Plan currently has five (5) active participants and seven (7) retirees. The actuarial assumption of this Plan is updated every two (2) years. In May 2021, Robert S. Dezube of Milliman, Inc. prepared the updated actuarial valuation for FY 2021-22 and FY 2022-23. The FY 2021-22 PARS Plan Employer Contribution rate is 5.36%, a total cost of approximately \$49,346. The PARS contribution is included in the FY 2021-22 Budget.

Attachment D is the CalPERS (Classic and PEPRA) and the PARS retirement plan actuarial valuation for FY 2021-22.

Reserve Funds:

The STA's Contingency Reserve Fund (CRF) was established in 1999 (Attachment E). In 2007, the CRF was targeted to cover project cost for limited Administration and Operation budget plan. This limited cost would cover STA's core operating cost, such as the office lease, accounting services, audit, legal cost, general liability insurance, and limited staffing. In FY 2020-21, the STA's CRF has an estimated amount of \$1.15 million. Subsequently, in February 2008, the STA Board adopted the creation of the Insurance Reserve Fund (IRF) and directed staff to fund the IRF up to \$300,000. This IRF goal has been fully met the Self-Insured Retention (SIR) in the amount of \$100,000 per occurrence totaling \$300,000.

In FY 2014-15, the Project Contingency Reserve Fund (PCRF) was established by the STA to help finance future project implementation and the STA's new office building. As of May 31, 2021, the PCRF is approximately in the amount of \$3.73 million after the STA's new office building expenditures. Therefore, the total overall STA reserve fund balance is in the amount of \$4.88 million. In FY 2021-22, the contribution towards the CRF is in the amount of \$50,000 to continue to maintain STA's adequate financial level necessary to provide for contingencies for STA's core functions in case of unforeseen operating needs. With the anticipated occupancy of the new STA office building in FY 2021-22, staff is recommending a building maintenance reserve in the amount of \$25,000.

The total FY 2021-22 Proposed Budget revenue and expenditure is \$38.11 million. The FY 2021-22 Proposed Budget Revision is balanced for the continued delivery of STA's priority projects.

Budget highlights for FY 2022-23 is summarized as follow:

FY 2022-23 Revenues

The Members Contribution (Gas Tax) and the TDA funds are STA's core revenues. With the modification to the calculation of the Members Contribution, the FY 2022-23 contributions is anticipated to increase with the annual adjustment based on the average annual Consumer Price Index (CPI). The FY 2021-22 CPI is anticipated at 2% for a total Members Contribution of approximately in the amount of \$281,747. The TDA funding is anticipated to be at the same funding level. The MTC's OBAG 3 funding for STA's transit administration, project, and planning fund is anticipated for FY 2022-23.

The Transportation Funds for Clean Air (TFCA) for the Mobility Program is at the same level of funding with carryover funds from the prior year. OBAG 3 funding allocation for the Mobility Programs and the SR2S Program is anticipated for FY 202-23 for the continuation and delivery of its program activities and services.

The Solano Intercity Taxi Card/Paratransit Program funded by TDA Funds from the County of Solano and transit operators local TDA funds (City of Dixon, FAST, City of Rio Vista, SolTrans, and City of Vacaville) are programmed for the continuation of the countywide taxi based programmed under the MOU Agreement. The Vehicle Share Program, the Medical Transports Program/GoGo Grandparent, the CTSA/Mobility Management Program, the Countywide Travel Training/Ambassador Program, and the Solano Mobility Transportation Call Center Program are ongoing programs with funding from the STAF (Population Based/Solano, Lifeline, and Regional Paratransit).

In FY 2022-23, the I-80/I-680/SR 12 Interchange Project is in its final mitigation and construction phase with the funding from the Bridge Toll funds, the I-80 Express Lanes Project and the I-80 West Bound Truck Scales Project is ongoing with its construction and design activities, and the Hannigan Station Improvements for its initial start of the project. The County Public Facility Fee (PFF) fund for the STA's Regional Traffic Impact Fee (RTIF) Program projects is ongoing with budget for member cities distribution request and administration of approximately in the amount of \$485,000.

FY 2022-23 Expenditure

1. Health Benefits premium rates historically increases annually, hence, the budget has been increased to reflect a projected 10% cost increase for FY 2022-23.
2. Retirement benefits from CalPERS for Classic Members is projected at a total rate of 17.3% plus the annual unfunded liability of \$141,000 and for the PEPRAs Members at 7.6% plus the annual unfunded liability of \$7,100. The PARS Plan is in its second year of actuarial valuation for the two-year term (FY 2021-22 and FY 2022-23) and is anticipated to be at the same level from prior fiscal year of 5.36%.
3. Contribution to the Contingency Reserve Fund is at the same level of \$50,000 to continue to maintain STA's adequate financial level necessary to provide for contingencies for core

STA functions in case of unforeseen operating needs and for the STA office building maintenance reserve of \$100,000.

4. The Mobility Programs, such as the Solano Intercity Taxi Card/Paratransit Program, the Vehicle Share Program, the Medical Transports Program, the CTSA/Mobility Management Program, the ADA in Person Eligibility Program, the Countywide Travel Training/Ambassador Program, and the One Stop Transportation Call Center Program activities are ongoing.
5. Projects such as the I-80/I-680/SR 12 Interchange Project anticipated to be in its final phase, the I-80 Express Lanes Project and the I-80 West Bound Truck Scales Projects are anticipated to be ongoing. The capital projects funded by the TIRCP, such as the Vacaville Transit Center Access, the Vacaville Transit Center/TSP Ticketing, the West Texas Bus Stop, and the Hannigan Station Improvement are ongoing for the delivery of projects.
6. The Department of Motor Vehicle (DMV) Abandoned Vehicle Abatement (AVA) Program is anticipated at the same funding level.

The total FY 2022-23 revenue and expenditure is \$22.61 million. The proposed balanced budget has Members Contribution, TDA, and STAF funding, and the OBAG 3 Grant funds for the continued delivery of STA's priority projects, planning 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 two-year budget FY 2021-22 and FY 2022-23 is presented with revision to the approved budget for FY 2021-22 to reflect changes in the budget revenue and expenditures.

Fiscal Impact:

The STA's overall FY 2021-22 budget is \$37.09 million, an increase of \$7.42 million. These changes are due to new programs and project deliveries, such as the initial start of the I-80 West Bound Truck Scales Project. The FY 2022-23 Proposed Budget is balanced at \$22.61 million of revenue and expenditures for the continuation of STA's programs and projects activities.

Recommendation:

Approve the following:

1. Adopt the STA's FY 2021-22 Proposed Budget Revision as shown in Attachment A;
2. Adopt the STA's FY 2022-23 Proposed Budget as shown in Attachment B;
3. FY 2021-22 Cost of Living Adjustment of 1.6% effective July 1, 2021.
4. STA's Revised Salary Schedule for FY 2021-22 as shown in Attachment C;

Attachments:

- A. STA FY 2021-22 Proposed Budget Revision dated July 14, 2021;
- B. STA FY 2022-23 Proposed Budget dated July 14, 2021;
- C. STA FY 2021-22 Proposed Salary Schedule;
- D. STA's CalPERS and PARS Actuarial Valuation for FY 2021-22; and
- E. STA's Reserve Account Balances.
- F. Employee Benefits Summary Update.

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REVENUES		
STA Fund	Adopted FY 21-22	Proposed FY 21-22
Members Contribution/Gas Tax (Reserve Accounts)	50,000	113,564
Members Contribution/Gas Tax	313,986	247,095
Transportation Dev. Act (TDA) Art. 4/8	500,874	601,798
TDA Article 3		125,000
TDA Article 4/4.5	1,197,561	1,041,750
State Transit Assistance Fund (STAF)	2,861,318	3,258,812
One Bay Area Grant 2 (OBAG 2)/(STP): Planning	1,577,603	1,961,395
One Bay Area Grant 2 (OBAG 2): Programs	775,122	961,829
STIP Planning, Programming and Monitoring (PPM)	146,737	200,184
Office of Traffic Safety	15,000	33,824
Low Carbon Transit Operations Program (LCTOP)	500,000	
CA Public Utilities Commission (CPUC)		50,000
California Air Resources Board (CARB) Grant		150,000
FTA 5310	165,984	165,984
Bridge Toll- Admin Revenue	76,964	74,998
Transportation for Clean Air (TFCA)	653,585	528,697
Transit & Intercity Rail Capital Program (TIRCP) 2018	1,560,000	2,060,000
Transit & Intercity Rail Capital Program (TIRCP) 2020	3,875,000	980,000
Yolo/Solano Air Quality Management District (YSAQMD)	13,615	90,000
Abandoned Vehicle Abatement (AVA) Program/DMV	13,500	13,500
Local Funds - Cities/County	1,117,393	1,307,393
Taxi Scrip Farebox Revenue	75,000	75,000
Partners/Sponsors	165,000	140,000
Subtotal	\$15,654,242	\$14,180,823
STA Office Building - Capital		
Local Fund - Cities/County	3,000,000	6,000,000
Subtotal	\$3,000,000	\$6,000,000
Transportation Funds for Clean Air (TFCA) Program		
Transportation for Clean Air (TFCA)	461,000	461,000
Subtotal	\$461,000	\$461,000
Abandoned Vehicle Abatement (AVA) Program		
Department of Motor Vehicle (DMV)	450,000	450,000
Subtotal	\$450,000	\$450,000
I-80/I-680/SR 12 Interchange Project		
Bridge Toll Funds	4,500,000	4,500,000
Subtotal	\$4,500,000	\$4,500,000
I-80 Express Lanes Project		
Toll Bridge Funds	122,000	3,000,000
Subtotal	\$122,000	\$3,000,000
I-80 WB Truck Scales Project		
Toll Bridge Funds	0	3,000,000
Subtotal	\$0	\$3,000,000
Fairgrounds Improvement Project		
Federal Earmark	4,250,000	300,000
Local Funds - County/Vallejo	750,000	200,000
Subtotal	\$5,000,000	\$500,000
Regional Transportation Impact Fee (RTIF) program		
Regional Impact Fee	485,000	5,000,000
Subtotal	\$485,000	\$5,000,000
TOTAL ALL REVENUE	\$29,672,242	\$37,091,823

EXPENDITURES		
Operations & Administration	Adopted FY 21-22	Proposed FY 21-22
Operations Management	1,988,677	2,000,046
STA Board of Directors/Administration	50,900	50,900
Office Building		38,564
Expenditure Plan	50,000	50,000
Contributions to STA Reserve Account	50,000	75,000
Subtotal	\$2,139,577	\$2,214,510
Mobility Programs		
Mobility Programs Management & Administration	292,625	266,708
Employer/Commuter Program	358,697	358,697
Solano Express Marketing	200,000	200,000
Transit Management Administration	75,000	75,000
Community Based Transportation Plan (CBTP)		250,000
Transit Corridor Implementation/Solano Express	270,000	325,314
Lifeline Program (City of Vallejo)	100,000	170,000
Transit Ridership Survey		125,000
Suisun/Fairfield Amtrak Operation/Maintenance	130,000	130,000
Safe Route to School Program (SR2S)	530,000	969,895
SolSTEP/CARB Program		150,000
Paratransit Coordinating Council (PCC)	25,000	25,000
Older Adult Safety Mobility Program	15,000	33,824
Solano Intercity Taxi Card/Paratransit Program	800,000	600,000
ADA in Person Eligibility Program	316,750	316,750
CTSA/Mobility Management Program	146,000	202,979
Vehicle Share Program	70,000	70,000
Medical Transports Program/GoGo Grandparent	150,000	150,000
Countywide Travel Training/Transit Ambassador Program	234,000	234,000
One Stop Transportation Call Center Program	316,000	316,000
Solano Senior & People with Disabilities Plan Implementation	74,000	
CPUC Access for All		50,000
Soltrans/Benicia 1st/Last Mile (Lyft) Program	100,000	100,000
1st/Last Mile Program	10,000	10,000
Solano Local Taxi Program	100,000	100,000
Transit Coordination/Programs	483,000	483,000
Transit Coordination-Rio Vista Delta Breeze	85,084	85,084
Subtotal	\$4,881,156	\$5,797,251
Project Development		
Project Management/Administration	205,239	237,658
Solano Express Slip Ramp (TIRCP 2018)	1,000,000	1,000,000
Solano Express Electrification	500,000	500,000
Countywide Electrification		225,000
Transit Coordination - Equipment	275,000	275,000
Connected Mobility Plan/BRT	275,000	575,000
SR 37 Improvement Project	70,312	84,816
Local Road Safety Plan (Regional Vision Zero Policy)		400,000
Vacaville Transit Center Access (TIRCP 2020)	900,000	
Vacaville Transit Center/TSP Ticketing (TIRCP 2020)	600,000	
Countywide Parking Demand Study		12,033
Solano Projects Website	16,000	16,000
FF-SS Rail Station Platform Improvement		260,000
West Texas Bus Stop (TIRCP 2020)	275,000	275,000
Solano Express/York Street (TIRCP 2018)	60,000	60,000
Inductive Charging (TIRCP 2020)	3,200,000	825,000
I-80/I-680/SR 12 Interchange Project	4,500,000	4,500,000

REVENUES		EXPENDITURES	
STA Fund	Proposed FY 2022-23	Operations & Administration	Proposed FY 2022-23
Members Contribution/Gas Tax (Reserve Accounts)	150,000	Operations Management	2,000,046
Members Contribution/Gas Tax	233,539	STA Board of Directors/Administration	50,900
Transportation Dev. Act (TDA) Art. 4/8	601,798	Office Building	78,300
TDA Article 3	116,403	Expenditure Plan	50,000
TDA Article 4/4.5	1,186,750	Contributions to STA Reserve Account	150,000
State Transit Assistance Fund (STAF)	2,729,796	Subtotal	\$2,329,246
One Bay Area Grant 2 (OBAG 2)-Planning/Programming	1,700,544		
One Bay Area Grant 2 (OBAG 2)-Mobility Program	1,337,364	Mobility Programs	
STIP Planning, Programming and Monitoring (PPM)	191,161	Mobility Programs Management & Administration	266,708
Transit & Intercity Rail Capital Program (TIRCP) 2020	4,850,000	Employer/Commuters Program	329,243
Transportation for Clean Air (TFCA)	499,243	Solano Express Marketing	200,000
CARB Grant	100,000	Transit Management Administration	75,000
CA Public Utilities Commission (CPUC)	50,000	Transit Corridor Implementation/Solano Express	325,314
Bridge Toll - Admin Revenue	78,554	Lifeline Program - City of Vallejo	170,000
Yolo/Solano Air Quality Management District (YSAQMD)		Transit Ridership Study	125,000
Abandoned Vehicle Abatement (AVA) Program/DMV	13,500	Suisun/Fairfield Amtrak Operation/Maintenance	130,000
Local Funds - Cities/County	637,393	Safe Route to School Program (SR2S)	972,683
Taxi Scrip Farebox Revenue	75,000	SolSTEP/CARB Program	100,000
Partners/Sponsors	165,000	Paratransit Coordinating Council (PCC)	25,000
Subtotal	\$14,716,045	Medical Transports Program/GoGo Grandparent	150,000
		Solano Intercity Taxi Scrip/Paratransit Program	800,000
		ADA in Person Eligibility Program	316,750
		CTSA/Mobility Management Program	202,979
		Countywide Travel Training/Transit Ambassador Program	234,000
		One Stop Transportation Call Center Program	316,000
		Vehicle Share Program	70,000
		Transit Coordination/Programs	483,000
		CPUC Access for All	50,000
		Transit Coordination-Rio Vista Delta Breeze	85,084
		FAST 1st/Last Mile Program	10,000
		Soltrans/Benicia 1st/Last Mile (Lyft) Program	100,000
		Soltrans Local Taxi Program	100,000
		Subtotal	\$5,636,761
Transportation Funds for Clean Air (TFCA) Program		Project Development	
Transportation for Clean Air (TFCA)	461,000	Project Management/Administration	240,748
Subtotal	\$461,000	Solano Express Slip Ramp (TIRCP 2018)	
		Solano Express Electrification (TIRCP 2018)	
		Countywide Electrification	
		Transit Coordination Equipment (TIRCP 2020)	
		Connected Mobility Plan/BRT (TIRCP 2020)	
		SR 37 Improvement Project	84,736
		Local Road Safety Plan (Regional Vision Zero Policy)	20,000
		Vacaville Transit Center Access (TIRCP 2020)	900,000
		Vacaville Transit Center/TSP Ticketing (TIRCP 2020)	600,000
		Solano Projects Website	16,000
		West Texas Bus Stop (TIRCP 2020)	1,500,000
		Inductive Charging (TIRCP 2020)	
		I-80/I-680/SR 12 Interchange Project	500,000
		Hannigan Station Improvement (TIRCP 2020)	2,000,000
		Fairgrounds Improvement Project	500,000
		I-80 Express Lanes Project	2,500,000
		I-80 WB Truck Scales Project	3,000,000
		Regional Transportation Impact Fee (RTIF) Program	485,000
		DMV Abandoned Vehicle Abatement (AVA) Program	450,000
		Subtotal	\$12,796,484
Abandoned Vehicle Abatement (AVA) Program		Strategic Planning	
Department of Motor Vehicle (DMV)	450,000	Planning Management/Administration	239,615
Subtotal	\$450,000	Events/Public Information	25,000
		Model Development/Maintenance	41,000
		Comprehensive Transportation Plan (CTP) Implementation	351,453
		CMP/Vehicle Miles Travel (VMT)	272,849
		Rail Network Integration	40,000
		Electric Vehicle (EV) Implementation (Capital Project) Yr1	100,000
		Solano Bike/Ped Maps	29,328
		Countywide Housing Land Use/SolHIP	289,309
		Transportation Funds for Clean Air (TFCA) Programs	461,000
		Subtotal	\$1,849,554
I-80/I-680/SR 12 Interchange Project			
Bridge Toll Funds	500,000		
Subtotal	\$500,000		
I-80 Express Lanes Project			
Bridge Toll Funds	2,500,000		
Subtotal	\$2,500,000		
I-80 WB Truck Scales Project			
Bridge Toll Funds	3,000,000		
Subtotal	\$3,000,000		
Fairgrounds Improvement Project			
Federal Earmark	300,000		
Local Funds - County/Vallejo	200,000		
Subtotal	\$500,000		
Regional Transportation Impact Fee (RTIF) program			
Regional Impact Fee	485,000		
Subtotal	\$485,000		
TOTAL ALL REVENUE	\$22,612,045	TOTAL ALL EXPENDITURES	\$22,612,045

PROPOSED SALARY SCHEDULE
FY 2021-2022
With COLA (1.6%) Effective July 1, 2021

Job Title	FLSA Status	Position Code	SALARY RANGE	
			Minimum Monthly	Maximum Monthly
Accountant I	N	919005	\$5,449	\$6,622
Accountant II	N	919010	\$5,855	\$7,117
Accounting & Administrative Services Manager	E	909015	\$10,221	\$12,424
Accounting Technician	N	919020	\$4,767	\$5,793
Administrative Assistant I	N	919025	\$3,972	\$4,828
Administrative Assistant II	N	919030	\$4,470	\$5,434
Administrative Clerk	N	919035	\$3,304	\$4,017
Assistant Director of Programs*	E		\$9,512	\$11,494
Assistant Planner	N	919040	\$5,631	\$6,844
Assistant Program Manager	N	919045	\$5,855	\$7,117
Assistant Project Manager	N	919050	\$5,855	\$7,117
Associate Planner	N	919055	\$6,454	\$7,847
Clerk of the Board/Office Manager	E	909060	\$7,661	\$9,313
Customer Service Representative (CSR) I	N	919065	\$3,149	\$3,826
Customer Service Representative (CSR) II	N	919070	\$3,307	\$4,020
Deputy Executive Director/Director of Projects	E	909075	\$16,847	\$20,476
Director of Planning	E	909080	\$12,466	\$15,150
Director of Programs	E	909085	\$11,126	\$13,523
Executive Director	E	909000	\$18,552	\$22,550
Legislative Policy and Communications Manager	E	909090	\$8,437	\$10,253
Planning Assistant	N	919095	\$5,005	\$6,083
Program Coordinator I	N	919105	\$3,972	\$4,827
Program Coordinator II	N	919110	\$4,170	\$5,070
Program Services Administrator	E	909100	\$7,320	\$8,897
Program Services Division Manager	E	909115	\$8,447	\$10,267
Project Assistant	N	919120	\$5,005	\$6,083
Project Engineer	E	909125	\$9,487	\$11,533
Project Manager	E	909130	\$6,973	\$8,473
Senior Accountant	N	919135	\$6,973	\$8,473
Senior Customer Service Representative	N	919150	\$3,619	\$4,399
Senior Planner	N	919140	\$7,321	\$8,897
Senior Program Coordinator	N	919145	\$4,566	\$5,551
Senior Project Manager	E	909155	\$8,044	\$9,778
Senior Transit Mobility Coordinator*	N		\$5,855	\$7,117
Transit Mobility Coordinator I*	N	919160	\$5,004	\$6,082
Transit Mobility Coordinator II*	N		\$5,254	\$6,386
Transit Program Manager	E	909165	\$8,044	\$9,778
			Minimum Hourly	Maximum Hourly
Senior Program Coordinator (PT)	N	929525	\$26.34	\$32.02
Program Coordinator II (PT)	N	929520	\$24.06	\$29.25
Program Coordinator I (PT)	N	929515	\$22.92	\$27.85
Senior Customer Service Representative (PT)	N	929530	\$20.88	\$25.38
Customer Service Representative (CSR) II (PT)	N	929510	\$19.08	\$23.19
Customer Service Representative (CSR) I (PT)	N	929505	\$18.17	\$21.98
*New Classification Fair Labor Standards Act (FLSA): E - Exempt N - Non-Exempt				
All classifications may have an equivalent full time and part time salary range.				



FY 2021-22 STA Retirement Plan Actuarial

	<u>June 30, 2018</u>	<u>June 30, 2019</u>
<u>CalPERS Plan:</u>		
Classic:		
Entry Age Normal Accrued Liability	7,460,026	8,054,721
Plan's Market Value of Assets	<u>5,871,798</u>	<u>6,366,058</u>
Unfunded Liability	\$1,588,228	\$1,688,663
Funded Ratio	78.7%	79.0%
PEPRA:		
Entry Age Normal Accrued Liability	299,778	467,417
Plan's Market Value of Assets	<u>272,412</u>	<u>425,137</u>
Unfunded Liability	\$27,366	\$42,280
Funded Ratio	90.9%	91.0%
	<u>July 1, 2018</u>	<u>July 1, 2020</u>
<u>PARS Plan:</u>		
Entry Age Normal Accrued Liability	1,012,064	1,150,190
Plan's Market Value of Assets	<u>834,497</u>	<u>978,095</u>
Net Unfunded Liability	\$177,567	\$172,095
Funded Ratio	82.45%	85.04%



Reserve Account Balances

May 31, 2021

Contingency Reserve:	Fiscal Year (FY)	Balance	Interest Earned	Cumulative Total
	1999 - 2007	324,443		324,443
	7/07 - 6/08	58,801	14,925	398,169
	7/08 - 6/09	58,801	11,673	468,643
	7/09 - 6/10	58,000	13,851	540,494
	7/10 - 6/11	58,000	7,664	606,158
	7/11 - 6/12	108,000	3,595	717,753
	7/12 - 6/13	108,000	2,705	828,458
	7/13 - 6/14	108,000	1,515	937,973
	7/14 - 6/15	100,000	6,492	1,044,465
	7/15 - 6/16	0	8,526	1,052,991
	7/16 - 6/17	50,000	8,988	1,111,979
	7/17 - 6/18	50,000	23,082	1,185,061
	7/18 - 6/19	50,000	40,335	1,275,396
	7/19 - 6/20	50,000	51,276	1,376,672
	7/20 - 6/21	50,000	22,287	1,448,959
	Total Contingency Reserve	\$1,232,045	\$216,914	\$1,448,959
	Less: Loan Deposit	(\$597,091)		
Insurance Reserve:	<u>Self Insured Retention (SIR) \$100,000 per occurrence</u>			
Established FY 2007-08	7/07 - 6/08	50,000		
	7/08 - 6/09	50,000		
	7/09 - 6/10	50,000		
	7/10 - 6/11	50,000		
	7/15 - 6/16	100,000		
	Total Insurance Reserve	\$300,000		
Total STA Contingency Reserve Account (31119)		\$934,954	\$216,914	<u>\$1,151,867.76</u>
Project Contingency Reserve Fund (PCRF):	Funds			
	FY 2014-15	1,100,000		1,100,000
	FY 2015-16	796,758		1,896,758
	FY 2016-17	1,923,156		3,819,914
	FY 2017-18	683,695	17,092	4,520,701
	FY 2018-19	634,201	54,282	5,209,184
	FY 2019-20	1,214,381	51,276	6,474,841
	FY 2020-21	1,138,879		7,613,720
Total STA Project Contingency Reserve Account (31201)		\$7,491,070	\$122,650	\$7,613,720
LESS EXPENDITURES through May 2021: New STA Office Building/Property activities		\$3,883,389		\$3,730,331.10
TOTAL STA RESERVES May 2021		\$4,882,199		\$4,882,199

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Employee Benefit Summary Update July 2021

TERM

This summary shall remain in effect until amended by STA Board action or mandated by law.

SALARY

Salary schedule – **Revised July 1, 2021.**

AT-WILL EMPLOYMENT (Policy #102)

Employees shall be considered as at-will employees and may be terminated at any time by the Executive Director.

WORKWEEK (Policy #210/211)

The workweek shall be forty (40) hours per week for all employees. Overtime will be granted at time and one-half for all hours worked in excess of the normal workweek. In accordance with the Fair Labor Standards Act (FLSA),

Compensatory time may be granted in lieu of pay at the employee's request and the Executive director's approval. The Executive Director established a flexible work schedules (9-day Alternate Work Schedule) in order to meet the needs of the agency and the employee's job responsibilities. An employee may elect, by so stating, in writing, on the appropriate time card, a preference to earn compensatory overtime in lieu of overtime pay. An employee may accumulate up to a maximum of sixty (60) hours of compensatory time. Those hours reflect forty (40) hours of straight time worked. An employee who has reached the maximum balance shall be paid overtime until such time that the accrual is below the stated ceiling. A supervisor or the Executive Director must approve overtime in advance.

RETIREMENT (Policy #301)

In conformance with the new pension reform provisions, the California Public Employees' Pension Reform Act of 2013 (PEPRA), the following are STA's retirement benefit plan:

Tier 1 Benefits - Employees hired on or before 12/31/12

PERS Retirement Plan

Employees are covered under the Public Employees Retirement System (PERS) in accordance with benefits under the Public Employee's Pension Reform Act of 2013 (PEPRA). STA shall pay seven percent (7%) of PERS Employee Contribution Rate to PERS. General benefits include the following:

- Section 21354 – 2% @ Age 55 Full Formula for Local Miscellaneous Members
- Section 20037 – Three-Year Final Compensation Section 21329
- 2% Annual Cost of Living Adjustment
- Section 21620 – \$500 Retired Death Benefit
- Section 21573 – Third Level of 1959 Survivor Benefits
- Section 20055 – Prior Service Credit
- Section 21551 – Death Benefit Continuation
- Section 20965 – Credit for Unused Sick Leave
- Section 21024 – Military Service Credit as Public Service
- Section 21022 – Public Service Credit for Periods of Layoff
- Section 21548 – Pre-Retirement Optional Settlement 2 Death Benefit

The employee is responsible for paying the \$2.00 contribution for the 1959 Survivor Benefits.

PARS SUPPLEMENTAL RETIREMENT PLAN

Effective July 1, 2011, STA Employees are also covered under a supplemental retirement plan under the Public Agency Retirement System (PARS). The employee shall contribute a total of 2.0% of salary and STA shall contribute the employer share of 4.98%. Employees meeting eligibility requirements shall receive benefits equivalent to 2.7% @ Age 55 when combined with PERS. See Plan Summary for details. In conformance with the new pension reform provisions, this plan is closed to new hires effective January 1, 2013.

***Tier 2 Benefits - Employees hired on or after 1/1/13 and deemed “CLASSIC” member
(Prior PERS/reciprocal employment with less than a six (6) month break in service)***

PERS RETIREMENT PLAN

Employees are covered under the Public Employees Retirement System (PERS) in accordance with benefits under the Public Employee’s Pension Reform Act of 2013 (PEPRA). Solano Transportation Authority (STA) shall pay seven percent (7%) of PERS Employee Contribution Rate to PERS. General benefits may include the following:

- Section 21354 – 2% @ Age 55 Full Formula for Local Miscellaneous Members
- Section 20037 – Three-Year Final Compensation
- Section 21329 – 2% Annual Cost of Living Adjustment
- Section 21620 – \$500 Retired Death Benefit
- Section 21573 – Third Level of 1959 Survivor Benefits
- Section 20055 – Prior Service Credit
- Section 21551 – Death Benefit Continuation
- Section 20965 – Credit for Unused Sick Leave
- Section 21024 – Military Service Credit as Public Service
- Section 21022 – Public Service Credit for Periods of Layoff
- Section 21548 – Pre-Retirement Optional Settlement 2 Death Benefit

The employee is responsible for paying the \$2.00 contribution for the 1959 Survivor Benefits.

***Tier 3 Benefits - Employees hired on or after 1/1/13 and deemed “NEW” member
(No Prior PERS/reciprocal employment or more than a six (6) month break in service)***

PERS RETIREMENT PLAN

Employees are covered under the Public Employees Retirement System (PERS) in accordance with benefits under the Public Employee’s Pension Reform Act of 2013 (PEPRA). Under Section 7522.30, Solano Transportation Authority (STA) shall pay 6.985% and the **employee shall pay 6.75%** as the PERS Contribution Rate to PERS for FY 2016-17. General benefits may include the following:

- Section 7522.20 – 2% @ Age 62 Benefit Formula for Non-Safety Members
- Section 7522.32 – Three-Year Final Compensation
- Section 7522.30 – Equal Sharing of Normal Cost
- Section 21329 – 2% Annual Cost of Living Adjustment
- Section 21620 – \$500 Retired Death Benefit
- Section 21573 – Third Level of 1959 Survivor Benefits
- Section 20055 – Prior Service Credit
- Section 21551 – Death Benefit Continuation
- Section 21027 – Military Service Credit for Retired Persons
- Section 20965 – Credit for Unused Sick Leave
- Section 21024 – Military Service Credit as Public Service
- Section 21022 – Public Service Credit for Periods of Layoff
- Section 21548 – Pre-Retirement Optional Settlement 2 Death Benefit

The employee is responsible for paying the \$2.00 contribution for the 1959 Survivor Benefits.

All Employees

457 DEFERRED COMPENSATION PROGRAM (Optional)

STA Employees have the option to enroll in the 457 Deferred Compensation Plan with Nationwide Retirement Solutions. The deferred compensation plan is 100% Employee contributions.

For all employees hired into a fulltime category and classified as “New” under the Tier 3 Retirement Benefit plan, STA will contribute a matching contribution up to a maximum three (3) percent into the deferred compensation plan on behalf of the employee.

SOCIAL SECURITY

Effective July 1, 1997, fulltime employees will no longer be covered under Social Security; however the Medicare portion will remain in effect. The employer and the employee shall contribute the mandatory 1.45% each.

HEALTH & WELFARE (Policy #302)

STA will contribute an amount for employee plus family towards health, dental, vision, life and long term disability insurance. Employees are responsible for amounts that exceed the maximum amount. Employees who can provide proof of other insurance coverage may elect to receive cash in lieu of the STA's health and dental coverage.

Employees electing to decline the health coverage will receive \$350 per month and for dental coverage \$50 per month, for a maximum total of \$400 per month, if both Health and Dental benefit are declined.

HEALTH INSURANCE

STA shall contribute an amount equal to the PERS Kaiser Bay Area rate. Premium contributions shall be based on the number of eligible dependents under the age of 26 enrolled on the employee's plan. Beginning January 1, 2021, the premiums for the health plan benefit are as follows:

Employee Only	\$ 813.64
Employee Plus One Dependent	\$1,627.28
Employee Plus Two or More	\$2,115.46

DENTAL INSURANCE

STA shall contribute an amount based on the employee's number of eligible dependents. The amounts as of January 1, 2021 are as follows:

Employee Only	\$ 53.58
Employee Plus One Dependent	\$ 91.08
Employee Plus Two or More	\$139.30

VISION INSURANCE

STA shall contribute an amount based on the employee's number of eligible dependents. The amounts as of January 1, 2021 are as follows:

Employee Only	\$ 5.38
Employee Plus One Dependent	\$10.78
Employee Plus Two or More	\$20.31

LIFE INSURANCE

STA provides a monthly premium of \$2.64 sufficient to maintain \$50,000 basic life insurance.

SHORT TERM DISABILITY

The Short Term Disability (STD) Insurance benefit plan is an option that is Employee paid only. The STD benefit is intended to protect income for a short duration and to help minimize the impact of the employee's leave credits. Eligible employees may elect coverage of 60% of weekly earnings for up to 13 weeks with a minimum weekly benefit of \$25 and a maximum weekly benefit of \$2,500.

LONG TERM DISABILITY

STA will provide an LTD plan to cover all employees. The plan includes a 90 days waiting period, and pays 60% of earnings up to a maximum monthly amount of \$10,000, 5 year + ADEA maximum benefit period.

HOLIDAYS (Policy #304)

Paid holidays include the following:

New Year's Day	Veteran's Day
Martin Luther King's Birthday	Thanksgiving Day
President's Birthday	Day after Thanksgiving Day
Memorial Day	4 Hours Christmas Eve*
Independence Day	Christmas Day
Labor Day	4 Hours New Year's Eve*
Columbus Day	

Three floating holidays shall be credited July 1st of each year to the employee's vacation balance. *If Christmas Eve and New Year's Eve falls on a Friday, Saturday or Sunday an additional eight (8) hours of vacation shall be credited on July 1st. Employees hired between July and December shall receive credit for three floating holidays and Christmas Eve and New Year's Eve, if applicable. Employees hired between January and June shall receive credit for two floating holidays.

VACATION (Policy #305)

Vacation is accrued monthly in accordance to the following schedule for full-time employees:

Years of Service	Annual Entitlement	Annual Vacation Hours	Maximum Balance
0 through 5 years	10 working days	80	320
5+ through 10	15 working days	120	320
11 years	16 working days	128	320
12 years	17 working days	136	320
13 years	18 working days	144	320
14 years	19 working days	152	320
15 years	20 working days	160	320

SICK LEAVE (Policy #306)

Regular full-time employees accrue 12 days sick leave per year. Sick leave may be accrued up to ninety (90) working days, or 720 hours. The minimum sick leave taken at any one time shall not be less than one (1) hour. Employees may be required to provide a doctor's note for absences more than three days in length, more than five days in any 30-day period, or on a day adjacent to a holiday weekend.

SICK LEAVE BUYBACK (Policy #306)

Upon Service retirement –25% may be paid to the employee for the remaining sick leave balance.

Employees are eligible to participate in an annual cash-out program. Employees with at least 30 days (240 hours) of accrued sick leave and used less than 4 days (32 hours) of 12 days (96 hours) earned in the fiscal year, can elect to receive 50% in cash of the unused portion earned, in excess of 30 days. Eligible employees electing to participate shall be paid in July of every year.

BEREAVEMENT LEAVE (Policy #307)

A maximum of three (3) consecutive days in California or five (5) consecutive days outside California to attend funeral of employee's spouse, child, parent, brother, sister, grandparent, mother or father-in-law, or household dependent or relative.

MILEAGE ALLOWANCE/REIMBURSEMENT (Policy #310)

The Executive Director shall receive a monthly mileage allowance of \$500 per month. The Deputy Executive Director/Director for Projects shall receive a monthly mileage allowance of \$400 per month, **the Department Directors, and the Clerk of the Board** shall receive a monthly mileage allowance of \$200 per month. STA staff uses the standard Internal Revenue Service (IRS) mileage rate for travel reimbursement.

COMMUTER TRANSIT INCENTIVE (Policy #310)

STA offers financial incentive for employees using a commute alternative mode limited to: trains, buses, vanpool, and ferry. Employees who can provide proof of their monthly commute cost and use of any transit mode of transportation can receive up to \$75 per month travel incentive.

In addition to the above, STA shall comply with all employment regulations mandated by state and federal laws.

The benefits listed above are Board approved policy. Additional information can be found in the Human Resources Policy manual or may be supplemented by administrative guidelines issued by the Executive Director.

*****THIS DOCUMENT IS INTENDED AS A GUIDE ONLY. FOR SPECIFIC INFORMATION PLEASE REFER TO BOARD APPROVED HUMAN RESOURCES POLICIES AND PROCEDURES, ETC. OR CONTACT SOLANO TRANSPORTATION AUTHORITY (707) 424-6075*******



DATE: June 28, 2021
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80 Westbound Cordelia Truck Scales Project – Plans, Specifications & Estimate (PS&E) Consultant Selection

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR 12 Interchange Complex. Several projects have already been completed since this time, including the I-80 High Occupancy Vehicle (HOV) Lanes, the North Connector, the I-80 Eastbound Cordelia Truck Scales Relocation and the I-80/I-680/SR12 Interchange Construction Package 1 Projects.

The I-80/I-680/SR 12 Interchange Project – Phase 1 is planned to be implemented through 8 individual construction packages. Construction Packages 1-3 are now in various phases of implementation. The Initial Construction Package (ICP) construction contract has been completed and ICP is in the closeout phase, Construction Package 2B (I-680/Red Top Road Interchange) is in construction, and Construction Package 3 (Westbound I-80 to Southbound I-680 Connector) has been designed to the 65% level. Construction Package 2A (Westbound SR 12 to Eastbound I-80) is under construction.

Phase 2 of the I-80/I-680/SR 12 Interchange Project includes the I-80 Westbound Cordelia Truck Scales Project, which is the subject of this staff report.

Discussion:

The I-80 Westbound Truck Scales Project (Project) was recently included in the list of California Transportation Commission (CTC) projects for the 2020 Trade Corridor Enhancement Program (TCEP), which was approved by the CTC at the December 2020 Commission meeting. These funds, in combination with State Transportation Improvement Program (STIP) funds, will fully fund the \$29.27 million Design Phase for the Project. The Design Phase is planned to be implemented jointly by STA and Caltrans.

At the CTC meeting on June 23/24th, the Commission did authorize the TCEP funding. Additionally, Caltrans and STA will be entering into a Cooperative Agreement which details the joint design effort and reimbursement provisions for the STA staff effort and this consultant agreement for these design services.

In April 2021, the Board authorized the Executive Director to issue a Request for Proposals (RFP) to select a firm/team to provide detailed preliminary engineering and final design for the Project. Two proposals were received on May 21, 2021. The proposals have been reviewed and WMH Corporation has been selected to provide detailed preliminary engineering and final design services for the Project. As such, staff is now recommending the Executive Director be authorized to enter into a contract with WMH Corporation for a not-to-exceed amount of \$10M.

Fiscal Impact:

Final design services for the I-80 Westbound Truck Scales Project will be funded with a combination of TCEP and STIP funds which have already been approved by the CTC.

Recommendation:

Authorize the Executive Director to enter into a contract with WMH Corporation for a not-to-exceed amount of \$10M to provide Final Design Services for the I-80 Westbound Cordelia Truck Scales Project.



DATE : June 29, 2021
TO: STA Board
FROM: Lloyd Nadal, Program Services Division Manager
Katelyn Costa, Program Coordinator II
RE: First and Last Mile Program Modifications

Background:

In 1990, the Solano Transportation Authority (STA) created the Solano Mobility program to support the transportation needs and services of all Solano County residents, employers, older adults, and people with disabilities. This work has recently expanded to include innovative ways to connect Solano County's current transportation systems (i.e. transit/rail/ferry) and make it more efficient and cost effective. Through partnering with local operators, this expansion has included the use of technology for first/last mile connections and microtransit or on-demand services which are components of a larger Solano County Connected Mobility Implementation Plan.

Description:

First/Last Mile Program

In May 2017, the STA partnered with Lyft and launched the First/Last Mile Pilot Program in Solano County. Given Solano County's sprawling suburban landscape, the goal of this pilot was to encourage transit/rail/ferry use through first-last mile connections to/from the Transit Centers to decrease single occupancy vehicle usage, specifically among commuters that travel to/from our county. In 2019, STA modified the program to cover 80% of costs for First/Last Mile Lyft rides (with a maximum of \$25/per ride) to and from 16 hubs across Solano County. As of March 2021, there are currently 220 people registered for the First/Last Mile Program up from 81 users in 2019 with just over 5000 rides taken to date.

In March 2020, when Fairfield and Suisun Transit (FAST) local fixed routes 2, 4, 5 and 8 were suspended due to COVID-19, STA made an initial offer to expand the program to four locations which was concurred with by FAST staff. These locations included: Green Valley Shopping Center, Solano Town Center, FoodMaxx, and Walmart/Smart & Final in Fairfield. In a memo dated June 10, 2021 (Attachment A), FAST staff has requested to remove these locations from the First/Last Mile Program now that the local fixed bus routes have been restored. The STA staff will notify program participants before the changes are made on July 15, 2021 after the STA board meeting.

Benicia Lyft Program with SolTrans

The Benicia Lyft program was rolled out in partnership with SolTrans as a replacement to the Benicia Dial-A-Ride program. It offers rides around Benicia to veterans, American Disabilities Act (ADA) eligible individuals, and older adults for a standard \$4 rate or \$3 low-income rate. A total of 80 people signed up for the program since launch, and the program has provided 1,156 rides total. There is also a taxi component available to individuals who are wheelchair bound or without a cell phone. There has been consistent usage at about 80 rides/month. The total cost for this program to date is \$9,268 in comparison to the annual cost of \$180,000 for the Benicia Dial-A-Ride service.

There has been a request from the City of Benicia's Mayor Steve Young and SolTrans' staff to expand the program to include a \$5 one-way ride for anyone traveling within the Benicia city limits. This would be available along with the same parameters of the \$3 and \$4 rides all days from 6:00am-9:00pm with a fixed price of \$5 up to a \$20 limit. Users of these rides would apply a "5Benicia" code on the Lyft application to utilize the discount. Staff is recommending adjusting the Program based on both requests. The costs for the changes are within the budget for the Program.

At the June Consortium and TAC meeting, these recommended changes to the First and Last Mile program Modifications were unanimously approved.

Fiscal Impact:

The First and Last Mile Program and Benicia Lyft Program is funded by support from the Bay Area Air Quality Management District's (BAAQMD) Transportation Funds for Clean Air Program (TFCA) and Yolo Solano Air Quality Management District's (YSAQMD) Clean Air Program (CAP).

Recommendation:

Authorize the Executive Director to make modifications to the First-Last Mile Program to:

1. Remove the 4 locations from the First-Last Mile Program: Green Valley Shopping Center, Solano Town Center, FoodMaxx, and Walmart Smart and Final in Fairfield; and
2. Add the \$5 Benicia one-way ride via a code on the Lyft app to allow for travel within Benicia city limits.

Attachment:

- A. FAST Memo to STA Dated June 10, 2021



MEMORANDUM

PUBLIC WORKS DEPARTMENT

DATE: June 10, 2021

TO: Lloyd Nadal, Solano Transportation Authority

FROM: Diane Feinstein, Transportation Manager *df*

SUBJECT: First/Last Mile Program

FAST temporarily eliminated local service on Routes 2, 4, 5, and 8 from March 20, 2020-July 6, 2020 due to the COVID-19 pandemic. During this brief period, STA offered and provided First/Last Mile service geofencing, which FAST greatly appreciated.

Since STA was aware FAST resumed local service to these areas in July 2020, FAST assumed the geofencing had been removed in Fairfield and Suisun City as the First/Last Mile Program was not meant to compete with fixed route service. Unfortunately, almost a year later, I am finding out the geofencing has remained in place.

Would you please immediately remove all First/Last Mile Program geofencing in Fairfield and Suisun City that is covered by FAST routes so this program is no longer competing with FAST services. This will also correct the misperception these areas are still not being serviced by FAST.

Would you please also let me know when the geofencing in both cities have been removed.

Thank you for your assistance.

/des



DATE: June 30, 2021
TO: STA Board
FROM: Kathrina Gregana, Planning Assistant
RE: Countywide Bicycle and Pedestrian Wayfinding Pilot

Background:

The 2020 Solano Countywide Active Transportation Plan (ATP) identifies a wayfinding signage system as a critical strategy for enhancing the region's active transportation network. The Solano ATP includes guidance and a summary of best practices which can be used to implement a countywide wayfinding program. The report also provides recommended locations for signage placement in each jurisdiction.

In addition, the Solano Countywide Bicycle and Pedestrian Wayfinding Signage Report was published in 2013, which provides guiding principles on a general approach for installing wayfinding signs in Solano County, including signage design, placement, and frequency.

With these plans in place, the STA is moving forward with implementation of the plans with the development of a three-year Countywide Wayfinding Sign Program, starting in 2021 with a Wayfinding Pilot.

Discussion:

The Wayfinding Sign Program seeks to establish a consistent and standardized wayfinding signage system in Solano County that connects residents to key destinations and connects the regional backbone network. By installing this infrastructure, Solano County residents will be better connected to transit and key locations and would more easily be able to locate and access the bicycle and pedestrian projects that Solano County agencies have invested in.

In 2020, the Wayfinding Sign Program was granted \$25,000 in TDA Article 3 funds by the STA Board for each year over the three years of the Program. The preliminary priorities established for the first year (2021 Pilot) are the Top 10 bike rides and hikes/walks in the STA brochures; transit connections; and key locations to downtown areas. Proposed projects that are considered are also required to adhere to the guidelines outlined in the STA wayfinding reports to the greatest extent possible.

Over the last few months, STA staff has conducted outreach to its member agencies, regional trail groups, and other local partners about partnering on the Pilot. In addition, STA staff asked the Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) for their suggestions on potential locations within their jurisdictions that may be in need of signs, to bring to the appropriate city staff for their consideration as a potential project. From these discussions, a signage needs list is being compiled to sequence potential projects over the three years of the program.

So far, the following wayfinding projects have been identified by sponsors to be considered for the 2021 Pilot:

- City of Suisun City – replacement pedestrian signs for Grizzly Island Trail and McCoy Creek Trail (Phase 1) - (Funding Request Amount: \$4,500)
- City of Rio Vista – replacement pedestrian signs for Bridge to Beach Trail - (Funding Request Amount: \$4,200)
- City of Vallejo – new bicycle signs for the future Bay Trail-Vine Trail Project - (Funding Request Amount: \$17,748)
- Bay Area Ridge Trail – new bicycle signs for the Bridge-to-Bridge Loop - (Funding Request Amount: *Pending*)

The Call for Projects for the 2021 Wayfinding Pilot ends in mid-July. Projects will be evaluated based on their adherence to the wayfinding guidelines and alignment with the preliminary priorities. STA plans on holding a Call for Projects in the future for each subsequent year of the Wayfinding Sign Program.

For next steps, STA staff will evaluate the project proposals and bring a funding recommendation to the August 2021 TAC meeting and, subsequently, the September 2021 STA Board meeting for approval.

STA staff is also coordinating with the County of Solano on a bulk purchase of signs for the Wayfinding Sign Program to achieve savings and stretch the funding of the program.

This informational item was also presented to the STA TAC at their meeting on June 30, 2021.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: June 30, 2021
TO: STA Board
FROM: Kathrina Gregana, Planning Assistant
RE: Yolo-Solano Air Quality Management District (YSAQMD) Clean Air
Funds (CAF) Fiscal Year (FY) 2021-22

Background:

The Yolo Solano Air Quality Management District (YSAQMD) provides funding for projects that reduce motor vehicle air pollution in the Yolo Solano Air Basin through the YSAQMD Clean Air Funds program. Proposed projects are classified in one of four categories: Clean Vehicle Technology, Alternative Transportation, Transit Services, and Public Education. Funding for this program is collected through a \$4 fee on all motor vehicle registrations within the Air District's boundaries, as well as a special property tax assessed on Solano County properties located in the YSAQMD. YSAQMD administers the grant program, and partners with STA to create a joint application screening committee to recommend funding for projects in Solano County.

The Solano County communities eligible to apply for YSAQMD Clean Air Funds are the Cities of Dixon, Rio Vista, and Vacaville, as well as the northeastern half of unincorporated Solano County. Applications are distributed and collected by the YSAQMD for projects in both Solano and Yolo counties. STA and YSAQMD staff jointly review the applications for Solano County projects, and together, make a recommendation to a Review Committee. The Review Committee recommendations are forwarded to the YSAQMD Board for final action.

Discussion:

For the FY 2021-22, there was \$360,000 in Clean Air Funds (CAF) available through the YSAQMD. Given that the grant program was oversubscribed and all of the applications were competitive, the funding of CAF grants was increased to \$385,299 using the YSAQMD's available fund balance to ensure minimum funding for as many project proposals that were submitted.

Seven applications were submitted for funding:

- 1) Sandpiper Village Apartment Homes – Apartment EV Charger 4 spaces
- 2) River Oaks Apartment Homes– Apartment EV Charger 10 spaces
- 3) Solano Transportation Authority– Solano County Electric Vehicle (EV) Implementation Plan
- 4) Vacaville Unified School District – Electric School Bus
- 5) County of Solano – Pedrick Road Bicycle Improvement Project
- 6) City of Rio Vista - Pedestrian Improvements 3rd Street
- 7) Solano Transportation Authority– Solano Safe Routes to School (SR2S) Microgrant Program Cycle 2 & School Outreach

The Solano Clean Air Funds Application Review Committee met on Wednesday, June 2nd to review the application requests and the staff recommendation. Committee participants included

Council Member Jim Ernest of Dixon, Mayor Ron Kott of Rio Vista, Council Member Jeanette Wylie of Vacaville, and Solano County Supervisor John Vasquez. All seven applicants were provided an opportunity to make presentations regarding their funding request to the Committee and answer follow-up questions.

STA and YSAQMD staff provided a joint staff recommendation to the Committee, which gave the Committee a starting point for discussion. The Committee came to a consensus to approve the funding as recommended based on further discussions with staff and the applicants (Attachment A).

The Committee recommendation was subsequently approved by the YSAQMD Board at their June 9th meeting. With the funding recommendations approved, the project sponsors will work directly with YSAQMD staff to deliver each project as specified in their grant application.

This informational item was also presented to the STA TAC at their meeting on June 30, 2021.

Fiscal Impact:

STA will receive, and program through funding agreements; \$30,000 towards the Solano County EV Implementation Plan, and \$50,000 to provide funds towards the SR2S Micro-Grant Program Cycle 2 and School Outreach for Eastern Solano Schools from Clean Air Funds provided by the YSAQMD.

Recommendation:

Informational.

Attachment:

A. CAF Funding Spreadsheet

	Yolo-Solano Air Quality Management District 2021 Clean Air Funds Program Solano County Applications			
CLEAN TECHNOLOGIES/ LOW EMISSION VEHICLES				
Applicant	Project	Funding Requested	Minimum Funding	YSAQMD Approved Funding
Sandpiper Village Apartment Homes	Apartment EV Charger 4 spaces	\$ 16,567.84	\$ 16,014.10	\$ 16,014.10
River Oaks Apartment Homes	Apartment EV Charger 10 spaces	\$ 40,472.99	\$ 39,285.25	\$ 39,285.25
Solano Transportation Authority	Solano County EV Implementation Plan	\$ 50,000.00	\$ 30,000.00	\$ 30,000.00
Vacaville Unified School District	Electric School Bus	\$ 200,000.00	\$ 200,000.00	\$ -
	SUB TOTAL	\$ 307,040.83	\$ 285,299.35	\$ 85,299.35
ALTERNATIVE TRANSPORTATION				
Applicant	Project	Funding Requested	Minimum Funding	Staff Recommendation
Solano County	Pedrick Road Bicycle Improvement Project	\$ 340,000.00	\$ 200,000.00	\$ 200,000.00
City of Rio Vista	Pedestrian Improvements 3rd Street	\$ 100,000.00	\$ 50,000.00	\$ 50,000.00
	SUB TOTAL	\$ 440,000.00	\$ 250,000.00	\$ 250,000.00
PUBLIC EDUCATION/ INFORMATION				
Applicant	Project	Funding Requested	Minimum Funding	Staff Recommendation
Solano Transportation Authority	Solano Safe Routes to School Outreach & Microgrant	\$ 90,000.00	\$ 50,000.00	\$ 50,000.00
	SUB TOTAL	\$ 90,000.00	\$ 50,000.00	\$ 50,000.00
	TOTAL	\$ 837,040.83	\$ 585,299.35	\$ 385,299.35

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

Discussion:

The "Budget Bill Junior" or Senate Bill 129 (SB129) was passed by both Legislative Chambers on June 28th, along with several trailer bills, and is currently awaiting action from Governor Gavin Newsome. The start of the new fiscal year began on July 1st. Both the Senate and the Assembly had until June 4th to move bills onto the other house. Legislation that continued to move forward are now in policy committees, which have until July 14th to meet before the Summer Recess begins on July 16th.

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

- AB 43 (Freidman) Traffic Safety: *Senate Committee on Transportation*
- AB 455 (Wicks) Bay Bridge Fast Forward Program: *Senate Committee on Transportation*
- AB 1499 (Daly) Design-Build: *Senate Committee on Appropriations*
- SB 44 (Allen) CEQA: Streamlined Judicial Review: Environmental Leadership Transit Projects: *Assembly Committee on Judiciary*
- SB 339 (Wiener) Road User Charge: *Assembly Committee on Appropriations*

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. *Senate Business, Professions and Economic Development*
- 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). *Senate Committee on Appropriations*

- 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. *Senate Committee on Environmental Quality*
- 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. *Senate Committee on Appropriations*
- 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. *Senate Committee on Natural Resources and Water*
- 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. *Senate Committee on Environmental Quality*
- 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. *Senate Committee on Environmental Quality*
- 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. *Senate Committee on Environmental Quality*
- 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. *Senate Committee on Governance and Finance*
- 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. *Assembly Committee on Appropriations*

- 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. *Assembly Committee on Housing and Community Development*
- 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. *Assembly Committee on Housing and Community Development*
- 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. *In Assembly awaiting committee assignment*
- 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. *Assembly Committee on Appropriations*
- 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. *Assembly Committee on Natural Resources*
- 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. *Assembly Committee on Transportation*
- 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. *Assembly Committee on Transportation*

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

STA's state legislative advocates (Matt Robison and Josh Shaw) worked with staff to schedule virtual meetings with Senator Bill Dodd, and Assembly Members Cecilia Aguiar-Curry and Tim Grayson to discuss STA's upcoming priority projects, including the I-80 Managed Lanes Gap in Dixon and the I-80 Westbound Truck Scales Project.

Updates on the following are detailed in Attachment A:

- Legislative Update
- Governor Newsom Announces Plans to Lift Pandemic Executive Orders
- CalSTA Releases CAPTI Revisions Memo
- Grants
- Bill of Interest

Federal Legislative Update (Akin Gump):

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

On July 1st, the House passed the \$715 billion INVEST in America Act by a vote of 221-201, which would reauthorize the Fixing America's Surface Transportation (FAST) Act, that is set to expire on September 30th. The INVEST in American Act still contains the three Member Designated Projects that the STA submitted to Representative's John Garamendi and Mike Thompson. The Senate has also worked on reauthorization in their committees; however, no legislation has yet reached the Senate Floor.

President Joe Biden's Infrastructure Bill, the American Jobs Plan of 2021, appears to have been split into two parts – the first has bi-partisan support for \$579 billion of new spending on physical infrastructure, and the second much larger reconciliation bill only has Democratic support. The second part contains the majority of the President's original \$4 trillion proposal and allocates spending for "human infrastructure." House Speaker Nancy Pelosi has stated that the House won't even consider the bi-partisan part of the deal without the Senate first passing both the reconciliation spending package and the bi-partisan infrastructure deal.

Updates on the following are detailed in Attachment B:

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

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



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June 22, 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 – July 2021**

Legislative Update

As we reported last month, Governor Newsom released his update to the FY 2021-22 Proposed Budget, known as the [May Revise](#) on May 14 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. Included in the Plan is a proposed \$11 billion investment in transportation.

On June 1, Legislative Leaders announced a [budget agreement](#) of their own, roughly the same size as the budget released by the Governor in May, but with different spending priorities. The agreement was approved by the Budget Committees in both houses on June 2 and the Legislature acted on its own version of the budget, representing the consensus priorities agreed to by the two Democratic Legislative Leaders, while the Legislative Leaders continue negotiations with the Governor on the outstanding big picture items, which could be included in a "baby budget" bill later. To that end, [AB 128 \(Committee on Budget\)](#) was approved by the Legislature on June 14 and reflects the legislative vehicle for the state budget. The bill includes the following proposed *supplemental* investments benefitting transportation:

- **\$2.5 billion** for the Transit and Intercity Rail Capital Program
 - Of that total, **\$1 billion** is expected to be directed to projects related to the 2028 Olympics.
 - Of that total, **\$1 billion** is expected to be directed to "priority transit and rail projects."
 - The remaining balance is expected to be directed to grade separations.
- **\$2.267 billion** for a "Zero-Emission Vehicle Package"

- Of that total, **\$407 million** is expected to be directed to the purchase, lease or demonstration of zero-emission rail and transit equipment and infrastructure for intercity rail and bus service.
- The remaining balance is expected to be directed to light-, medium- and heavy-duty vehicle deployment, including for buses and trucks; per the budget bills, the exact allocations will be “*contingent upon future legislation.*”
- **\$500 million** for the Active Transportation Program
- **\$10 million** for the UC Institute of Transportation Studies

The budget bills do not yet include the proposed Cap and Trade Expenditure Plan, which is expected to further augment the investments in light-, medium- and heavy-duty vehicle deployment, but which will advance later this summer through a separate budget trailer bill, following continued negotiations; nor do they include the Governor’s proposed \$4.2 billion investment in the California high-speed rail project, which is still the subject of ongoing negotiations between Legislative Leaders and Governor Newsom. The budget bills also do not yet include the statutory relief measure for transit agencies pursued this year, which are expected to be included in a separate budget trailer bill later this summer. As we approach the start of the new fiscal year (July 1), the Governor and Legislative Leaders are still negotiating various aspects of the budget and agreement on some items (like transportation spending) may not materialize until later this summer.

Governor Newsom Announces Plans to Lift Pandemic Executive Orders

On June 11, Governor Newsom took action to lift pandemic executive orders as the state moves [Beyond the Blueprint](#) next week to fully, safely reopen. That includes terminating the Stay-at-Home Order that was implemented early in the pandemic to protect Californians and retiring the Blueprint for a Safer Economy. Effective June 15, restrictions such as physical distancing and capacity limits – including on public transit vehicles – and the county tier system have ended.

The Governor is also continuing the wind down of executive actions put in place since March 2020 to help facilitate a coordinated response to the pandemic and ensure the state could quickly and efficiently respond to the impacts of the pandemic. A subset of provisions that facilitate the ongoing recovery will remain in place.

A copy of the order terminating the Stay-at-Home Order and the Blueprint for a Safer Economy can be found [here](#). A copy of the order rolling back additional pandemic order provisions can be found [here](#).

CalSTA Releases CAPTI Revisions Memo

On June 15, the California State Transportation Agency released a [memo](#) providing a high-level summary of public feedback received since the release of the March 10 draft Climate Action Plan for Transportation Infrastructure (CAPTI). The memo provides an explanation of how the feedback received will be addressed in the final CAPTI document. In addition to the high-level summary of public feedback and anticipated revisions to the draft CAPTI, CalSTA has posted accessible versions of all written comments and formal comment letters received during the public review period on the CalSTA website. Once CAPTI is finalized, CalSTA will post a comment log that will detail how each comment was considered or addressed. The final CAPTI document will be posted by July 15, 2021.

Grants

Recently, the CTC [announced](#) it will be hosting a series of workshops in Fall 2021 for the three SB 1 program – the Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP), and the Trade Corridor Enhancement Program (TCEP). The CTC will solicit applications for the next round of funding in Summer 2022. We expect the [Transit and Intercity Rail Capital Program](#) (TIRCP) to follow a similar schedule. We will provide more information as it becomes available. As a reminder, in late-2020, the California Transportation Commission [awarded grants](#) for three SB 1 programs – the [Solutions for Congested Corridors Program](#), [Local Partnership Program](#), and the [Trade Corridor Enhancement Program](#). In total, approximately \$2 billion was awarded for 56 new projects throughout the state to reduce traffic, improve goods movement, increase transit service, expand California’s managed lanes network, and invest in bicycle and pedestrian improvements.

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). ***The STA Board SUPPORTS this bill (June 9, 2021 Board Meeting).***

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

June 22, 2021

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

In June, we updated STA staff regarding developments in Washington. We also were pleased to inform STA that the House Transportation and Infrastructure Committee's surface transportation authorization bill included \$4 million for the State Route 37 and Fairgrounds Drive Interchange Improvements project, \$7.46 million for the Jepson Parkway Vanden Road Complete Streets Project and \$4 million for the I-505 Vaca Valley Parkway Corridor Multimodal Improvements Project.

Infrastructure Legislation

President Biden is continuing to attempt to negotiate with a bipartisan group on Senators on infrastructure legislation. On June 16, the bipartisan group released a framework for a \$1.2 trillion infrastructure package. The proposal totaled \$579 billion in new spending. Of that, \$312.8 billion is for transportation, including:

- \$110 billion for roads, bridges, and major projects;
- \$66 billion for passenger and freight rail;
- \$48.5 billion for public transit;
- \$25 billion for airports;
- \$20 billion for infrastructure financing authority;
- \$16.3 billion for ports and waterways;
- \$15 billion for electric vehicle infrastructure and busses/transit;
- \$11 billion for safety; and
- \$1 billion for reconnecting communities.

The framework would also provide \$266.2 billion for other infrastructure, including: \$73 billion for power, \$65 billion for broadband, \$55 billion for water, \$47.2 for resiliency, \$16 billion for orphan wells and abandoned mines, \$5 billion for remediation of superfund sites, and \$5 billion for western water storage.

There is no agreement at this point on how to pay for the spending. On June 21, President Biden met with Senators Kyrsten Sinema (D-AZ) and Joe Manchin (D-WV) in separate meetings. President Biden's infrastructure negotiating team will be on Capitol Hill this week to discuss the status of the infrastructure proposal and President Biden plans to host members of the bipartisan group to discuss the infrastructure plan in an effort to reach agreement.

At the same time, Democrats are pursuing a "second track" if bipartisan negotiations unravel. The second track involves use of a tool known as "budget reconciliation" which would enable Democrats to pass a bill with a simple majority vote.

Surface Transportation Reauthorization

While infrastructure discussions are ongoing, the House and Senate are continuing to advance legislation that would reauthorize the FAST Act. The FAST Act, which authorizes highway, transit and rail programs, expires on September 30, 2021.

On June 9, the House Transportation and Infrastructure Committee marked up the INVEST in America Act, which would authorize \$547 billion over five years, including \$343 for the highway program, \$109 billion for the transit program and \$95 billion for passenger and freight rail. The bill includes earmarks, including those for the STA projects as described above. The bill also includes various new programs and provisions that may be of interest to STA:

- \$12 billion over four years for the Nationally Significant Multimodal Freight Discretionary program, (also known as INFRA).
- \$7 billion over five years for Consolidated Rail Infrastructure and Safety Improvements (CRISI) Discretionary Grants.
- \$3 billion over four years for a new discretionary program titled Reconnecting Neighborhoods, which would provide planning and construction grants to remove or repurpose barriers that divide communities.
- \$25 billion over five years for a new Passenger Rail improvement, Modernization, and Expansion (PRIME) competitive grant program for high-speed and intercity passenger rail.
- \$4 billion over four years for a Clean Corridors Formula Program, which would fund electric vehicle charging and alternative fueling infrastructure along designated corridors. States would be required to develop plans for filling charging gaps.
- \$8.3 billion over four years for a new carbon pollution reduction formula program to fund highway, transit, and rail projects that reduce greenhouse gases, and would hold states accountable for performance by measuring annual progress and require low-performing states to dedicate additional resources toward reducing carbon pollution.
- \$6.25 billion over four years for resiliency projects, for any eligible existing highway or transit asset.
- \$4.085 billion over four years for Zero-emission bus grants.
- \$2 billion over four years for formula grants to reduce transportation-related fatalities and serious injuries on public roads and support “Vision Zero” initiatives.
- \$2.5 billion over five years for a new discretionary Grade Crossing Separation Grant Program for highway-rail grade crossing improvement projects that focus on improving safety and mobility.
- \$1 billion over four years for a new Community Climate Innovation competitive grant program to support local investments in innovative strategies to reduce greenhouse gas emissions. Includes eligibility for intercity bus vehicles and facilities and intercity passenger rail projects.
- \$500 million over four years for a new Gridlock Reduction discretionary Program, which would provide competitive grants to large metropolitan areas to reduce, and mitigate the adverse impacts of traffic congestion.
- \$400 million over four years for a new competitive program to increase bus frequency and ridership by redesigning urban streets and corridors to efficiently move transit vehicles in congested major urban areas.

- A provision that would ensure that transit data from fiscal year 2020 and 2021 and impacted by COVID-19 will not be used to calculate transit formula apportionments.
- A provision that Requires MPOs to consider carbon pollution and emissions reduction, climate change, resilience, and hazard mitigation throughout the planning process. Adds additional planning considerations for accessibility and equity, including a holistic look at housing and land use policies. Clarifies that MPOs can use electronic platforms to solicit public feedback during the planning process.

The House is expected to vote on the INVEST In America Act next week.

In the Senate, the Senate Commerce Committee marked up and passed the rail title of the Surface Transportation Reauthorization bill on June 16. This markup followed the Senate Environment and Public Works Committee's markup in May. The Commerce Committee title authorizes \$78 billion over five years and includes the following provisions that may be of interest to STA:

- \$7.5 billion over five years, for Local and Regional Project Assistance (also known as RAISE) discretionary grants.
- \$5 billion over five years for the CRISI program.
- \$6.5 billion over five years for INFRA grants.
- \$1 billion over five years for discretionary grants to develop and carry out comprehensive safety plans to prevent death and injury on roads and streets, commonly known as "Vision Zero" or "Toward Zero Deaths" initiatives.
- \$2.5 billion over five years for a new Railroad Crossing Elimination discretionary Program.
- \$500 million over five years for discretionary grants to conduct demonstration projects focused on advanced smart city or community technologies.
- \$1 billion over four years for MPOs to advance locally-selected projects follow the same eligibility criteria as those in the Surface transportation block grant program.

The Senate Banking Committee has not yet released a draft of its transit title. The Senate Banking Committee must mark up the transit title and the Senate Finance Committee must mark up the finance title before the full Senate can vote on the bill. Once the House and Senate pass their bills, they will form a conference committee and reconcile the bills. If Congress is not able to pass a transportation bill before September 30, it likely would pass a short term extension so that transportation funds do not lapse.

Fiscal Year 2022 Appropriations

On May 28, President Biden released his full fiscal year 2022 budget, which includes funding requests for federal agencies as well as additional details for the programs proposed under the American Jobs Plan (AJP). The budget totals \$6 trillion and would include \$88.2 billion for DOT. Highlights of the proposal include:

- \$47 billion for the Federal Highway Administration, including \$46.4 billion for federal-aid highways;
- \$1 billion for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants, formerly known as TIGER/BUILD grants;

- \$230 million for the Port Infrastructure Development Program;
- \$4 billion for rail, including \$2.7 billion for Amtrak, of which \$1.4 billion is for the national network and \$1.3 billion for the Northeast Corridor. Another \$625 million would go toward a new competitive Passenger Rail Improvement, Modernization, and Expansion grant program;
- \$375 billion for the Consolidated Rail Infrastructure and Safety Improvements Program (CRISI);
- \$13.5 billion for transit, including \$2.5 billion for Capital Investment Grants and \$550 million for Transit Infrastructure Grants, which includes \$250 million for the Zero Emission Bus Program;
- \$25 billion over five years for the Transformational Projects Fund, a new program that would provide competitive grants for projects that are too large or complex to fund through existing programs such as RAISE or INFRA and could represent multi-year grant agreements.
- \$10.8 billion for Marine Highway Transportation grants to support the increased use, development, and expansion of America's navigable waterways and landside infrastructure to enable the movement of freight by water, reducing highway congestion and associated emissions;
- \$18.5 billion for the Federal Aviation Administration (FAA), including \$11.4 billion for operations and \$4 billion for facilities and equipment;
- \$2 billion for a new ARPA-I program, to support innovative research projects, such as for autonomous vehicles and pavement technologies; and
- \$110 million for a new Thriving Communities program for eliminating transportation barriers and increasing access to opportunities.

On June 14, the House cleared the way for Appropriations Committee markups to begin by approving a resolution ([H. Res.467](#)) that sets an overall cap on discretionary spending of \$1.506 trillion for fiscal year 2022. This figure is in line with the level President Biden proposed in his budget request. Congress has started to work on its own budget resolutions in the House and Senate Budget Committees to set the total level of discretionary funding for the next fiscal year. The funding process then moves to the 12 different appropriations committees in each chamber to determine program-by-program funding levels.

The House Transportation, and Housing and Urban Development (THUD) appropriations subcommittee is scheduled to mark up its bill on July 12 and the full committee is scheduled to mark up the bill on July 16. The Senate has not yet set a schedule for markups. The timing and outcome of the appropriations process this year is not clear due to the delayed release of the President's budget and partisan disagreements.

Potential Bills of Interest

- [H.R. 3750](#) was introduced by Rep. Anthony Brown (D-MD) and would require the Secretary of Transportation to issue best practices for providers of public transportation. The bill was referred to the Subcommittee on Highways and Transit.
- [H.R. 3581](#) was introduced by Rep. Mark DeSaulnier (D-CA) 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 referred to the Subcommittee on Highways and Transit.

- [H.R. 3744](#) was introduced by Rep. Hank Johnson (D-GA) to amend title 49, United States Code, to establish a program to provide grants to eligible recipients for eligible operating support costs of public transportation and associated capital improvements, and for other purposes. The bill was referred to the Subcommittee on Highways and Transit.
- [H.R. 3902](#) was introduced by Rep. Garret Graves (R-LA) to amend title 49, United States Code, to establish a pilot program for intermodal transportation infrastructure grants, and for other purposes.
- [H.R. 3566](#) was introduced by Rep. Carolyn Bourdeaux (D-GA) to direct the Secretary of Transportation to carry out a program to make grants for the improvement or construction of regionally or nationally significant greenway paths, and for other purposes.
- [H.R. 3562](#) was introduced by Rep. Earl Blumenauer (D-OR) to allow States to use funding provided under the surface transportation block grant program and the highway safety improvement program to develop and implement vision zero plans in eligible localities, and for other purposes. The bill was referred to the House Committee on Transportation and Infrastructure.

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DATE: June 30, 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: July 1, 2021
TO: STA Board
FROM: Johanna Masclat, 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 <i>Last</i> Tuesday of Every Month
TAC:	Meets <i>Last</i> Wednesday of Every Month
BAC:	Meets 1 st Thursday of every <i>Odd</i> Month
PAC:	Meets 1 st Thursday of every <i>Even</i> Month
PCC:	Meets 3 rd Thursday of every <i>Odd</i> Month
SR2S-AC:	Meets Quarterly (Begins Feb.) on the 3 rd Wed.

DATE	TIME	DESCRIPTION	LOCATION	STATUS
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