

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 Masielat via email at [jmasielat@sta.ca.gov](mailto:jmasielat@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):**

This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact Johanna Masielat, Clerk of the Board, at (707) 399-3203 during regular business hours at least 24 hours prior to the time of the meeting.

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

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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	Rick Dolk (Pending)	Nolan Sullivan	Pippin Dew

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

- 2. CONFIRM QUORUM/ STATEMENT OF CONFLICT** Chair Rowlett  
 An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.
- 3. APPROVAL OF AGENDA**
- 4. OPPORTUNITY FOR PUBLIC COMMENT**  
 (6:05 – 6:10 p.m.)
- 5. EXECUTIVE DIRECTOR'S REPORT** Daryl Halls  
 (6:10 – 6:15 p.m.)  
**Pg. 9**
- 6. REPORT FROM THE METROPOLITAN TRANSPORTATION MTC COMMISSIONER Jim Spering**  
**COMMISSION (MTC)**  
 (6:15 – 6:20 p.m.)
- 7. STA PRESENTATIONS**  
 (6:20 – 6:35 p.m.)
- A. MTC's Blue Ribbon Transit Recovery Task Force's 27 Recommendations for Bay Area's Transit Operators** Daryl Halls
- B. Department Reports:**
- 1. Projects**
- a. SR 12 and SR 29 SHOPP Funded Complete Highway Projects Update** Anthony Adams
- 2. Planning** Robert Guerrero
- 3. Programs**
- a. Walk or Wheel Wherever Week Promotional Campaign – October** Amy Antunano  
Karin Bloesch
- b. Solano Safe Routes to School (SR2S) Program Annual Report Fiscal Year (FY) 2020-21**
- 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 July 14, 2021** Johanna Masiclat  
Recommendation:  
 Approve the Minutes of the STA Board Meeting of July 14, 2021.  
**Pg. 15**
- B. Draft Minutes of the STA TAC Meeting of August 25, 2021** Johanna Masiclat  
Recommendation:  
 Approve the Draft Minutes of the STA TAC Meeting of August 25, 2021.  
**Pg. 25**

- C. Fiscal Year (FY) 2021-22 Indirect Cost Allocation Plan (ICAP) Rate Application for Caltrans** Susan Furtado  
Recommendation:  
 Approve the following:
1. STA’s ICAP Rate Application for FY 2021-22 at 44.38%; and
  2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.
- Pg. 31**
- D. Safe Routes to School (SR2S) Micro-Grant Program** Karin Bloesch  
Recommendation:  
 Approve the funding award recommendations for \$130,000 SR2S Micro Grant Cycle 2 funding as shown in Attachment A.  
**Pg. 33**
- E. Countywide Bicycle and Pedestrian Wayfinding Pilot Funding Recommendations** Kathrina Gregana  
Recommendation:  
 Approve the following requests for TDA Article 3 funds for Fiscal Year (FY) 2021-22:
1. \$4,500 to the City of Suisun City for the new bicycle signs for Central County Bikeway;
  2. \$4,200 to the City of Rio Vista for the replacement of pedestrian signs for Bridge to Beach Trail; and
  3. \$16,300 to the City of Vallejo for new bicycle signs for the future Bay Trail-Vine Trail Project.
- Pg. 37**
- F. Solano Rail Hub Project Study Report (PSR) Funding Agreement with Capitol Corridor Joint Powers Authority (CCJPA)** Kathrina Gregana  
Recommendation:  
 Authorize the Executive Director to enter into a Funding Agreement with the Capitol Corridor Joint Powers Authority for the Solano Rail Hub Project Study Report for an amount not-to-exceed \$20,000.  
**Pg. 39**
- G. Paratransit Coordinating Council (PCC) Bylaws Revision** Debbie McQuilkin  
Recommendation:  
 Approve modifications to the PCC Bylaws as shown in Attachment A.  
**Pg. 41**
- H. Paratransit Coordinating Council (PCC) Member Appointment** Debbie McQuilkin  
Recommendation:  
 Approve the following PCC appointments:
1. Chandra Daniels as alternate Transit User Member to Katherine Richter, Transit User Member, and;
  2. Teri Ruggiero, Public Agency – Health and Social Services Member and Cynthia Tanksley, Transit User Member to additional 3-year terms.
- Pg. 49**

- I. Faith in Action Volunteer Driver Program for Seniors** Debbie McQuilkin  
Recommendation:  
 Authorize the Executive Director to enter into a funding agreement with Faith in Action to provide Transportation Services for Seniors for an amount not-to-exceed \$40,000 for FY 2021-22.  
**Pg. 63**
- J. Consolidated Transportation Services Agency (CTSA) Work Plan for FY 2021-22 and FY 2022-23** Debbie McQuilkin  
Recommendation:  
 Approve the CTSA Work Plan for FY 2021-22 and FY 2022-23.  
**Pg. 67**
- K. California State Transportation Agency (CalSTA) Master Agreement Renewal** Anthony Adams  
Recommendation:  
 Approve STA Resolution No 2021-14 for the CalSTA Master Agreement renewal as shown in Attachment A.  
**Pg. 71**
- L. Contract Amendment - WSP for Electrification Project Management Services** Anthony Adams  
Recommendation:  
 Approve the following:
1. Authorize the Executive Director to amend the contract with WSP to add Electrification Project Management Services with a total amount not to exceed \$1,776,649.99; and
  2. Authorize the Executive Director to enter into an agreement with SolTrans to provide a \$75,000 match over 3 years (25,000 annually) for electrification project services.
- Pg. 75**
- M. Consultant Contract Amendment - Solano Connected Mobility with TMD** Anthony Adams  
Recommendation:  
 Approve the following:
1. Authorize the Executive Director to amend the Solano Connected Mobility Implementation Plan contract with TMD for an amount of \$500,000 for a total contract amount not to exceed \$900,000; and
  2. STA Resolution No. 2021-15, Resolution of Local Support as shown in Attachment B.
- Pg. 77**
- N. Proposed MTC Quick-Strike Augmentation for Solano Projects** Anthony Adams  
Recommendation:  
 Approve the following:
1. STA Resolution No. 2021-11 Resolution of Local Support for the STA Mobility Planning as shown in Attachment A; and
  2. STA Resolution No. 2021-12 Resolution of Local Support for Solano Safe Routes to School Program as shown in Attachment B.
- Pg. 85**

- O. Contract Amendment - Planeteria for Consultant Services for Solano Express Website** Vincent Ma  
Recommendation:  
 Authorize the Executive Director to amend the current contract with Planeteria for the redesign and development of the Solano Express website for an amount not-to-exceed \$18,700.  
**Pg. 95**
- P. Contract Amendment - I-80/I-680/State Route 12 Interchange – Engineering Services** Janet Adams  
Recommendation:  
 Authorize the Executive Director to approve a contract amendment for Mark Thomas & Co. in the not-to-exceed amount of \$177,730 to provide project closeout and Financial Plan Annual Updates for the I-80/I-680/SR 12 Interchange.  
**Pg. 97**
- Q. Re-designation of STA as Abandoned Vehicle Abatement (AVA) Program Service Authority for Solano County** Janet Adams  
Recommendation:  
 Approve the following:
1. STA Resolution No. 2021-13 for the re-designation of STA as Abandoned Vehicle Abatement (AVA) Program Service Authority for Solano County;
  2. Authorize the Executive Director to notify the Department of Motor Vehicle for the STA's intent to extend the Abandoned Vehicle Abatement (AVA) Program for another 10-year period; and
  3. Authorize the Executive Director to notify member agencies for the continuation of the AVA Program and request that each agency issue resolution approving the STA as the Service Authority.
- Pg. 99**
- R. Solano Mobility Vanpool Program Annual Report for FY 2020-21** Amy Antunano  
Recommendation:  
 Receive and file.  
**Pg. 107**
- 9. ACTION NON-FINANCIAL ITEMS**
- A. Consolidated Transportation Services Agency (CTSA) Advisory Committee – Appointment of STA Board Representative** Debbie McQuilkin  
Recommendation:  
 Appoint a STA Board member to the CTSA Advisory Committee as the 4<sup>th</sup> STA Board Liaison.  
 (6:40 – 6:45 p.m.)  
**Pg. 111**

**B. STA Building and Conference/Meeting Room Policy**

Janet Adams

Recommendation:

Approve the following:

1. Adopt the naming policy guidelines as shown in Attachment C; and
2. Authorize the Executive Director to name the five conferences room based on Solano County historic and geographic landmarks as shown in Attachment D.

(6:45 – 6:50 p.m.)

**Pg. 113**

**C. Transition from Two Transit Operators to One Transit Operator for Solano Express Service**

Daryl Halls  
Beth Kranda,  
SolTrans

Recommendation:

Approve the following:

1. Authorize the Executive Director to develop a Solano Express Transition Plan to transition the Solano Express service from a two transit operator system to a one transit operator system; and
2. Authorize the Executive Director to negotiate a contract with Solano County Transit (SolTrans) for the operations of the four routes comprising the Solano Express Service consistent with a draft framework of transition plan outlined in the Solano Express Transition Plan.

(6:50 – 7:00 p.m.)

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**10. ACTION FINANCIAL ITEMS**

**A. Allocation of Tranche 1 Federal American Rescue Plan (ARP) Funds**

Ron Grassi  
Daryl Halls

Recommendation:

Approve the Allocation of Tranche 1 Federal ARP Funds as specified in Attachment C.

(7:00 – 7:10 p.m.)

**Pg. 129**

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

Mary Pryor,  
NWC Consulting and  
Ron Grassi

Recommendation:

Approve the FY 2022-23 Solano Express Budget and Cost Sharing Plan as specified in Attachment A.

(7:10 – 7:15 p.m.)

**Pg. 165**

**C. Solano Express Incentive Program**

Vincent Ma

Recommendation:

Approve the following:

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

(7:15 – 7:20 p.m.)

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## 11. INFORMATIONAL – NO DISCUSSION

- |  |                  |
|--|------------------|
| A. Solano Safe Routes to School (SR2S) Program Annual Report<br>Fiscal Year (FY) 2020-21<br>Pg. 189    | Karin Bloesch    |
| B. Regional Transportation Impact Fee (RTIF) – 3 <sup>rd</sup> Quarter Update<br>FY 2020-21<br>Pg. 201 | Anthony Adams    |
| C. Solano County Congestion Management Program (CMP)/Vehicle<br>Miles Traveled (VMT)<br>Pg. 205        | Brent Rosenwald  |
| D. Legislative Update<br>Pg. 207   | Vincent Ma       |
| E. Summary of Funding Opportunities<br>Pg. 249   | Brent Rosenwald  |
| F. 2021 STA Board and Advisory Committee Meeting Schedule<br>Pg. 251                                   | Johanna Masielat |

## 12. BOARD MEMBERS COMMENTS

## 13. ADJOURNMENT

No meeting in August (Summer Recess). The STA Board's next regularly scheduled meeting via Zoom is at **6:00 p.m., Wednesday, October 13, 2021.**

### **STA Board Meeting Schedule for Calendar Year 2021**

**6:00 p.m., Wed., October 13<sup>th</sup>**

**No Meeting in November due to STA's 24<sup>th</sup> Annual Awards Program**

**6:00 p.m., Wed., December 8<sup>th</sup>**

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DATE: August 31, 2021  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – September 2021

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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.

**Transition Plan Framework for Solano Express Service \***

At STA Board workshops held in April, June and July 2021, the Board discussed the Metropolitan Transportation Commission's Blue Ribbon Transit Recovery Task Force (BRTRTF) recommendations, the status and future of Solano Express service and funding, options for better connected service between Solano Express and regional services such as BART, the Capitol Corridor, and the SF Bay Ferry, and local service options such as First/Last Mile and Microtransit connecting to the Solano Express service. At the April meeting, the Board prioritized 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 Fiscal Year (FY) 2022-23. In June, the Board authorized the initiation of a Connected Mobility Plan that will be conducted by STA in FY 2021-22, in coordination with the five Solano based transit operators, to proactively address the 27 recommendations developed by MTC's BRTRTF.

At the July Board meeting, the STA Board provided direction to staff for STA to transition from a two operator model to an one transit operator model for contracting for Solano Express service and to request Solano County Transit (SolTrans) to consider if they were interested and able to operate all four Solano Express routes via a contract with STA. On August 26<sup>th</sup>, at a special meeting, the SolTrans' Board voted unanimously to authorize its Executive Director to convey SolTrans' support for contracting with STA to operate all four Solano Express routes. SolTrans' Executive Director Beth Kranda has been invited to present SolTrans' response to STA's request. In consideration of the STA Board's direction and in preparation for the transition from two transit operators to one transit operator operating the Solano Express service, STA staff and consultant has prepared a draft transition plan framework that outlines many of the issues that will need to be considered and addressed as part of the transition. This framework has been shared with staff for both SolTrans and Fairfield and Suisun Transit (FAST).

**Allocation Recommendation for Tranche 1 of Federal American Recovery Plan (ARP) Funding for Transit\***

At the end of June, MTC released its recommendations for the allocation of Federal ARP funding (5307) for the nine county Bay Area region and its 27 transit operators. The recommendation from MTC included recommending \$10.9 million be allocated to Solano County for Solano Express and local transit services and be coordinated by STA with the three eligible Solano transit operators (City Coach, FAST, and SolTrans) that are eligible claimants within the three Federal Urbanized Zones (UZAs) located in Solano County. In May, at the request of Solano's MTC Commissioner Jim Spring, STA staff prepared an expenditure plan to fund a combination of Solano Express partial service restoration in FY 2022-23 and local service

restoration in FY 2021-22 and FY 2022-23. The first tranche of funding is \$6.5 million to be allocated in September and a second tranche of the remaining ARP funds to be allocated later during FY 2021-22 (estimated in December or January). A similar recommendation was made for Sonoma County and its transportation authority to facilitate coordination and integration with its three small transit operators.

The focus of MTC's allocation of Federal ARP funds is based on transit service need and restoring local and regional transit services that were cut due to the COVID 19 pandemic. As noted earlier, STA staff developed a proposed Solano Express budget for FY 2022-23 that includes a recommendation for the federal ARP tranche 1 funding. The federal ARP funds will be needed to replace the federal Corona Response and Relief Supplemental Appropriations Act (CRRSAA) funds, that have been used to fund Solano Express service in FY 2021-22 in order to sustain and continue to gradually restore the Solano Express service in future fiscal years. STA staff has discussed the proposed budget for future Solano Express service and received input regarding local transit service for FY 2021-22 from the three transit operators eligible to receive ARP funds from 5307. STA staff has been able to come to an agreement with City Coach staff for the allocation of Vacaville's UZA funds for tranche 1 for the Solano Express Blue Line. STA staff has also been able to come to an agreement with SolTrans for the allocation of Vallejo UZA funds in tranche 1 for a combination of Solano Express and local SolTrans service restoration. STA staff has not been able to come to an agreement with FAST staff for the allocation of Fairfield UZA funds in tranche 1 allocation of ARP funds. FAST staff initially submitted a separate proposal from STA to MTC for the allocation of ARP funds within the Fairfield UZA and is recommending a higher allocation of ARP funds be allocated to local Fairfield transit service resulting in a lower amount being allocated to a combination of Solano Express and SolTrans' local transit service. Based on the process for ARP funding allocation approved by MTC, the STA Board has been tasked with making a recommendation to MTC for the \$6.5 million of tranche 1 funding.

#### **Draft Solano Express Budget for FY 2022-23\***

Earlier this year, the STA Board approved the Solano Express budget for FY 2021-22 for Solano Express service that included a partial restoration of service, increasing the annual service hours from 44,000 to 59,000 hours for all four routes. This partially restored service level was implemented by SolTrans on August 1<sup>st</sup> and by FAST on August 2<sup>nd</sup>. STA traditionally develops the budget for Solano Express service mid-year to enable the seven local funding partners to plan their own transit related budgets early. STA staff has developed next fiscal year's Solano Express budget earlier this fiscal year in recognition of the allocation of Federal ARP funds in two tranches and several local transit operators planning services changes this fiscal year and next fiscal year. STA has developed a budget for another partial restoration of Solano Express service increasing the annual service hours from 59,000 to 62,500 for FY 2022-23, which is still less than the 80,000 annual hours budgeted and operated prior to the start of the COVID 19 pandemic.

#### **Solano Express 2 for 1 Ridership Incentive \***

With the partial restoration of the Solano Express service in August, STA staff is recommending the STA Board authorize the establishment of 2 for 1 incentives for both new and existing riders to ride the Solano Express service. This includes a buy one, get one free for either the Solano Express day pass or monthly pass option.

**STA Policy for Naming of Office Conference Rooms \***

The new STA office building is currently under construction and scheduled to be ready for the staff to move in during the month of December 2021 and be open to the public in January 2022. Staff is working with the construction contractor to plan for and complete a number of details pertaining to the interior of the office. One of the decisions to make prior to the move is the naming of the five conference rooms planned for the new office. Currently, STA does not have an adopted policy for naming of STA facilities. Included with this agenda is draft STA naming policy and a recommendation for the naming of the five conference rooms based on Solano County geographical and historical landmarks.

**Safe Routes to Schools Program Annual Report\***

STA's Safe Routes to School (SR2S) Program staff have completed the SR2S Annual Report for FY 2020-21. A priority for the program this past year has been the completion of a number of SR2S Micro-grant projects at various school locations located throughout Solano County.

**STA Update**

STA's Assistant Project Manager, Erika McLitus, accepted a position with the City of Oakland's Housing Authority and her last day with STA was August 13<sup>th</sup>. STA has initiated a recruitment for her replacement. Debbie McQuilkin, Transit Coordinator 1 in the Programs Department, has been promoted to the position of Transit Coordinator II. Lorene Garrett, part time Customer Service Representative (CSR) for the Programs Department, has been promoted to the position of Senior CSR.

Attachment:

- A. STA Acronyms List of Transportation Terms

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

PCRP	Planning & Congestion Relief Program	S RTP	Short Range Transit Plan
PDS	Project Development Support	SSARP	Systemic Safety Analysis Report Program
PDA	Priority Development Area	SSPWD TAC	Solano Seniors & People with Disabilities Transportation Advisory Committee
PDT	Project Delivery Team	STAF	State Transit Assistance Fund
PDWG	Project Delivery Working Group	STA	Solano Transportation Authority
PMP	Pavement Management Program	STBG	Federal Surface Transportation Block Grant Program
PMS	Pavement Management System	STIA	Solano Transportation Improvement Authority
PNR	Park & Ride	STIP	State Transportation Improvement Program
POP	Program of Projects	STP	Federal Surface Transportation Program
PPA	Priority Production Area	SubHIP	Suburban Housing Incentive Pool
PPM	Planning, Programming & Monitoring	<b>T</b>	
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
<b>R</b>		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 <sup>st</sup> 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
<b>S</b>		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	<b>U, V, W</b>	
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	<b>Y, Z</b>	
SoTrans	Solano County Transit	YCTD	Yolo County Transit District
SOV	Single Occupant Vehicle	YSAQMD	Yolo/Solano Air Quality Management DistrictZ
SPOT	Solano Projects Online Tracking	ZEV	Zero Emission Vehicle
SP&R	State Planning & Research		
SPUR	San Francisco Bay Area Planning and Urban Research		
SR	State Route		
SR2S	Safe Routes to School		
SR2T	Safe Routes to Transit		



**SOLANO TRANSPORTATION AUTHORITY**  
**Board Minutes for Virtual Meeting of**  
**July 14, 2021**

**1. CALL TO ORDER**

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

**MEMBERS**

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

**MEMBERS**

**ABSENT:** Lori Wilson City of Suisun City

**STAFF**

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

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

Jim Ernest	Dixon Vice Mayor and Dixon Alternate Board Member
Greg Folsom	City of Suisun City
George Gwynn	Member of the Public
Jason Hekker	Member of the Public
Beth Kranda	Solano County Transit (SolTransit)
Matt Tuggle	Solano County
Amber Villareal	FAST

**2. CONFIRM QUORUM/STATEMENT OF CONFLICT**

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

**3. APPROVAL OF AGENDA**

On a motion by Board Member Price, and a second by Board Member Kott, the STA Board approved the agenda (7 Ayes, 1 Absent)

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

AYES: Bird, Kott, McConnell, Price, Rowlett, Spering, Williams (Alternate) and Young  
NAYS: None  
ABSENT Spering  
ABSTAIN None

*Board Member Spering arrived at the meeting.*

**4. OPPORTUNITY FOR PUBLIC COMMENT**

George Gwynn commented on public agencies holding in person versus virtual meetings.

Jason Hekker, SolanoExpress Blue Line rider, addressed the STA Board to consider amending the meeting minutes of June 9, 2021 to include his comments to the Public Hearing conducted by the Board pertaining to the SolanoExpress Blue Line service changes. Mr. Hekker noted that he is not in favor of transferring the Blue Line from the Pleasant Hill BART Station to the Walnut Creek BART Station and outlined a number of reasons and addressed other issues that include inadequate social media notice, the Blue Line stopping in Dixon in the morning, and the proposed future stop in Vacaville at the Davis Street Park and Ride.

**5. EXECUTIVE DIRECTOR'S REPORT**

- STA Fiscal Year (FY) 2021-22 and 2022-23 Budgets\*
- Transit Workshop/SolanoExpress Service
- MTC Releases Recommendations for Federal American Recovery Plan (ARP) Funding for Transit
- Initiation of Design Phase for I-80 Westbound Cordelia Truck Scales Project
- Project Initiation Document (PID) Request to Caltrans for I-80 Managed Lanes in Dixon
- First Last/Mile Program Amendments
- Programming of Transit Development Act (TDA) Article 3 Funds for FY 2021-22
- STA Staff Update



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

MTC Commissioner and STA Board Member Spering provided an update on the Phase 1 funding distribution approach of the American Rescue Plan (ARP) Act Transit Relief Funds. He cited the 6<sup>th</sup> principle adopted by the MTC Programming and Allocations Committee which states that “Solano/Sonoma Coordination: Reinforce coordination efforts in Solano and Sonoma counties by allowing operators and County Transportation Agencies (CTAs) to collaborate on how best to distribute ARP funds to operators.”

## **7. STA PRESENTATIONS**

### **A. Presentation: Follow-up to STA Board Transit Workshop/SolanoExpress**

Daryl Halls presented STA’s proposed federal ARP expenditure plan for SolanoExpress (\$6.78 million and Local Transit (\$3.4 million). He outlined the options and recommendations pertaining to contracting and provision of future SolanoExpress service. He summarized the next steps and cited staff’s recommendation to transition to a one transit operator model and noted that a transition plan is recommended for this option if selected by the STA Board.

#### Board Comments:

Board Member Spering indicated his support for the one transit operator model and recommended SolTrans as the single transit operator model to use since they are a transit agency with an existing governing body and holds board meetings every month. He added that it is extremely important to take this first step in order to start competing in the regional arena for transit funding. He commented that SolTrans’ existing governing Board will have the ability and flexibility to expand. He concluded by noting the benefits of operating as a seamless transit system taking in consideration a one app approach through a countywide micro transit system will feed into the needs of the people and indicated that this recommendation should be presented to the SolTrans Board.

Board Members McConnell, and Young agreed and supported Board Member Spering’s recommendation citing that SolTrans is the obvious choice for the single transit operator model. Vice Chair McConnell added that as SolTrans Chairman, the SolTrans Board is open to the idea and will be ready for conversation. Board Member Young suggested that since the SolTrans Board is scheduled to meet the following day, he requested that Board Member Spering present and provide an overview to the entire SolTrans Board. Board Member Kott also indicated his support for the one operator option and working with SolTrans. Board Member Price commented that he would like a few days to discuss this item with his City Manager and staff.

Alternate Board Member Williams requested feedback on what assurance can the SolTrans Board provide to make sure that the smaller operators’ (Dixon Redit-Ride and Rio Vista Delta Breeze) and smaller cities’ transit needs are being met during the transition process. Daryl Halls responded that their Joint Powers Authority (JPA) gives them the ability to expand the governing board and the flexibility to include the smaller member agencies. Board Member Spering clarified that the change being recommended pertaining to STA contracting with one transit operator does not affect the small transit operators, but it opens up the opportunity for them to tie into a larger transit system which will also tie into a micro transit system that will feed into local service to satisfy the needs of transit riders in the community. He concluded by noting that if we do not make this change, we will lose the opportunity to be proactive and to access regional transit resources that will not be offered again in the future.

### **B. Department Reports:**

- 1. Projects** – None to report.
- 2. Planning** – None to report.
- 3. Programs** – None to report.

## 8. CONSENT CALENDAR

On a motion by Board Member Spring, and a second by Alternate Board Member Williams, the Consent Calendar Items A through Q was approved as amended by the following roll call vote: The amended agenda was approved by the following roll call vote:

AYES: Bird, Kott, McConnell, Price, Rowlett, Spring, Williams (Alternate) and Young  
NAYS: None  
ABSENT None  
ABSTAIN None

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

#### Recommendation:

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

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

#### Recommendation:

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

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

#### 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.

### D. Fiscal Year (FY) 2021-21 Taxi Card/PEX Program Transportation Development Act (TDA) Funding and FY 2019-20 Reconciliation

#### Recommendation:

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

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

#### 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.

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

#### 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.

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

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.

**H. Countywide SB 743/Vehicle Miles Traveled (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.

**I. Suisun City Station Lighting and Bus Shelter Implementation**

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.

**J. Contract Amendment- Regional Housing Needs Assessment**

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.

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

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.

**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**

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.

**M. California Department of Public Health (CDPH) Kids' Plates Program Grant Request for Applications (RFA)**

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.

**N. Draft Plan Bay Area 2050 – Letter of Support**

Recommendation:

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

**O. Authorization of New Copier Lease for STA**

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.

**P. Contract Amendment - I-80 Managed Lanes Project – AECOM Design Services During Construction**

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.

**Q. I-80 Managed Lanes Letter of No Prejudice (LONP) – Amended**

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.

**9. ACTION FINANCIAL ITEMS**

**A. STA's Fiscal Year (FY) 2021-22 Proposed Budget Revision and FY 2022-23 Proposed Budget**

Daryl Halls presented the FY 2021-22 Proposed Budget Revision and FY 2022-23 Proposed Budget. He noted that staff have updated the budget for FY 2021-22 and developed the initial budget for FY 2022-23, and that 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. He added that 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. He concluded by noting that the initial budget for FY 2022-23 totals \$22.61 million.

Board/Public Comments:

Board Member Spring asked why Alameda County Transportation Commission (CTC) was included as one of the comparator agencies since their budget is far exceeds the surrounding agencies outside of Solano County (i.e. Contra Costa, Napa, Sacramento, and Yolo). Daryl Halls responded that Alameda CTC was kept on the list of comparator agencies because of the similar positions they have and their proximity to Solano County. Board Member Spring commented that Alameda should not be included as a comparator agency in the future since they currently manage a sales tax measure generating millions of revenue dollars which is not comparable to Solano County.

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.

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

AYES: Bird, Kott, McConnell, Price, Rowlett, Spring, Williams (Alternate) and Young  
 NAYS: None  
 ABSENT None  
 ABSTAIN None

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

Janet Adams presented and requested 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.

Board/Public Comments:

Alternate Board Member Williams asked a clarification question regarding the individual construction packages that are in various phases of implementation. Janet Adams responded that because of the magnitude of the project in dollar amount of \$750 million, the project is therefore then driven by how much the regional transportation long range plan has set aside for the funding of the project. That drives what size environmental document can be cleared and since it is not possible to be awarded the entire amount, staff broke it apart in constructible and utility independent functional components that once they are built, they provide benefit to the general public for a few years until funding becomes available for the next package.

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.

On a motion by Board Member Young, 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, Spring, Williams (Alternate) and Young  
 NAYS: None  
 ABSENT None  
 ABSTAIN None

## 10. ACTION NON-FINANCIAL

### A. First Last Mile Program Modification

Lloyd Nadal outlined staff's recommendation to modify the First/Last Mile Program. He noted that SolTrans staff and Benicia Mayor Steve Young have requested an expansion of the program in Benicia, and, concurrently, the 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.

#### Board/Public Comments:

Alternate Board Member Williams asked how the participants will be notified with such short notice? Lloyd Nadal responded and stated that the 250+ First/Last Mile Program participants were notified by email a week in advance, posted on the Solano Mobility website and through social media about the changes. They were also encouraged to call the Solano Mobility Call Center who would let them know that the Fast Local Bus Routes were back in service and direct them to alternative modes to compensate for those temporary locations.

#### 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.

On a motion by Alternate Board Member Williams, and a second by Board Member Young, the STA Board approved the recommendation by the following roll call vote:

AYES: Bird, Kott, McConnell, Price, Rowlett, Spring, Williams (Alternate) and Young  
NAYS: None  
ABSENT None  
ABSTAIN None

## 11. INFORMATIONAL – NO DISCUSSION

### A. Countywide Bicycle and Pedestrian Wayfinding Pilot

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

### C. Legislative Update

### D. Summary of Funding Opportunities

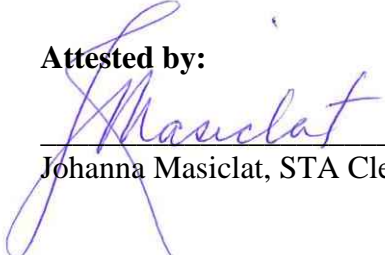
### E. 2021 STA Board and Advisory Committee Meeting Schedule Pg.

## 12. BOARD MEMBER COMMENTS

## 14. ADJOURNMENT

No Meeting in August (Summer Recess). The STA Board meeting adjourned at 7:40 p.m. The next STA Board meeting is scheduled at **6:00 p.m., Wednesday, September 8, 2021** via Zoom.

**Attested by:**

 / July 30, 2021  
Johanna Masiclat, STA Clerk of the Board

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**DRAFT TECHNICAL ADVISORY COMMITTEE  
Minutes for the Virtual Meeting of  
August 25, 2021**

**1. CALL TO ORDER**

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

**TAC Members**

<b>Present:</b>	Dan Sequeira for William Tarbox	City of Benicia
	Scott Alman	City of Dixon
	Paul Kaushal	City of Fairfield
	Robin Borre	City of Rio Vista
	Noaue Vue	City of Suisun City
	Girum Awoke	City of Vacaville
	Melissa Tigbao for Terrance Davis	City of Vallejo
	Matt Tuggle	County of Solano

**TAC Members  
Absent:** None.

**STA Staff and  
Others Present:**

*(In Alphabetical Order by Last Name)*

Anthony Adams	STA
Janet Adams	STA
Karin Bloesch	STA
Diane Feinstein	FAST
Ron Grassi	STA
Kathrina Gregana	STA
Robert Guerrero	STA
Beth Kranda	SolTrans
Vincent Ma	STA
Johanna Masiclat	STA
John McKenzie	Caltrans, District 4
Lloyd Nadal	STA
Brent Rosenwald	STA
Brandon Thomson	STA

**2. APPROVAL OF THE AGENDA**

On a motion by Matt Tuggle, and a second by Noaue Vue, the STA TAC approved the agenda to include amendments and addendums as shown below in ~~strickethrough bold italics~~: (7 Ayes, 1 Absent – City of Benicia).

Agenda Item 5.D

Bicycle and Pedestrian Wayfinding Pilot Funding Recommendations

Correct Recommendation No. 3:

~~\$17,748-\$16,300~~ to the City of Vallejo for new bicycle signs for the future Bay Trail-Vine Trail Project.

Agenda Item 6.A

**Supplemental/Addendum Report**

Allocation of Tranche 1 Federal American Rescue Plan (ARP) Funds

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

A. Ron Grassi provided an update to the MTC’s Blue Ribbon Recovery Task Force’s 27 Recommendations

B. Anthony Adams provided an update to SR 12 and SR 29 SHOPP

C. Robert Guerrero provided an update on the following:

- o PDA presentations are scheduled in November
- o Model TAC/VMT Implementation

D. Vincent Ma reminded the TAC members to submit their city’s project nominations for the STA’s 24<sup>TH</sup> Annual Awards in November.

*Dan Sequeira, City of Benicia, joined the meeting at this time.*

**5. CONSENT CALENDAR**

On a motion by Girum Awoke, and a second by Scott Alman, the STA TAC unanimously approved the Consent Calendar Items A through D as amended (Item D) shown below in ~~strickethrough bold italics~~. (8 Ayes)

**A. Minutes of the TAC Meeting of June 30, 2021**

Recommendation:

Approve TAC Meeting Minutes of June 30, 2021.

**B. Solano Express Incentive Program**

Recommendation:

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

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

**C. Safe Routes to School (SR2S) Micro-Grant Program**

Recommendation:

Forward a recommendation to the STA Board to approve the funding award recommendations for the SR2S Micro Grant Cycle 2 as shown in Attachment A.

## **D. Countywide Bicycle and Pedestrian Wayfinding Pilot Funding Recommendations**

### Recommendation:

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

1. \$4,500 to the City of Suisun for the new bicycle signs for Central County Bikeway;
2. \$4,200 to the City of Rio Vista for the replacement pedestrian signs for Bridge to Beach Trail; and
3. ~~\$17,748~~ **\$16,300** to the City of Vallejo for new bicycle signs for the future Bay Trail-Vine Trail Project.

## **6. ACTION FINANCIAL ITEMS**

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

Ron Grassi presented and summarized the allocation process of \$6.5 million of Tranche 1 Federal ARP Funds. He provided an update to the development of an expenditure plan for the distribution of ARP Funds in Solano County for Solano Express and local transit service. He noted that the expenditure plan addresses the revenue needs of Solano Express for FY 2022-23 and the local Transit needs for FAST, SolTrans and Vacaville based on STA's expenditure plan for the allocation of ARP funds. He added that since MTC's Tranche 1 programming is based on 60% of the full ARP amount, staff recommends allocating the Tranche 1 ARP funds based on 60% of the amounts listed in the STA expenditure plan.

Ron Grassi also noted that from May 2021 through August 23, 2021, STA staff and FAST staff met 4 times regarding the recommended distribution of ARP funds between FAST's local service and the Solano Express. He cited that FAST staff did not concur with STA's original ARP proposal submitted to MTC in May of 2021 and submitted their own proposal. In August, FAST staff submitted a revised request of ARP funds of \$1,421,309 (Tranche 1) with a total of \$2,368,848. This is \$1,313,256 above the initial expenditure plan developed by STA to be allocated to Fairfield's local transit service. He also outlined the matrix comparing the initial proposals and the recommended ARP allocation by STA staff and the new August 2021 proposal from FAST staff. In this amended proposal by STA staff in August 2021, the amount going to the local FAST service was modified to increase the amount from \$500,000 to \$755,593. Further, this amount is being fully proposed to front as part of Tranche 1. Additionally, this amount is \$89,910 less than the amount FAST sought for their local transit need originally in May. The needs for Suisun City local service and planned Micro Transit will be met with TDA allocation that FAST can claim and ARP funds in the amount of \$500,000 (\$300,000 Tranche 1 and \$200,000 Tranche 2). He concluded by noting that increasing the amount of ARP funding for FAST's local service would result in less funding for Solano Express service and/or SolTrans Local Service, and that STA staff continues to support the initial ARP funding recommendation.

Paul Kaushal commented that the City of Fairfield does not support STA staff's recommendation and noted that Fairfield is requesting additional time to analyze, review the budget and other documentation, and to continue having collaborative discussions. Mr. Kaushal made a motion to table this item to next month to allow additional time needed and to continue discussions. He noted FAST is seeking an additional \$600,000 from Tranche 1

Janet Adams did remind the TAC that there are options with how to proceed. The TAC members could vote or abstain from voting, further she confirmed, that to meet the request of MTC to recommend the distribution of the ARP Tranche 1 funds, staff will need to move the item forward to the STA Board for consideration. However, staff intends to continue the conversation with FAST as part of the Tranche 2 distribution that will occur in December 2021 or January 2022.

At this time, several TAC members asked questions related to the consequences to delay this another month and the impacts on the \$600K that FAST is requesting for their local service. Paul Kaushal responded that the \$600K would help fund the current FY 2021-22 versus what STA's proposal to bolster the Solano Express budget but creating a surplus at which would not only fund FY 2022-23 but also the outer years. He added that that would be building up the reserves which would be at the expense of the local service which they are trying to fund the current year.

Janet Adams noted that the Solano Express funds are being used for operating which MTC indicated is the expectation as these funds are based on need. Further to address the thought that Solano Express was building a reserve, she noted Solano Express is funded by all of the cities, and RM 2, but that the budget has several assumptions that have risk, so the proposed budget recognizes that if one of the assumptions do not fully pan out, that it would be important that we have funding to able to capture some unknowns and risks that exist in the funding plan. She again added that there will Tranche 2 that will be coming out in December 2021/January 2022 which allows the discussions with FAST to continue on how funds looking forward will be distributed.

After discussion, the motion to table the item was seconded by Dan Sequeira from the City of Benicia. The motion to table the item was passed (6 Ayes/2 Abstentions) by the following roll call vote:

AYES: Dan Sequeira (Benicia), Paul Kaushal (Fairfield), Robin Borre (Rio Vista),  
Nouae Vue (Suisun City), Girum Awoke (Vacaville), and Melissa Tigbao (Vallejo)  
NAYS: None.  
ABSENT None.  
ABSTAIN Scott Alman (Dixon) and Matt Tuggle (County)

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

Ron Grassi presented and reviewed the draft Solano Express Budget for FY 2022-23. He outlined MTC's allocation of \$6,563,592 in American Recovery Plan (ARP) Act funds to Solano County for both Solano Express and local transit service as part of Tranche 1 with an additional tranche scheduled to be allocated by MTC later in FY 2021-22. He noted that STA staff recommends allocating \$4,068,000 of ARP funds for Solano Express operations in FY 2022-23 supporting the continuation of 62,500 Solano Express service hours. Adding that discussions are underway between STA and FAST regarding the distribution of ARP funds between FAST's local service and the Solano Express Green Express line. An increase in the amount of ARP funding provided for FAST's local service would result in reductions to the Green Express, and adjustments to the proposed 62,500 service hours. The summary being that the Revenue Forecasts noting that FY 2022-23 plan includes Federal ARP funding from MTC's first distribution, and that any excess ARP funds from FY 2022-23 would be used for FY 2023-24 Solano Express operations.

Subsequent to Agenda Item 6.A, Paul Kaushal noted that Fairfield does not support this item and requested to make the same motion to table this item until the next meeting. The motion was seconded by Dan Sequeira from the City of Benicia. The motion failed by 3 Ayes and 4 Abstentions by the following roll call vote:

AYES: Dan Sequeira (Benicia), Paul Kaushal (Fairfield), and Nouae Vue (Suisun)  
NAYS: None.  
ABSENT None.  
ABSTAIN Scott Alman (Dixon), Robin Borre (Rio Vista), Girum Awoke (Vacaville),  
Melissa Tigbao (Vallejo), and Matt Tuggle (County)

No motion was made to forward the recommendation noted below.

Recommendation:

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

**C. Redesignation of STA as Abandoned Vehicle Abatement (AVA) Program Service Authority for Solano County**

Janet Adams reviewed the past ten (10) years AVA Program activities of each Member Agency in Solano County. She commented that to prevent the lapse of funding to each of the member agencies, the STA staff is required to submit a new resolution to the DMV requesting extension for an additional 10-year increment, which would sunset in April 2032. She added that STA staff requests authority to notify all member agencies for continued funding and ask that each pass a resolution authorizing the STA as the Service Authority for the AVA Program for the next 10 years.

Recommendation:

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

1. Notify the Department of Motor Vehicle for the intent to extend the Abandoned Vehicle Abatement (AVA) Program for another 10-year period;
2. Submit a new resolution to formally request the extension of the AVA Program in Solano County; and
3. Notify member agencies for the continuation of the AVA Program and request that each agency issue resolution approving the STA as the Service Authority.

On a motion by Girum Awoke, and a second by Robin Borre, the STA TAC unanimously approved the recommendation. (8 Ayes)

**7. ACTION NON-FINANCIAL ITEMS**

- A. None.**

**8. INFORMATIONAL – DISCUSSION**

**A. Solano Safe Routes to School (SR2S) Program Annual Report Fiscal Year (FY) 2020-21**

Karin Bloesch highlighted staff's content submittal included in this year's fiscal year 2020-21 annual report as follows; Micro Grant Cycle 1, Virtual Bikes Lessons – Bay Area Bike Mobile, Drop-off and Pick-up Plan Resource, 2020-2022 Public Safety Education and Enforcement Grant, and SR2S Engineering Projects.

**B. Awarded MTC Safe and Seamless Mobility Quick-Strike (OBAG 2 Supplemental) Solano Projects**

Anthony Adams reviewed the Quick Strike Mobility process of all agencies receiving funding for obligation and expenditure.

**C. Regional Transportation Impact Fee (RTIF) – 3<sup>rd</sup> Quarter Update FY 2020-21**

Anthony Adams reported that Solano County has received RTIF checks from five of eight member agencies for FY 2020-21 Q3 and added that any Q3 revenue that the Cities of Benicia, Suisun City, and Vallejo received after the reporting deadline will be included in Q4 for those respective RTIF Working Groups. He cited that a total of \$1,712,234 has been collected for all RTIF districts, bringing the FY 2020-21 total to a record \$3,133,098. This large increase reflects the nearly \$1.05M collected by the City of Fairfield in Q2.

**D. Priority Development Area (PDA) Investment and Growth Strategy**

Robert Guerrero reviewed the three components of the 2021 PDA Investment and Growth Strategy. He added that the STA TAC and the Solano Project Delivery Working Group will be the primary forums to discuss and develop the Planned Transportation Projects section, and the goal is to have a recommended draft list of projects to be recommended by the September TAC meeting.

**NO DISCUSSION**

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

**F. Legislative Update**

**G. 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: August 30, 2021  
TO: STA Board  
FROM: Susan Furtado, Accounting and Administrative Services Manager  
RE: Fiscal Year (FY) 2021-22 Indirect Cost Allocation Plan (ICAP) Rate Application for Caltrans

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**Background:**

In compliance with Caltrans Local Program Procedures (LPP) 04-10 and Office of Management and Budget (OMB) Circular A-87, the STA is required to submit an annual ICAP Rate Application to Caltrans to enable STA to continue to charge an indirect cost allocation for federal and state funded projects. The ICAP Rate Application submitted and approved is based on the annual budget as a fixed rate with a carry-forward provision plan. A fixed rate with carry-forward provision is a rate subject to adjustment when actual expenditures for the fiscal year are audited. The difference between the estimated cost and the actual audited cost is carried forward as an adjustment to the second fiscal year following the adjusted year.

The FY 2019-20 ICAP rate is adjusted to reflect the actual and audited indirect cost expenditures using the audited financial statement and reports. The FY 2019-20 indirect cost expenditure is reduced by the amount of \$218,217.54 based on actual audited administration expenditures for the fiscal year. This adjustment is reflective of the ICAP Rate exclusions under the statutory and administrative limitations in accordance with OMB Circular A-87 and the Code of Federal Regulations (CFR) Title 2 Grants and Agreements Part 225 Appendix B. This adjustment is carried forward as a reduction to the FY 2021-22 ICAP Rate application.

**Discussion:**

The STA's FY 2021-22 ICAP Rate application result is at 44.38% (Attachment A). With the approval of this ICAP Rate, STA will be able to charge Indirect Cost to federal funds and other project funds that requires the use of the ICAP Rate. The ICAP Rate for FY 2021-22 will allow STA to get a total indirect cost reimbursement in the amount of approximately \$171,000 to be reimbursed under the Congestion Mitigation and Air Quality Program (CMAQ) and the Office of the Traffic Safety (OTS) grants for the Mobility and Safe Routes to School Programs.

**Fiscal Impact:**

The proposed ICAP Rate for FY 2021-22 of 44.38% will allow approximately \$171,000 of indirect cost to be reimbursed under the grants for the Solano Mobility and the Safe Routes to School Programs.

**Recommendation:**

Approve the following:

1. STA's ICAP Rate Application for FY 2021-22 at 44.38%; and
2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.

Attachment:

- A. Fiscal Year (FY) 2021-22 ICAP Rate Calculation



## Fixed with Carry Forward Calculation

	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>
<b>Approved Rate</b>	<b>59.76%</b>	<b>55.10%</b>	<b>44.38%</b>
<b><u>INDIRECT COST CARRY FORWARD</u></b>			
Carry Forward		<b>Carry Forward</b>	<b>(218,217.54)</b>
Indirect Cost from Single Audit	<u>1,196,970.76</u>	Estimated Indirect Cost (FY 2022 Budget)	<u>\$1,423,927</u>
<b>Total Indirect Cost</b>	<b>1,196,970.76</b>	<b>Total Estimated Indirect Cost</b>	<b><u>1,205,709.46</u></b>
<b><u>Recovered Costs:</u></b>			
Direct Salaries & Fringe Benefits	2,368,119.64	Estimated Direct Salaries & Fringe Benefits (From FY 2022 Budget)	<b><u>\$2,717,071.00</u></b>
<b>Approved Indirect Rate</b>	<b>59.76%</b>		
Total Recovered Indirect Cost	1,415,188.30		
<b>Indirect Carry Forward</b>	<b>(218,217.54)</b>		
<b>DIRECT SALARIES &amp; FRINGE BENEFITS (Per Single Audit)</b>			
General Fund	2,073,687.91		
Special Revenue Fund	<u>294,431.73</u>		
<b>Total Direct Salaries &amp; Fringe Benefits</b>	<b><u>2,368,119.64</u></b>		





DATE: August 25, 2021  
TO: STA Board  
FROM: Karin Bloesch, Sr. Program Coordinator  
Lloyd Nadal, Program Services Division Manager  
RE: Safe Routes to School (SR2S) Micro-Grant Program

---

**Background:**

In November 2019, the STA’s Safe Routes to School (SR2S) staff launched a SR2S Micro-Grant Pilot Program to support small-scale projects or capital purchases that improves bike and pedestrian usage and safety around schools in Solano County. Staff first presented this item at the February 2019 SR2S Advisory Committee (SR2S-AC) meeting, at which the committee provided feedback on the feasibility, policy and procedures, process, timeline, and implementation of the program.

In March 2019, the STA Board approved the pilot micro grant program that took place from November 19, 2019 to January 17, 2020. During the application period sixteen SR2S Micro-Grant Applications were received totaling \$211,466.10. The applications were reviewed and scored by the micro grant subcommittee and a list of project funding recommendations was presented at the SR2S-AC in February 2020 for discussion and recommendation. Of the amount of total funds requested, \$8,000 consisted of equipment, supplies and incentives which were all recommended for funding. The SR2S-AC Micro Grant Subcommittee recommended additional infrastructure projects in five of the seven Solano County cities and within six school districts, totaling 14 recommended projects. For projects that were not recommended for funding in this cycle, STA worked with the applicants to seek other potential sources such as air district funds, Transportation Development Act (TDA) and/or Highway Safety Improvement Program (HSIP) funds.

The SR2S Micro Grant Program recommended projects were approved the same week that Solano County schools closed for an initial two-week period due to COVID-19. This closure was extended to include the rest of the school year at the end of March 2020, and through the first semester of the 2020-21 school year for each district. In an effort to be sensitive to the new challenges facing schools, districts, and cities this year staff has moved forward with coordinating projects with the grantees as they are ready to proceed. To date 13 of the 14 projects have been completed. The remaining projects to install radar feedback signs near several schools in Vallejo, is moving forward with completion expected by the end of the year.

Due to the initial success of the SR2S Pilot Micro Grant Program, at the October joint meeting of the STA Bicycle Advisory and Pedestrian Advisory Committees (BAC/PAC), the Committees voted to recommend to the STA Board the allocation of TDA Article 3 funds in the amount of \$91,530 for projects that were not selected in the initial SR2S microgrant program in FY 2019-20 due to limited funding. These funds will flow to the projects pending delivery coordination between schools and staff of the project sponsors. Any leftover capital funds will be added to the next round of microgrant programming due to potentially higher future demand.

With the success of the pilot, staff launched Cycle 2 of the SR2S Micro Grant, the BAC/PAC also recommended the allocation of \$100,000 TDA Article 3 funds to provide significant investment opportunities for small scale SR2S projects that encourage bicycle and pedestrian usage near schools. The allocation was approved by the STA Board at the December 9, 2020 meeting.

**Discussion:**

The SR2S Micro Grant Cycle 2 application period opened for six weeks on June 1, 2021 and closed July 15, 2021 at 5:00pm. A total of \$130,000 in funding is available for Cycle 2 with \$100,000 from TDA Article 3 funds and \$30,000 in Clean Air Funds from the Yolo-Solano Air Quality Management District. Cycle 2 of the Micro Grant was advertised to Solano County cities, schools, school districts, community-based organizations, the STA Bicycle and Pedestrian Advisory Committees, and the public through the SR2S website, emails, a press release, social media posts, and stakeholder meeting announcements. Seventeen applications totaling \$193,575.00 were received by the deadline.

The applications were reviewed and scored by the SR2S-AC Micro Grant Subcommittee with funding recommendations proposed (Attachment A) based on the scoring rubric including project proposal, letters of support from stakeholders, specific plan for implementation of the project, project timeline, and how incentive and equipment proposals encourage or support safety and/or walk and bike programs. Projects proposed that serve a Title 1 school, Community of Concern or underserved community received extra consideration. The recommended funding covers projects in each of the seven cities in Solano County and in the 7 school districts including projects by three community-based organizations. For the larger projects not recommended for full funding, the proposed amounts were determined in order to keep the project viable. SR2S staff will work with the project sponsors with reduced amounts or an unfunded projects to identify additional funding options and opportunities.

This item was unanimously approved by the STA TAC at their meeting on August 25, 2021.

**Fiscal Impact:**

The \$130,000 Cycle 2 SR2S Micro-Grant Pilot Program is funded from a combination of funding sources which include TDA Article 3 and Yolo-Solano Air Quality Management District funds.

**Recommendation:**

Approve the funding award recommendations for t\$130,000 SR2S Micro Grant Cycle 2 funding as shown in Attachment A.

Attachment:

- A. Micro-Grant Cycle 2 Application and Recommended Funding List

**SAFE ROUTES TO SCHOOL MICROGRANT PROGRAM**  
MicroGrant Subcommittee/Staff Funding Recommendations - FY2021-22

**ATTACHMENT A**

	Agency/Applicant	School or Location	City	Project Overview	Amount Requested	Infra Project Cost	Incentives/ Equipment	Funding Recommendation	Community of Concern/ Title 1 School	Eligible Funding	Notes
1	<b>Bike Vallejo</b>	Citywide, Multiple schools	Vallejo	Bike Routes to Schools, signage and incentives	\$5,000.00		\$5,000.00	\$2,000.00	*See notes	TDA Article 3	Will ask to prioritize Communities of Concern/Title 1 Schools * using additional TDA - SR2S funding to help support this as a pilot.
2	<b>City of Benicia</b>	Robert Semple Elementary - E 2nd Street and Riverhill/Augustine Dr.	Benicia	Crossing Improvements - RRFB	\$30,000.00	\$30,000.00		\$30,000.00	N	TDA Article 3	Recommended for full funding.
3	<b>City of Vacaville</b>	Padan Elem.(2), Browns Valley Elem., Cooper Elem., Foxboro Elem., Orchard Elem.	Vacaville	6 total - 5 Schools: Radar Feedback signage, walk/bike safety or analysis equipment	\$30,000.00	\$30,000.00		\$15,000.00	Y	YSAQMD	*Will ask to prioritize Padan (Title 1 School) and either Orchard or Foxboro.
4	<b>City of Vallejo</b>	Dan Mini Elementary, 1530 Lorenzo Dr.	Vallejo	Mid Block crossing improvements - RRFB and bulbouts, possibly 2nd location - Elliot/Dillon Drives	\$30,000.00	\$30,000.00		\$25,000.00	Y	TDA Article 3	Recommended reduction of \$5000, this amount will still allow for purchase and installation of RRFB at primary location.
5	<b>Cooper Elementary</b>	Cooper Elementary	Vacaville	Walk and Bike Program Incentives	\$5,000.00		\$5,000.00	\$3,500.00	N	YSAQMD	Recommended funding with reduction of \$1500. Staff will work with the school to prioritize incentives for purchase.
6	<b>Dan Mini Elementary</b>	Dan Mini Elementary	Vallejo	Ped, Bike and Safety improvements	\$5,000.00		\$5,000.00	\$3,500.00	Y	TDA Article 3	Recommended funding with reduction of \$1500. Staff will work with the school to prioritize incentives for purchase.
7	<b>David Weir (FSUSD)</b>	David Weir Prep Academy - 1975 Pennsylvania Ave.	Fairfield	Pedometers, incentives, helmets, safety equipment for drop-off/pick-up, signs	\$3,875.00		\$3,875.00	\$1,500.00	Y	TDA Article 3	Recommended funding with reduced amount. Staff will work with the school/district to prioritize incentives and equipment for purchase.
8	<b>DH White (RDUSD)</b>	DH White	Rio Vista	Walk and bike incentives,bike helmets and	\$4,180.00		\$4,180.00	\$4,180.00	Y	YSAQMD	Recommended for full funding.
9	<b>DCMS-PTO</b>	Dixon Montesorri Charter School	Dixon	Bike safety equipment, Scooter Racks	\$3,500.00	\$1,540.00	\$1,960.00	\$3,500.00	N	YSAQMD	Recommended for full funding.
10	<b>Fairmont Charter</b>	Fairmont Charter School	Vacaville	Safety equipment, incentives	\$585.00		\$585.00	\$585.00	Y	YSAQMD	Recommended for full funding.
11	<b>Knight Middle School</b>	Knight MS	Dixon	Skateboard and Scooter Racks	\$3,400.00	\$3,400.00		\$3,400.00	Y	YSAQMD	Recommended for full funding.

**SAFE ROUTES TO SCHOOL MICROGRANT PROGRAM**  
MicroGrant Subcommittee/Staff Funding Recommendations - FY2021-22

12	<b>Loma Vista ESA-Vallejo City USD</b>	Loma Vista ESA	Vallejo	Striping, bike lanes, school zone signs, crosswalk improvement (this street is owned by VCUSD)	\$30,000.00	\$30,000.00		\$30,000.00	Y	TDA Article 3	Recommended for full funding.
13	<b>Mare Island Health and Fitness Academy (VCUSD)</b>	Mare Island Health and Fitness Academy	Vallejo	Bike racks (\$911.98), walk and bike incentives, bike locks, helmets, hand held stop sign	\$6,500.00	\$1,500.00	\$5,000.00	\$2,500.00	Y	TDA Article 3	Recommended funding of \$1500 Bike Racks, \$1000 Incentives. Staff will work with school to prioritize incentives for purchase.
14	<b>St. Basil School PAC</b>	St. Basil School Nebraska/Tuolumne	Vallejo	Sidewalk improvements -	\$9,350.00	\$5,500.00	\$3,850.00	\$3,850.00	N	TDA Article 3	*Work with school to possibly use additional TDA - SR2S funding
15	<b>Suisun City Youth Commission</b>	Crystal Middle School	Suisun City	Walk to School Day event (Oct. 2021) equipment and incentives	\$1,590.00		\$1,590.00	\$1,590.00	Y	TDA Article 3	Recommended for full funding.
16	<b>UPNATM</b>	FSUSD schools	Fairfield and Suisun City	Bike Routes to Schools and incentives	\$595.00		\$595.00	\$595.00	*See notes	TDA Article 3	Recommended for full funding. Will ask to work within Communities of Concern/Title 1 Schools
17	<b>City of Suisun City</b>	Crescent Elementary, Anderson Dr./McCoy Creek Cir.	Suisun City	Sidewalk improvement - remove safety concer	\$25,000.00	\$25,000.00		\$0.00	Y *See notes	TDA Article 3	Will Work with City to include in SR2S project list for Crescent Elem. and ATP amendment for TDA 2022.
					\$193,575.00	\$156,940.00	\$36,635.00	\$130,700.00			

	<b>Recommended Funding</b>	<b>TOTAL REQUESTED</b>	<b>*Additonal SR2S Funding</b>	<b>SR2S-TDA (\$100K)</b>	<b>YSAQMD (\$30K)</b>
1	Bike Vallejo	\$ 5,000.00	\$ 1,000.00	\$ 1,000.00	
2	City of Benicia	\$ 30,000.00		\$ 30,000.00	
3	City of Vacaville	\$ 30,000.00			\$ 15,000.00
4	City of Vallejo	\$ 30,000.00		\$ 25,000.00	
5	Cooper Elementary (Vacaville)	\$ 5,000.00			\$ 3,500.00
6	Dan Mini (Vallejo)	\$ 5,000.00		\$ 3,500.00	
7	David Weir (Fairfield)	\$ 3,875.00		\$1,500.00	
8	DH White (Rio Vista)	\$ 4,180.00			\$ 4,180.00
9	Dixon Montessori (Dixon)	\$ 3,500.00			\$ 3,500.00
10	Fairmont Charter (Vacaville)	\$ 585.00			\$ 585.00
11	John Knight MS (Dixon)	\$ 3,400.00			\$ 3,400.00
12	VCUSD- Loma Vista (Vallejo)	\$ 30,000.00		\$ 30,000.00	
13	VCUSD- Mare Island (Vallejo)	\$ 6,500.00		\$ 2,500.00	
14	St. Basil's (Vallejo)	\$ 9,350.00	\$ 5,500.00	\$ 3,850.00	
15	Suisun City Youth Commissio	\$ 1,590.00		\$ 1,590.00	
16	UPNATM (Fairfield-Suisun)	\$ 595.00		\$ 595.00	
17	City of Suisun City	\$ 25,000.00		\$ -	
	<b>Total</b>	<b>\$ 193,575.00</b>	<b>\$ 6,500.00</b>	<b>\$99,535.00</b>	<b>\$ 30,165.00</b>
		<b>Total Recommended</b>		<b>\$136,200.00</b>	



DATE: August 25, 2021  
TO: STA Board  
FROM: Kathrina Gregana, Planning Assistant  
RE: Countywide Bicycle and Pedestrian Wayfinding Pilot Funding Recommendations

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**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 local agencies and STA 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 wayfinding project. Based on these discussions, a signage needs list is being compiled to sequence potential projects over the three years of the program.

The Call for Projects for the 2021 Pilot ended in mid-July. After evaluating the project submittals, staff determined that all the proposed wayfinding projects aligned with the preliminary priorities and adhered to the recommended wayfinding guidelines in the STA's previous reports.

Therefore, staff is recommending the following projects for funding:

- City of Suisun City – new bicycle signs for Central County Bikeway - (Funding Recommendation: \$4,500)
- City of Rio Vista – replacement pedestrian signs for Bridge to Beach Trail - (Funding Recommendation: \$4,200)
- City of Vallejo – new bicycle signs for the future Bay Trail-Vine Trail Project - (Funding Recommendation: \$16,300)

Suisun City's Central County Bikeway is a 3-mile paved pathway that follows alongside Highway 12 from Main Street to Walters Road. The bike path is identified in the STA's Top 10 Bike Rides Brochure, as part of the route from Grizzly Island Trail to Rush Ranch. It also connects to the Suisun-Fairfield Train Station and the Grizzly Island Trail, which is a Safe Routes to School project, and serves key destinations close to Highway 12, such as a community center and nearby parks.

Rio Vista's Bridge to Beach Trail is a popular 2.5 mile walking tour through downtown and historic Rio Vista that connects the iconic Helen Madere Memorial Bridge with Sandy Beach County Park. The walking path is also included in the STA's Solano County Top 10 Walks and Hikes Brochure.

Vallejo's future Bay Trail-Vine Trail Project will create 4.5 miles of new high-quality, multi-use trail through disadvantaged communities in Vallejo. The project will create a new multi-modal connection from the WETA Ferry Terminal to American Canyon and provides regional benefit. Construction is estimated to begin in Summer 2022.

STA plans on holding a Call for Projects in the future for each subsequent year of the Wayfinding Sign Program.

To correct an error made in the previous staff report, the funding recommendation for the Bay Trail-Vine Trail Project was amended from \$17,748 to \$16,300 at the STA TAC meeting on August 25, 2021. The item, with the amended recommendation, was approved by the STA TAC at the August meeting.

**Fiscal Impact:**

The total funding recommendation for the Countywide Bicycle and Pedestrian Wayfinding Pilot is \$25,000. The STA Board has already previously approved the allocation of these TDA Article 3 funds for the wayfinding program in November of 2020.

**Recommendation:**

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

1. \$4,500 to the City of Suisun City for the new bicycle signs for Central County Bikeway;
2. \$4,200 to the City of Rio Vista for the replacement of pedestrian signs for Bridge to Beach Trail; and
3. \$16,300 to the City of Vallejo for the new bicycle signs for the future Bay Trail-Vine Trail Project.



DATE: August 26, 2021  
TO: STA Board  
FROM: Kathrina Gregana, Planning Assistant  
RE: Solano Rail Hub Project Study Report (PSR) Funding Agreement with Capitol Corridor Joint Powers Authority (CCJPA)

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**Background:**

The 2018 California State Rail Plan, the state’s strategic plan for creating a coordinated, statewide rail network, identified a “Solano County Hub” to link Capitol Corridor, future Sonoma-Marín Area Rail Transit (SMART) trains, and regional buses. In June 2020, STA’s Consultant, Arup, published the *SMART and SolanoExpress Station Final Feasibility Study* (Feasibility Study), which identified the current Suisun-Fairfield Capitol Corridor Station as the recommended location for the Solano Rail Hub.

In January 2021, the STA Board approved the Feasibility Study and designated the current Suisun-Fairfield Capitol Corridor Station as the Solano Rail Hub.

With the designation of the station site, the STA, in partnership with the Cities of Suisun and Fairfield, the County of Solano, and the Capitol Corridor Joint Powers Authority (CCJPA), has moved forward with the identified next step to advance upgrades to the Solano Rail Hub by initiating a Project Study Report (PSR) process.

**Discussion:**

The necessary first step identified for the Solano Rail Hub Project is the development of a Project Study Report (PSR) to provide further detail on the design layout and engineering parameters of the station and associated facilities. This level of detail will provide the information needed to prepare for initial planning studies and environmental documentation. The cost estimate to complete the PSR scope of work is \$93,000.

The Solano Rail Hub Project is in line with the CCJPA’s Vision Implementation Plan, a multi-phase program of projects to increase frequencies and train speeds on the Capitol Corridor route. Specifically, the third track of the Solano Rail Hub is identified in CCJPA’s Capital Improvement Plan. Therefore, STA staff made the determination that it is appropriate to seek funds from CCJPA for the PSR.

At the February 2021 meeting, the STA Board approved two funding plan options to cover the cost of the additional services for this work:

- The first option proposed a commitment of \$73,000 from the STA and seeks a funding request from CCJPA of \$20,000;
- The second option proposed for the STA to cover the total cost of the PSR, serving as the contingency plan in the event that requested funds from CCJPA are not secured.

In March 2021, the CCJPA expressed their support for the Solano Rail Hub Project and approved the full amount requested of \$20,000 for the PSR process.

The STA retained a consultant, Arup, to complete the scope of work for the Solano Rail Hub PSR, with the work starting in March 2021 and anticipated to conclude in October 2021. With the work near completion, STA staff is requesting authorization to enter into a Funding Agreement with the CCJPA not-to-exceed \$20,000 in order to be able to invoice CCJPA for their financial contribution.

**Fiscal Impact:**

Funding in the amount of \$20,000 provided by the CCJPA is necessary to complete the funding plan for this PSR effort. The contribution is consistent with our preferred approach as presented to the STA Board in February 2021.

**Recommendation:**

Authorize the Executive Director to enter into a Funding Agreement with the Capitol Corridor Joint Powers Authority for the Solano Rail Hub Project Study Report for an amount not-to-exceed \$20,000.





DATE: August 5, 2021  
TO: STA Board  
FROM: Debbie McQuilkin, Mobility Transit Coordinator  
RE: Paratransit Coordinating Council (PCC) Bylaws Revisions

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**Background:**

The Paratransit Coordinating Council (PCC) is a citizen's advisory committee to the Solano Transportation Authority (STA) that represents the older adults, people with disabilities and low-income residents of Solano County. The members of the PCC are volunteers from the local community and local social service agencies.

**Discussion:**

The PCC Bylaws were last revised in October 2018. At the July 15, 2021, PCC meeting, the committee approved the correction to clarify the terms of the Chairperson and Vice Chairperson as shown in in the PCC Bylaws Redline Draft, Article VI OFFICERS, Section 1 (Attachment A). Whereas the proposed change adjusts from an annual nomination of the Chair and Vice Chair to every two years.

The attached proposed Bylaws revisions were reviewed by STA Legal Counsel on July 26, 2021, and the STA Executive Director on August 4, 2021.

**Fiscal Impact:**

None.

**Recommendation:**

Approve modifications to the PCC Bylaws as shown in Attachment A.

Attachment:

A. PCC Bylaws Redline Draft

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**BYLAWS**  
**of the**  
**SOLANO PARATRANSIT COORDINATING COUNCIL (PCC)**  
*Revised ~~October 19, 2018~~ July 30, 2021*

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**ARTICLE I      NAME**

Section 1.            The name of this organization shall be the Solano Paratransit Coordinating Council (PCC), hereinafter called Council.

**ARTICLE II      AUTHORIZING AGENCY**

Section 1.            The Solano Transportation Authority (STA) is the authorizing agency for the Paratransit Coordinating Council and shall approve all appointments to the Council and amendments to the Bylaws of the Council.

**ARTICLE III     PURPOSE**

Section 1.            The Council shall serve as an advocate for improved availability of transit services for the older adults, people with disabilities, minorities, economically disadvantaged and other transit dependent persons.

Section 2.            The Council shall advise the Solano Transportation Authority, the Metropolitan Transportation Commission, and other appropriate funding agencies in the expenditure of all available paratransit revenues within Solano County.

Section 3.            The Council shall serve as a forum to bring together the diverse perspectives of those individuals and groups seeking to provide the best possible transportation services for the above designated transit dependent individuals.

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Section 1.            The Council shall increase cooperation and coordination in the availability of transportation services by minimizing overlap and duplication in the use of resources at the policy, management, and service delivery levels.

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Section 3.            The Council shall provide a forum for discussion of common goals and recommended actions affecting paratransit. This coordination is intended to

result in increased utilization of transit services and reduced costs, by means of shared vehicles, insurance pooling and other coordinated actions.

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- Section 5. The Council shall offer assistance to groups and/or agencies applying for Federal, State, and/or other appropriate funds for paratransit services; continue to be aware of potential funding sources; disseminate transportation information to as wide an audience as possible within the County, and at the same time seek to coordinate with other groups which have a regional interest in transportation.

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- Section 1. The Council shall be composed of representatives of private, public and nonprofit providers and consumers of transit services whose interests are consistent with the purpose of the Council and who shall represent all communities in the County.
- Section 2. The Council shall consist of a number of representatives from the groups listed below. The number of voting members in each of these categories is indicated in parentheses after the group. In selecting members for the Council every effort will be made to ensure that the needs and perspectives of members of minority groups will be adequately represented.
- 1) Voting Members (11)
    - a) Transit Users (3)
      - i) Older Adult (1) (60 or older)
      - ii) Person with Disability (1)
      - iii) Low Income (1)
    - b) Members at Large (2)
    - c) Public Agencies (2)
      - i) County Department of Health and Social Services (1)
      - ii) Education –Related Services (1)
    - d) Social Service Providers (3)
      - i) Three Council members will be selected from agencies experienced in the provision of services for people with disabilities, older adults, and those in rural areas, including, when possible, social service providers of transportation. Every effort will be made to ensure that the needs and perspectives of both

non-profit and for-profit providers are adequately represented in this section of the Council.

e) The Policy Advisory Council MTC Advisor for Solano County.

2) Non-Voting Members

Non-voting membership on the Council is intended to ensure that adequate technical information and a wide range of regional and institutional perspectives are available to assist the Council in its deliberations. Membership in this portion of the Council shall include the following:

- a) Solano Transportation Authority Staff
- b) All Solano County Public Transit Agencies
- c) Metropolitan Transportation Commission Staff
- d) Caltrans District 4
- e) County Board of Supervisors Staff

Section 3. The term of service on the Council shall be three years. A member may continue to serve through reappointment by the STA Board.

Section 4. Recommendations to the Solano Transportation Authority of appointments to the Council may be made at a regular meeting of the Council by a two-thirds (2/3) vote of those present.

Section 5. Each participating agency shall name its representative and one alternate; the transit users shall be nominated by the Council and they shall name their own alternates. Each member of the Council shall have one vote. An alternate shall assume that right to vote when acting on behalf of the member representative.

Section 6. Council members who do not attend three (3) regularly scheduled meetings in succession and do not contact staff to indicate that they will not be present shall have their positions declared vacant. Absence after contacting staff constitutes an "excused absence." Excused and unexcused absences in any one calendar year period shall be documented in the minutes of each meeting. If a Council member has missed a combination of six (6) meetings of excused and unexcused absences, he or she will be sent a written notice of intent to declare the position vacant. If there is no adequate response before or at the next meeting, the position will be declared vacant at that time.

**ARTICLE VI OFFICERS**

Section 1. The Council shall nominate and elect ~~annually~~ a Chairperson and a Vice-Chairperson every two (2) years. Staff of the Solano Transportation Authority shall be responsible for secretarial functions.

Section 2. A Nominating Committee, appointed by the current Chairperson, consisting of three (3) members, shall be selected in October of each year. A slate of prospective officers shall be presented to the Council at the December meeting and an opportunity provided for nominations from the floor. The election of officers shall take place at the end of this meeting with the new officers to be seated at the January meeting.

Section 3. The terms of office of the Chairperson and Vice-Chairperson shall be two (2) years. A minimum of one (1) year must elapse before either of the officers can serve again.

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Section 4. If the Chairperson resigns his/her position, the Vice-Chairperson shall step into the vacated spot and a special nominating committee will appoint a new Vice-Chairperson. Service in this temporary position shall not bar the interim Chairperson from running in a subsequent election for Chairperson.

a. It shall be the duty of the chairperson to preside over all meetings of the Council, and to appoint committees as necessary.

b. It shall be the duty of the vice-chairperson to assist the chairperson in the execution of the office and to preside at meetings in the event of the absence of the chairperson.

c. It shall be the duty of the secretary (STA Staff) to keep a written record of all meetings of the Council and other tasks as appropriate.

## **ARTICLE VII MEETINGS**

Section 1. The Council shall call at least six (6) regularly scheduled meetings a year. The meetings will be held the third Thursday of every other month, subject to change.

Section 2. Special meetings may be called at the discretion of the chairperson, or staff, or at least one-third of the membership (requesting such meeting in writing to staff), as necessary.

Section 3. The secretary shall give written notice of all meetings of the Council to each Council member and others on the approved mailing list prior to the meeting date. At the direction of the Council, when it is deemed appropriate, efforts will be made to provide a broader public notification of meetings.

Section 4. All meetings shall be public meetings.

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Section 1. Committees shall be constituted at the discretion of the Council to research

issues related to the Council’s mission, to carry out short-term defined special activities that support the Council’s function and to report their findings and activities back to the Council.

**ARTICLE IX QUORUM**

Section 1. A majority of the filled voting member positions shall constitute a quorum authorized to transact any business duly presented at a meeting of the Council.

**ARTICLE X PARLIAMENTARY PROCEDURE**

Section 1. The rules contained in Roberts’ “Rules of Order”, as last revised, shall govern the proceedings of the Council to the extent they are not inconsistent with these Bylaws.

**ARTICLE XI AMENDMENTS, CORRECTIONS OR CHANGES IN THE BYLAWS**

Section 1. Recommendations for amendments of these Bylaws, in whole or in part, may be made by a majority vote at any duly organized meeting of this Council, provided that a copy of any amendment proposed for consideration shall be transmitted to each member at least thirty (30) days prior to the date of the meeting. Any changes are subject to approval by the STA Board.

**ARTICLE XII CONFLICT OF INTERESTS**

Section 1. No member of the Council shall make, participate in making, or use his/her official position as a member to influence a Council decision in which he/she has a financial interest or a conflict of interest. A conflict of interest shall include, but is not limited to, a Council member’s membership in or affiliation with any organization which benefit from any action under consideration by the Council.

Section 2. Letters written by the Council that are directed outside the STA must be reviewed by the Executive Director and if in the opinion of the Executive Director, the contents and intent of the letter is either non-controversial or consistent with Board policies, the letter will be sent out. In all other cases the letter must be reviewed by legal counsel and approved by the STA Board action.

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DATE: July 15, 2021  
TO: STA Board  
FROM: Debbie McQuilkin, Mobility Transit Coordinator  
RE: Paratransit Coordinating Council (PCC) Membership Update

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**Background:**

Paratransit Coordinating Council (PCC) is a citizen’s advisory committee to the Solano Transportation Authority (STA) that represents the older adults, people with disabilities and low-income residents of Solano County. The members of the PCC are volunteers from the local community and local social service agencies. The term of service on the Council is three years. A member may continue to serve through reappointment by the STA Board.

The STA’s PCC By-Laws stipulate that there are eleven members of the PCC. Members of the PCC include up to three (3) transit users, two (2) members-at-large, two (2) public agency representatives, three (3) social service providers and one (1) representative from MTC Policy Advisory Council.

**Discussion:**

On February 22, 2021, STA staff received a resignation letter from Katherine Richter, Transit User. A discussion among the PCC members ensued at both the March and May meetings regarding allowing accommodations for members with extenuating circumstances such as Ms. Richter’s (Attachment A). One proposed solution was to add an “alternate” member position that could step in if a member were unable to attend. Upon review of the bylaws, Article V, Section 5, this is allowed, and in fact stated that “Each participating agency shall name its representative and one alternate, the transit users shall be nominated by the Council and they shall name their own alternates.” (Attachment B).

STA staff received an interest form from Chandra Daniels who applied for the position of Transit User (Attachment C). Ms. Richter sent an email stating she is willing to name Ms. Daniels as her alternate Transit User. (Attachment D)

In September 2021, PCC members Teri Ruggiero, Public Agency – Health and Social Services Member and Cynthia Tanksley, Transit User Member’s terms will expire (Attachment E). STA Staff has reached out to both members confirming their interest in re-appointment.

These items were presented to the PCC at the July 15<sup>th</sup> meeting and recommendations were approved.

**Fiscal Impact:**

None.

**Recommendation:**

Approve the following PCC appointments:

1. Chandra Daniels as alternate Transit User Member to Katherine Richter, Transit User Member, and;
2. Teri Ruggiero, Public Agency – Health and Social Services Member and Cynthia Tanksley, Transit User Member to additional 3-year terms.

Attachments:

- A. Ms. Richter's PCC Resignation
- B. PCC Bylaws
- C. Chandra Daniels Interest Form
- D. Ms. Richter's Email Confirming Chandra Daniels as Alternate
- E. PCC Membership Status

## ATTACHMENT A

**From:** [rose4kmr62@gmail.com](mailto:rose4kmr62@gmail.com)  
**To:** [Deborah McQuilkin](#)  
**Cc:** [rose4kmr62@gmail.com](mailto:rose4kmr62@gmail.com)  
**Subject:** PCC Resignation  
**Date:** Monday, February 22, 2021 5:16:34 PM

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February 22, 2021

Dear Members of PCC:

It is with much regret that I inform you that I must resign membership from PCC, effective immediately. My new job and the current virtual "work from home" training course do not allow me to miss the time to attend the meetings. I hope in the future that I am able to return to the Committee and be of service and/or serve in a related capacity to address transportation concerns in Solano County.

I wish all of you much success and a joyous and healthy 2021.

Best Regards,  
Katherine Richter

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**BYLAWS**  
**of the**  
**SOLANO PARATRANSIT COORDINATING COUNCIL (PCC)**  
*Revised October 19, 2018*

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**ARTICLE I      NAME**

Section 1.            The name of this organization shall be the Solano Paratransit Coordinating Council (PCC), hereinafter called Council.

**ARTICLE II      AUTHORIZING AGENCY**

Section 1.            The Solano Transportation Authority (STA) is the authorizing agency for the Paratransit Coordinating Council and shall approve all appointments to the Council and amendments to the Bylaws of the Council.

**ARTICLE III     PURPOSE**

Section 1.            The Council shall serve as an advocate for improved availability of transit services for the older adults, people with disabilities, minorities, economically disadvantaged and other transit dependent persons.

Section 2.            The Council shall advise the Solano Transportation Authority, the Metropolitan Transportation Commission, and other appropriate funding agencies in the expenditure of all available paratransit revenues within Solano County.

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## ADVISORY COMMITTEE INTEREST FORM

### CONTACT INFORMATION

Name Chandra Daniels  
 Street Address [REDACTED]  
 City, State, Zip Suisun City, CA 94585-3201  
 Phone [REDACTED] Home  Cell   
 Email Address [REDACTED]

### I would like to be considered to fill a position on the following committee:

BAC  CTSA  PCC  PAC  SR2S  SPWD-TAC

### I am applying for the open position of: (Check one)

Citizen Member  Member-at-Large  Public Agency  Social Service Provider  Transit User

### Letter of intent/interest to serve on an STA Citizen Advisory Committee

Summarize the reason you would like to participate in one of the STA's Citizen Advisory Committee. Include what experience (work or otherwise) qualifies you:

I'm interested in learning about the PCC, and would like to observe the upcoming meeting.

I have been involved with Fast Transit for several years as a transit ambassador.

### Agreement and Signature

By submitting this application, I affirm that the facts set forth in it are true and complete. I understand that if I am accepted as a volunteer, any false statements, omissions, or other misrepresentations made by me on this application may result in my immediate dismissal.

Name (printed) Chandra Daniels  
 Signature \_\_\_\_\_ Date 3/31/2021

Fill out and return to Solano Transportation Authority by email: [info@sta.ca.gov](mailto:info@sta.ca.gov) or fax: 707-424-6074  
 One Harbor Center, Suite 130, Suisun City, CA 94585 | 707-424-6075

**From:** [rose4kmr62@gmail.com](mailto:rose4kmr62@gmail.com)  
**To:** [Deborah McQuilkin](mailto:Deborah.McQuilkin@sta.ca.gov)  
**Subject:** RE: PCC Alternate Appointment  
**Date:** Wednesday, June 30, 2021 5:22:03 PM  
**Attachments:** [image001.png](#)

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Debbie,

It was a pleasure speaking with you this afternoon. I am willing to name Ms. Daniels at my alternate. Please advise if you need further action.

Best Regards,  
Katherine

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**From:** Deborah McQuilkin <dmcquilkin@sta.ca.gov>  
**Sent:** Wednesday, June 30, 2021 3:43 PM  
**To:** Katherine Richter <rose4kmr62@gmail.com>  
**Subject:** PCC Alternate Appointment

Hi Katherine,

It was nice talking with you earlier! I appreciate you time as I know you are very busy

I just received a message from Chandra that she is interested in being the alternate Transit User. Can you kindly confirm with me via email that you are officially naming Chandra Daniels as your alternate for the Transit User Member position on the PCC?

Please let me know if you have any questions and thank you, Katherine!  
Debbie

*Debbie McQuilkin*

**Solano Transportation Authority**  
**Transit Mobility Coordinator**

1 Harbor Center, Ste 130  
Suisun, CA 94585  
Direct: 707-399-3231

[www.SolanoMobility.org](http://www.SolanoMobility.org)

[www.facebook.com/SolanoMobility](https://www.facebook.com/SolanoMobility)



**Solano County**  
**Paratransit Coordinating Council**  
**Membership Status**  
**July 2021**

Member	Jurisdiction	Agency	Appointed	Term Expires	Chair/Vice-Chair Appointment
James Williams	Member at Large		December 2012	December 2021	
Brian McLaughlin	Member at Large		December 2019	December 2022	
Richard Burnett	MTC PAC Representative		December 2012	December 2021	
Judy Nash	Public Agency - Education	Solano Community College	April 2016	December 2022	
Teri Ruggiero	Public Agency – Health and Social Services	ODAS	September 2018	September 2021	
Cindy Hayes	Social Service Provider	Independent Living Resources	October 2017	January 2023	
Heather Barlow	Social Service Provider	Kaiser Permanente	February 2020	February 2023	
Lisa Hooks Vice-Chair	Social Service Provider	State Council on Developmental Disabilities	December 2016	February 2023	December 2019 Ends: Dec 2021
Cynthia Tanksley	Transit User		September 2018	September 2021	
Ernest Rogers Chair	Transit User		June 2014	September 2023	December 2019 Ends: Dec 2021
Katherine Richter	Transit User				

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DATE: July 27, 2021  
TO: STA Board  
FROM: Debbie McQuilkin, Transit Mobility Coordinator  
RE: Faith in Action Volunteer Driver Program for Seniors

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**Background:**

On June 11, 2014, based on the request letter from County of Solano's Department of Resource Management on behalf of the Solano County Board of Supervisors, the STA Board accepted responsibility for managing the intercity paratransit service on behalf of the seven cities and the County. As part of this request and action, the County's Transit Development Act (TDA) funds were dedicated to continuing to fund the Volunteer Drive Program for Seniors.

The Transportation Services by Volunteer Caregivers for seniors, currently operated by Faith in Action (FIA), was initially contracted by Solano County in 2015. As part of the transition of the Intercity Taxi Scrip Program from the County of Solano to STA, STA took on the responsibility for managing the contract with Faith in Action. After the contract expired, the STA contracted with Faith in Action effective July 1, 2015 for one year with a two one-year annual renewal options. This contract has been renewed each year since with the most recent expiring on June 30, 2020.

**Discussion:**

Faith in Action provides a volunteer driver transportation service for seniors 60 years and older. The contract between STA and FIA is to provide transportation services to older adults chronically ill and people with disabilities who are County Medical Services Programs (CMSP) eligible and/or Medi-Cal eligible to medical and Medi-Cal related appointment.

Faith in Action (FIA) has a strong volunteer base in Benicia, Fairfield, Suisun City, and Vacaville. There are a smaller number of volunteers in Dixon, Rio Vista, and Vallejo and most of these volunteers are seniors. Due to COVID-19, seniors stopped requesting, or cancelled rides to and from medical appointments. Rides did resume and from July 1, 2020 through June 30, 2021, FIA provided 1,250 one-way passage rides compared to 2,242 from the prior fiscal year

On July 9, 2021, STA staff was notified that FIA's one-way ride charge would be increasing between 6%-8.5% based upon rise in insurance and COVID precautions/safety measures (such as disposable face masks for riders and disinfectant wipes for our volunteers' vehicles).

In Fiscal Year (FY) 2020-21, \$11,000 was added to the \$45,000 in Solano County's TDA funds claimed by STA for the continuation of the FIA contract to assist with the impacts of COVID-19, bringing the total contract amount not-to-exceed \$56,000. Because of the pandemic's continued impact on ridership, FIA expended only \$20,000 leaving a balance of unused funds in the amount of \$35,000 on their FY 2020-21 contract. It was agreed by both STA and FIA staff that \$5,000 would be added to the current contract, which was extended to June 2022, bringing the total balance to \$40,000.

**Fiscal Impact:**

As stated in the staff report, \$35,000 will be rolled over from the FY 2020-21 budget for the continuation of these services. Additional State Transit Assistance Funds (STAF) funding in the amount of \$5,000 will be added to bring the total contract funding amount to \$40,000 for FY 2021-22. This is consistent with the STA Budget for this mobility service.

**Recommendation:**

Authorize the Executive Director to enter into a funding agreement with Faith in Action to provide Transportation Services for Seniors for an amount not-to-exceed \$40,000 for FY 2021-22.

Attachment:

- A. Faith In Action Volunteer Driver Transportation Services Statistics FY 2019-20 and FY 2020-21.



Faith In Action FY 2020-21 Ridership Data					
Date	# Passengers (Round trip rides)	Vehicle Revenue hours (RT)	Revenue Miles (total revenue miles RT)	Farebox (Donation)	Invoice Total
July	35	9.36	284	\$ 75.00	\$ 1,131.90
August	38	13.4	454	\$ 106.00	\$ 1,228.92
September	50	53.4	1178	\$ 120.00	\$ 1,617.00
October	49	17.14	578	\$ 125.00	\$ 1,584.66
November	40	120	394	\$ 94.00	\$ 1,293.60
December	44	15.4	640	\$ 106.00	\$ 1,422.96
January	41	20.12	608	\$ 65.00	\$ 1,325.94
February	53	21	766	\$ 125.00	\$ 1,714.02
March	62	23.57	816	\$ 143.00	\$ 2,005.08
April	80	33.54	1182	\$ 165.00	\$ 2,587.20
May	73	28.76	918	\$ 155.00	\$ 2,360.82
June	59.5	25.04	800	\$ 140.00	\$ 1,924.23
<b>Totals:</b>	<b>625*</b>	<b>380.73</b>	<b>8618</b>	<b>\$ 1,419.00</b>	<b>\$ 20,196.33</b>

\*Round trip rides of 625 equal 1,250 one-way trips

Faith In Action FY 2019-20 Ridership Data					
Date	# Passengers (Round trip rides)	Vehicle Revenue hours (RT)	Revenue Miles (total revenue miles RT)	Farebox (Donation)	Invoice Total
July	118	38.2	1236	\$ 220.00	\$ 3,634.40
August	117	38.44	1238	\$ 189.00	\$ 3,603.60
September	119	41.91	1258	\$ 198.00	\$ 3,665.20
October	123	40.44	1324	\$ 234.00	\$ 3,788.40
November	118	40.34	1270	\$ 243.00	\$ 3,634.40
December	117	46.06	1382	\$ 263.00	\$ 3,603.60
January	123	39.32	1434	\$ 231.00	\$ 3,788.40
February	117	37.7	1242	\$ 200.00	\$ 3,603.60
March	128	23.87	844	\$ 111.00	\$ 1,971.20
April	10	3.76	132	\$ 19.00	\$ 308.00
May	8	4.83	136	\$ 28.00	\$ 246.40
June	23	9.4	358	\$ 28.00	\$ 708.40
<b>Totals:</b>	<b>1121*</b>	<b>364.27</b>	<b>11854</b>	<b>\$ 1,964.00</b>	<b>\$ 32,555.60</b>

\*Round trip rides of 1,121 equal 2,242 one-way trips.

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DATE : August 11, 2021  
TO: STA Board  
FROM: Debbie McQuilkin, Transit Mobility Program Coordinator  
RE: Consolidated Transportation Services Agency (CTSA) Work Plan  
for Fiscal Years (FYs) 2021-22 and 2022-23

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**Background:**

In September 2014, the Metropolitan Transportation Commission (MTC) designated Solano Transportation Authority (STA) as the Consolidated Transportation Services Agency (CTSA) for Solano County. STA received a re-designation in October 2017 for a period through September 2022. The CTSA Advisory Committee (CTSA-AC) Work Plan is incorporated into the STA Overall Workplan.

The CTSA facilitates mobility management and transportation coordination efforts in Solano County by providing information and managing demand across a family of transportation regional services. The Solano Mobility Programs that were implemented in 2014 were a result of coordination and advocacy of the CTSA-AC and others to promote transportation for the benefit of human service clients including the elderly, people with disabilities and people of low income.

**Discussion:**

STA staff is presenting the Work Plan (Attachment A) for discussion and comments. Included in the Work Plan are the most recent priority projects as identified in the 2020 Solano Mobility Study for Older Adults and People with Disabilities and recommended for funding by the CTSA-AC. A brief update of these priority projects is presented here:

Older Driver Medical Trip Concierge Program – Operations

This program provides medical and other essential rides for Solano residents 60+ and ADA Eligible residents. The committee’s recommendation for this program was to expand it to provide transportation to non-ambulatory individuals. On April 1, 2021, STA entered into a contract with a non-ambulatory service provider and is now offering this transportation county wide.

Sutter/Solano Medical Trips

STA Staff is currently reaching out to Sutter/Solano Staff for discussion.

Medical – Other

In December 2020, STA joined the UniteUs platform which is an online coordinated care network that connects health and social care providers through a shared technology platform. Information about the Solano Mobility Programs and Services are shown on the platform. Referrals can be sent directly to the Mobility Call Center from local and regional providers with clients that may benefit from our programs.

Veterans Mobility Study/Assessment

In April 2021, STA contracted with consultant Elizabeth Richards to conduct a needs assessment into the mobility challenges for Solano County veterans. Interviews with various veteran organizations have been conducted in this preliminary phase.

Improve Non-Profit Partnerships

STA staff met with the local Meals on Wheels (MOW) to discuss distribution of the Solano Mobility Programs brochures and information with meal deliveries. MOW staff was receptive to this and STA staff will be providing the updated literature once printed and available.

Additionally, STA staff will continue to work with Caminar, a non-profit that serves individuals and families with behavioral health needs in Solano County. They provide services and programs to address the needs of individuals with interrelated mental health, substance use, physical health, and critical living needs, such as housing and employment. They also offer proven preventative and supportive services to individuals and families, such as family violence prevention, school-based mental health, and supportive housing. STA Staff gave presentations about the Solano Mobility Programs to both MOW and Caminar staff in Q3 of this Fiscal Year. STA staff also met with North Bay Regional Center to share information about existing Solano Mobility Programs and services.

Older Driver Medical Trip Concierge Program - Marketing

STA staff designed and procured “inserts” promoting the expanded service available to Rio Vista residents through the Medical Trip Concierge Program. In coordination with Rio Vista City staff, the inserts, which were included in the Rio Vista March utility billing, went to all residents. The program continues to be promoted in various local publications.

The Work Plan was presented to the CTSA committee at the June 7, 2021 meeting and was unanimously approved to forward to the STA Board for approval.

At the June 6, 2021, CTSA-AC meeting, the committee members reviewed and unanimously approved a recommendation to forward the CTSA Work Plan for FY 2021-22 and FY 2022-23 to the STA Board for approval.

**Fiscal Impact:**

None

**Recommendation:**

Approve the CTSA Work Plan for FY 2021-22 and FY 2022-23.

Attachment:

- A. Overall Work Plan for CTSA FY 2021-22 and FY 2022-23

# DRAFT

## OVERALL WORK PLAN FOR CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA) FY 2021-22 AND FY 2022-23

PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	EST. PROJECT COST
<p><b><u>Consolidated Transportation Services Agency (CTSA)</u></b> Established in 2015 to provide countywide coordination to pursue Mobility Management funding and identify and facilitate implementation of various Mobility Management Programs; and Services to support Mobility for Solano County Older Adults, People with Disabilities and Low-Income Residents</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>○ Solano Mobility Study for Older Adults and People with Disabilities was completed in October 2020.</li> <li>○ Vehicle Share Program was implemented September 2019 and have 6 non-profits participating in the program.</li> <li>○ Community Based Transportation Plan (CBTP) in Vallejo obtained public input to identify transit gaps and pedestrian safety concerns.</li> <li>○ CTSA rated 6 Priority Projects resulting from Solano Mobility Study for Older Adults for implementation: Medical Trip Concierge Program Operations (enhancement), Sutter/Solano Medical Trips, Medical-Other, Veterans Mobility Study, Improve non-profit partnerships, Medical Trip Concierge Program (Marketing). These projects were approved by the STA Board in January 2021.</li> </ul> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>○ Monitor, Evaluate and/or Implement Mobility Management Programs Including:               <ul style="list-style-type: none"> <li>○ Travel Training</li> <li>○ Solano Mobility Call Center</li> <li>○ Intercity Taxi Card Program</li> <li>○ In-Person ADA Eligibility</li> <li>○ Medical Trip Concierge Program</li> <li>○ Sutter Solano Medical Trips</li> <li>○ Medical – Other</li> <li>○ Veterans Mobility Needs Study</li> <li>○ Improve Non-Profit Partnerships</li> </ul> </li> <li>○ Commencing the Suisun City CBTP in July 2021.</li> <li>○ Commencing the CARB STEP grant work in May 2021-2023 aligning with the CTSA and Equity Working Group process.</li> <li>○ Vehicle Share Program is a partnership with non-profits to provide medical trips for non- ambulatory older adults and people with disabilities.</li> </ul>	STA	STAF & 5310	\$145,000

<ul style="list-style-type: none"><li>○ CTSA Work Plan FY 2021-22 and FY2022-23</li><li>○ Faith in Action Volunteer Driver Program</li><li>○ Senior Safety Driver Program Information</li></ul>			
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DATE: August 27, 2021  
TO: STA Board  
FROM: Anthony Adams, Senior Project Manager  
RE: California State Transportation Agency (CalSTA) Master Agreement Renewal

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**Background:**

The California State Transportation Agency (CalSTA) administers the Transit and Intercity Rail Capital Program (TIRCP). The Solano Transportation Authority (STA) applied for and was awarded \$10.788M in March 2018 for Solano Regional Transit Improvements and \$10.2M in March 2020 for Solano Regional Transit Improvements Phase 2.

**Discussion:**

CalSTA is requiring agencies that were awarded TIRCP funding to pass a Board resolution allowing them to enter or renew a Master Agreement (Attachment A). This Master Agreement delegates authority to the Executive Director to enter into funding agreements with CalSTA for future allocations. This Master Agreement will be expected to be renewed if additional TIRCP funds are awarded during the 2022 TIRCP cycle.

**Fiscal Impact:**

No direct impact to the STA's General Fund.

**Recommendation:**

Approve STA Resolution No 2021-14 for the CalSTA Master Agreement renewal as shown in Attachment A.

Attachment:

- A. STA Resolution No. 2021-14 CalSTA Master Agreement Renewal

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**STA RESOLUTION NO. 2021-14**

**AUTHORIZATION FOR THE EXECUTION OF A MASTER AGREEMENT AND PROGRAM SUPPLEMENTS FOR STATE-FUNDED TRANSIT PROJECTS**

**WHEREAS**, the Solano Transportation Authority may receive state funding from the California Department of Transportation (Department) now or sometime in the future for transit projects; and

**WHEREAS**, substantial revisions were made to the programming and funding process for the transportation projects programmed in the Transit and Intercity Rail Capital Program, by Chapter 36 (SB 862) of the Statutes of 2014; and

**WHEREAS**, the statutes related to state-funded transit projects require a local or regional implementing agency to execute an agreement with the Department before it can be reimbursed for project expenditures; and

**WHEREAS**, the Department utilizes Master Agreements for State-Funded Transit Projects, along with associated Program Supplements, for the purpose of administering and reimbursing state transit funds to local agencies; and

**WHEREAS**, the Solano Transportation Authority wishes to delegate authorization to execute these agreements and any amendments thereto to the Executive Director, or their designee.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Solano Transportation Authority that the fund recipient agrees to comply with all conditions and requirements set forth in this agreement and applicable statutes, regulations and guidelines for all state-funded transit projects.

**NOW THEREFORE, BE IT FURTHER RESOLVED** that the Executive Director or their designee be authorized to execute the Master Agreement and all Program Supplements for State-Funded Transit Projects and any Amendments thereto with the California Department of Transportation.

This resolution was adopted by Solano Transportation Authority on September 8<sup>th</sup>, 2021.

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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 September 8, 2021.

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Daryl K. Halls, Executive Director  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 8<sup>th</sup> day of September, 2021  
by the following vote:

Ayes: \_\_\_\_\_

Nos: \_\_\_\_\_

Absent: \_\_\_\_\_

Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_

Johanna Masclat  
Clerk of the Board



DATE: August 27, 2021  
TO: STA Board  
FROM: Anthony Adams, Senior Project Manager  
RE: Contract Amendment - WSP for Electrification Project Management Services

---

**Background:**

STA has been awarded approximately \$10M from the Transit and Intercity Rail Program towards Solano Express electrification efforts. This award consists of the following projects:

- 13 Solano Express Electric Buses
- Design for Charging Infrastructure of Solano Express Buses
- Inductive Charging for Solano Express Buses
- Countywide Transit Electrification Transition Plan

To implement these projects, Solano transit operators have been required to engage in activities that they are not normally familiar with. These efforts have created a labor and knowledge gap which has become apparent through the process.

**Discussion:**

In July 2021, SolTrans requested assistance from STA in obtaining a project manager to assist in the implementation of transitioning SolTrans toward electrification. WSP is currently developing the Countywide Transit Electrification Transition Plan with the goal of recommending a strategy of how to transition the entire County to electric fueling. SolTrans expressed satisfaction with the current project manager at WSP, who is developing the Plan, and accepted the option provided by STA of adding services with WSP to provide project management to implement the strategy that comes from the Plan.

In discussions with STA staff, a proposal was offered to split the cost of the additional scope between STA and SolTrans. SolTrans indicated they would utilize local Transportation Development Act (TDA) funds for their share; STA's match portion will be funded through the existing FY 2021-22 Transit Corridor Implementation/Solano Express budget funded with State Transit Assistance Fund (STAF) already approved by the STA Board.

The amendment would add an amount not to exceed \$150,000 in additional funding for a period of 3 years. This would take the entire contract amount to: \$1,776,649.99.

**Fiscal Impact:**

STA's total financial commitment is \$75,000 in match funds over a 3 year period (\$25,000 annually) utilizing State Transit Assistance Fund (STAF). For FY 2021-22 funds are already included in the Transit Corridor Implementation/Solano Express approved budget. No additional budget modifications are needed at this time.

**Recommendation:**

Approve the following:

1. Authorize the Executive Director to amend the contract with WSP to add Electrification Project Management Services with a total amount not to exceed \$1,776,649.99; and
2. Authorize the Executive Director to enter into an agreement with SolTrans to provide a \$75,000 match over 3 years (25,000 annually) for electrification project services.

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DATE: August 31, 2021  
TO: STA Board  
FROM: Anthony Adams, Senior Project Manager  
RE: Consultant Contract Amendment - Solano Connected Mobility with TMD

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**Background:**

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

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

**Discussion:**

To accommodate the full page of recommendations coming from the BRTRTF, STA staff is recommending amending the contract with TMD to add scope and budget. STA staff intends to utilize MTC awarded early implementation funds to augment the existing contract.

Recommended scope additions can be found below or in more detail in Attachment A:

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

**Fiscal Impacts:**

Funding being utilized is regional discretionary funding, no local match required. This will add \$500,000 to the STA budget.

**Recommendation:**

Approve the following:

1. Authorize the Executive Director to amend the Solano Connected Mobility Implementation Plan contract with TMD for an amount of \$500,000 for a total contract amount not to exceed \$900,000; and
2. STA Resolution No. 2021-15, Resolution of Local Support as shown in Attachment B.

Attachments:

- A. Solano Connected Mobility Implementation Plan Additional Scope of Work
- B. STA Resolution No. 2021-15 Resolution of Local Support

Solano Connected Mobility Implementation Plan  
Proposed Scope Amendment  
August 12, 2021

1. Expand SolanoExpress Operational Analysis and BRT Lite recommendations to include SR37 and I-505 corridors
  - a. Target year for SR37 service beginning in 2025
  - b. Coordinate with YoloBus on I-505 corridor service options
2. Utilizing existing route structure, recommend how additional operational hours should be invested into the system. (e.g. additional 10k, 20k, and 40k annual hours.)
3. Assist on components of SolanoExpress Transition Plan, from 2 operators to 1 operator
  - a. Analyze origin and termination location of each existing route. Recommend options for how routes should be structured to originate and terminate based on cost, availability of storage space, maintenance availability, etc. Options for origination/termination include Fairfield, Vacaville, or Vallejo.
    - i. Include costs of deadheads, likely costs of leasing space for vehicle storage, any other related costs.
  - b. Analyze options for various dispatch structures, operations base locations, and labor contracts for SolanoExpress service. Provide quantitative and qualitative scoring criteria, to be agreed upon by PLT.
4. Expand Micro-Transit recommendations into a Micro-Transit Implementation Plan, focus on connecting to regional transit opportunities. The Plan would include recommendations on how the service would be run in each jurisdiction, vehicle quantity over time, vehicle type, and costs associated with the service.

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**Resolution of Local Support  
STA Resolution No. 2021-15**

**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 \$500,000 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 Solano Connected Mobility Implementation Plan (herein referred to as PROJECT) for the Blue-Ribbon Transit Recovery Task Force Early Implementation Funds (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 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 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.

This resolution was adopted by Solano Transportation Authority on September 8<sup>th</sup>, 2021.

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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 September 8, 2021.

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Daryl K. Halls, Executive Director  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 8<sup>th</sup> day of September, 2021  
by the following vote:

Ayes: \_\_\_\_\_

Nos: \_\_\_\_\_

Absent: \_\_\_\_\_

Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_

Johanna Masclat  
Clerk of the Board



DATE: August 25, 2021  
 TO: STA Board  
 FROM: Anthony Adams, Senior Project Manager  
 RE: Proposed MTC Quick-Strike Augmentation for Solano Projects

**Background:**

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

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

The \$50M amount was competitive, but was also guided by the distribution percentages targets from OBAG 2. With the passage of the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), which provided regions with transportation dollars, the MTC directed \$34.4 million in highway funds to augment the Quick-Strike program. MTC staff proposed to use half of the augmentation (\$17.2 million) to fund additional projects for nomination. These funds will be used to ensure that each county receives at least its initial targeted amount, and then to distribute the remaining funds to the next highest scoring projects regionwide. STA staff met with MTC staff shortly after this announcement was made, to discuss potential project submittals for this new augmentation, and ultimately augmented one request and submitted on addition SR2S project, approved by the STA Board on June 9, 2021.

In total, STA submitted the following list of projects, all of which were recommended for full funding by MTC staff in the two rounds of Quick Strike funding:

- Bay Trail/Vine Trail Segment (\$1.8M)
- STA Mobility Planning (\$200k)
- Hannigan Station Capacity Improvements (\$1.9M)
- FasTrak START Means-Based Managed Lanes Discount Pilot Project (\$125k)
- Solano Safe Routes to School Program (\$600k)

**Discussion:**

STA staff is working with the sponsors of all awarded projects to ensure that all pre-construction requirements and project delivery milestones are met. These requirements have included programming funding in the TIP, meeting with the STA BAC and PAC to review the awarded projects, and submitting appropriate documentation to MTC. STA is the project sponsor for the following projects:

### *STA Mobility Planning*

STA will utilize these funds for additional planning effort related to improving mobility in the county. This includes the effort to plan for a Vehicle Miles Traveled (VMT) mitigation program and the purchase and analysis of large data for use in mobility planning, including the Suisun City Community Based Transportation Plan (CBTP)/Micro Transit-Mobility Study and the Connected Mobility Implementation Plan. These planning funds will be obligated well before the Quick Strike Mobility program obligation deadline (September 30, 2022). STA staff released a RFP for the Solano Connected Mobility Implementation Plan in February 2021; work began in June 2021 and scheduled to conclude in Summer 2022.

### *Solano Safe Routes to School Program*

Along with Marin County, Solano's SR2S Program has been one of the longest-standing programs in the Bay Area. The program is an active participant in MTC's Safe Routes to School Regional Working Group and has worked locally engaging close to 70% of all Solano County schools for over 13 years. STA will utilize these funds to support the Solano Safe Routes to School Non-Infrastructure Program, continuing the program after its current federal grant is exhausted in 2023. STA's Solano SR2S Program has been successful in promoting walking/biking to school while improving student travel safety across 65 schools countywide. These funds will be used to continue education, administration, and implementation of programming over a 2-year period to sustain the program. This also includes work to engage the SR2S Community Advisory Committee in each city, updating the SR2S Master Plan and supporting the Safety Education Grant program with local police departments. STA staff will begin work in June 2021 and continue until June 2023

### **Fiscal Impacts:**

None. This program from MTC will increase the budget for STA Planning activities as well as the SR2 Program.

### **Recommendation:**

Approve the following:

1. STA Resolution No. 2021-11 Resolution of Local Support for the STA Mobility Planning as shown in Attachment A; and
2. STA Resolution No. 2021-12 Resolution of Local Support for Solano Safe Routes to School Program as shown in Attachment B.

Attachments:

- A. STA Resolution No. 2021-11 for STA Mobility Planning
- B. STA Resolution No. 2021-12 for Solano Safe Routes to School Program

**Resolution of Local Support  
STA Resolution No. 2021-11**

**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 \$200,000 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 STA MOBILITY PLANNING (herein referred to as PROJECT) for the QUICK STRIKE MOBILITY PROGRAM (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 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 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.

This resolution was adopted by Solano Transportation Authority on September 8<sup>th</sup>, 2021.

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Ron Rowlett, Chair  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 8<sup>th</sup> day of September 2021, by the following vote:

Ayes:            —  
Nos:               —  
Absent:           —  
Abstained:       —

Attest by:

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Johanna Masiclat  
STA Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this day of September 8, 2021.

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Daryl K. Halls, Executive Director  
Solano Transportation Authority

**Resolution of Local Support  
STA Resolution No. 2021-12**

**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 \$600,000 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 STA SAFE ROUTES TO SCHOOL PROGRAM (herein referred to as PROJECT) for the QUICK STRIKE MOBILITY PROGRAM (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 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 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.

This resolution was adopted by Solano Transportation Authority on September 8<sup>th</sup>, 2021.

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Ron Rowlett, Chair  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 8<sup>th</sup> day of September 2021, by the following vote:

Ayes:            —  
Nos:              —  
Absent:          —  
Abstained:      —

Attest by:

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Johanna Masiclat  
STA Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this day of September 8, 2021.

---

Daryl K. Halls, Executive Director  
Solano Transportation Authority



DATE: August 17, 2021  
TO: STA Board  
FROM: Vincent Ma, Marketing and Legislative Program Manager  
RE: Contract Amendment - Planeteria for Consultant Services for Solano Express Website

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**Background:**

The STA was created in 1990 through a Joint Powers Agreement between the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and the County of Solano to serve as the Congestion Management Agency for Solano. As the County Transportation Agency (CTA) for the Solano area, the STA partners with various agencies to plan and deliver projects and manage and promote a variety of transportation related programs and services. Staff often use consultant support to promote STA, SolanoExpress, Mobility, Safe Routes to School (SR2S) and Solano Mobility programs through the use of advertisements, brochures, websites and promotional campaigns.

**Discussion:**

The Solano Express website ([www.solanoexpress.com](http://www.solanoexpress.com)) is the primary online source of providing information to the public regarding service changes, route maps, and schedule information. Currently, the Solano Express website is only a page of the STA's main website (<https://sta.ca.gov/programs/solano-express/>); however, this format does not allow adequate content integration and a standalone website with a separate content management system is recommended to adequately display the information in a user-friendly format. The new website will be designed as a 'responsive' site; both mobile-friendly and automatically optimized for use on a personal computer, a tablet device, and a smart phone.

The Solano Express website is an important resource in providing transportation information to the residents of Solano County and STA staff is seeking authorization to amend the contract with Planeteria through a sole source for the Solano Express website and add work to redesign and develop the Solano Express websites at \$18,700. Fees for web hosting and maintenance are not included in this amount.

**Fiscal Impact:**

A combination of program specific and STA revenues will provide \$18,700 for website hosting and maintenance fees along with funds from State Transit Assistance Fund (STAF) and Transportation Funds for Clean Air (TFCA). These are the original funding sources for the existing Solano Express website.

**Recommendation:**

Authorize the Executive Director to amend the current contract with Planeteria for the redesign and development of the Solano Express website for an amount not-to-exceed \$18,700. Contract Amendment with Planeteria for an amount not-to-exceed \$18,700.

Attachments:

- A. Contract Amendment with Planeteria
- B. Planeteria Proposal for SolanoExpress

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DATE: August 27, 2021  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Contract Amendment - I-80/I-680/State Route 12 Interchange –  
Engineering Services

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**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/SR12 Interchange. The Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the I-80/I-680/SR 12 Interchange – Phase 1 project was approved in December 2012 and is proceeding into the implementation stage. The I-80/I-680/SR12 Interchange – Phase 1 project is currently planned to be implemented through 7 individual construction packages. The Initial Construction Package (subject of this staff report) is in the Construction Closeout Phase. Construction Packages 2 & 3 are in the design phase (although in a holding pattern due to lack of funding at this time). Construction Package 2A is under construction.

**Discussion:**

As mentioned above, the Initial Construction Package (ICP), which reconstructed the Westbound (WB) I-80 to SR 12 (West) Connector and Green Valley Road Interchange is now complete and is in the Construction Closeout Phase. Mark Thomas & Co was retained by STA to provide design services for the ICP and is providing design support services during Construction Closeout Phase.

Now that the ICP Construction project is complete and the Project has entered the Construction Closeout Phase, it is an appropriate time to re-evaluate the budget requirement for engineering services for the closeout activities for the ICP. These services include Right of Way Engineering transfer support, as well as preparation of the Financial Plan Annual Updates. STA staff is recommending the Board approve a contract amendment for Mark Thomas & Co. in a not-to-exceed amount of \$177,730 to cover these additional design services, which would be funded with Bridge Toll funds programmed for the project.

**Fiscal Impact:**

The additional engineering services for the I-80/I-680/SR12 Interchange will be funded with bridge toll funds.

**Recommendation:**

Authorize the Executive Director to approve a contract amendment for Mark Thomas & Co. in the not-to-exceed amount of \$177,730 to provide project closeout and Financial Plan Annual Updates for the I-80/I-680/SR12 Interchange.

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DATE: June 4, 2021  
 TO: STA Board  
 FROM: Brenda McNichols, Accounting Technician  
 RE: Re-designation of STA as Abandoned Vehicle Abatement (AVA) Program  
 Service Authority for Solano County

**Background:**

Since April 1991, the STA has acted as the Solano County Service Authority for the Abandoned Vehicle Abatement (AVA) Program. The California Vehicle Code (VC) Section 9250.7(g) authorizes the continuation of the service fee for each Service Authority to be extended in increments of up to 10 years. In September 2011, STA adopted the continuation of the program effective April 2012 for ten (10) year period which sunsets, by statute, on April 30, 2022.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Suisun City, City of Vacaville, City of Vallejo, and the County of Solano. City of Rio Vista will need to enter into an agreement with the STA and amend its local abatement ordinance to conform to the California Highway Patrol (CHP) standards to become eligible to receive AVA funding. Rio Vista has not recently submitted a report or reimbursement claim.

**Discussion:**

STA's administrative duty is in accordance with the VC Section 22710, which requires AVA Member Agencies to adopt an ordinance establishing procedures for the abatement and for recovery of cost. The money received from the Department of Motor Vehicle (DMV) shall be used only for the abatement, removal, and disposal of a public nuisance of any abandoned, wrecked, dismantled, or inoperative vehicle or parts from private or public property.

The table below show the past ten (10) years AVA Program activities of each Member Agency in Solano County:

Member Agency	Total Ten (10) Years Activities FY 2011 12– FY 2020-21	
	# of Abated Vehicles	Amount Reimbursed
City of Benicia	3,077	\$120,139
City of Dixon	1,853	\$123,817
City of Fairfield	20,295	\$970,992
City of Rio Vista	0	0
City of Suisun City	2,006	\$315,900
City of Vacaville	4,309	\$521,028
City of Vallejo	20,187	\$1,715,529
County of Solano	1,443	\$78,731
<b>Total</b>	<b>53,170</b>	<b>\$3,846,136</b>

To prevent the lapse of funding to each of the member agencies, the STA staff is required to submit a new resolution to the DMV requesting extension for an additional 10-year increment, which would sunset in April 2032.

STA staff requests authority to notify all member agencies for continued funding and ask that each pass a resolution authorizing the STA as the Service Authority for the AVA Program for the next 10 years. STA staff can provide a sample resolution.

At the STA TAC meeting on August 25, 2021. The item was unanimously approved by the STA TAC. The City of Benicia has provided STA a letter conveying support for the re-designation recommended by STA.

**Fiscal Impact:**

Estimated annual amount of \$450,000 to AVA Member Agencies in Solano County from the State of California imposed one dollar (\$1) annual service fee on motor vehicles registered owners residing in Solano County for the AVA Program.

**Recommendation:**

Approve the following:

1. STA Resolution No. 2021-13 for the re-designation of STA as Abandoned Vehicle Abatement (AVA) Program Service Authority for Solano County;
2. Authorize the Executive Director to notify the Department of Motor Vehicle for the STA's intent to extend the Abandoned Vehicle Abatement (AVA) Program for another 10-year period; and
3. Authorize the Executive Director to notify member agencies for the continuation of the AVA Program and request that each agency issue resolution approving the STA as the Service Authority.

Attachments:

- A. STA Resolution No. 2021-13
- B. DMV Notification of the Abandoned Vehicle Abatement (AVA) Program Sunset Date
- C. Support Letter from the City of Benicia dated August 26, 2021

STA RESOLUTION No. 2021-13

A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
REDESIGNATION OF STA AS ABANDONED VEHICLE ABATEMENT (AVA)
PROGRAM SERVICE AUTHORITY FOR SOLANO COUNTY

WHEREAS, the Solano Transportation Authority (STA), has acted as the Abandoned Vehicle Abatement Service Authority in Solano County since 1991, pursuant to California Vehicle Code section 22710; and

WHEREAS, pursuant to California Vehicle Code section 9250.7, the State of California imposes a one dollar (\$1) annual service fee (STA service fee) on motor vehicles registered to owners residing in Solano County; and

WHEREAS, existing authority to collect the STA service fee is set to expire in April 30, 2022; and

WHEREAS, California Vehicle Code section 9250.7 has been amended to allow for a ten (10) year extension of the STA service fee upon approval by two-thirds of the members of the County Board of Supervisors and a majority of the cities having a majority of the incorporated population within the county, adopt resolution providing for the extension of the fee.

NOW, THEREFORE, THE SOLANO TRANSPORTATION AUTHORITY RESOLVES AS FOLLOWS:

The STA authorizes the Executive Director, as the designee, to execute any and all amendments and documents to the Abandoned Vehicle Abatement (AVA) Program as required by the State of California.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Executive Director is authorized to execute for the STA the continuation of the AVA Program effective April 30, 2022 for ten (10) years, such agreements and contracts, including amendments and documents, as are necessary to implement the AVA Program Service Authority for Solano County.

Ron Rowlett, Chair
Solano Transportation Authority

Passed by the Board of the Solano Transportation Authority on the 8th day of September, 2021, by the following vote:

Ayes:
Nos:
Absent:
Abstain:

Attest by:
Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, 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 September 8, 2021.

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Daryl K. Halls, Executive Director  
Solano Transportation Authority

DEPARTMENT OF MOTOR VEHICLES  
REGISTRATION OPERATIONS DIVISION  
P.O. BOX 825393  
SACRAMENTO, CA 94232-5393



February 23, 2021

Susan Furtado  
Solano Transportation Authority  
1 Harbor Center #130  
Suisun City, CA 94585



Re: Solano County Abandoned Vehicle Abatement (AVA) Fee Program  
Sunset Date Notification

Dear Ms. Furtado:

The Solano County AVA Program Fee sunsets, by statute, on April 30, 2022. California Vehicle Code Section 9250.7(g) allows each California county to extend their sunset date for the program in 10-year increments. Each county, however, is required to submit a letter of intent and new resolution to the Department of Motor Vehicles (DMV) formally requesting the extension.

If you intend to maintain the AVA fee in your jurisdiction, it is critical that DMV receive your formal request, and a copy of your new resolution, **no later than August 1, 2021**. Otherwise, we will initiate programming to discontinue collection of the AVA fee for Solano County, effective May 1, 2022. Please note that your county may still receive funds for fees due through April 30, 2022, for customers that pay late or for multiple years. Please send your formal request on county letterhead and resolution to:

Department of Motor Vehicles  
Registration Operations Division  
2415 First Avenue, M/S D148  
Sacramento, CA 95818-2606  
Attn: Al Tolentino

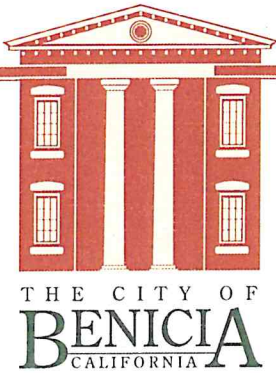
If you have any questions or concerns, please contact Al Tolentino, of my staff, at (916) 657-2690.

Sincerely,

DENISE BURROUGHS, Chief  
Registration Policy Automation Branch

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August 26, 2021

Solano Transportation Authority Board  
 c/o Solano Transportation Authority  
 One Harbor Center, Suite 130  
 Suisun City, CA 94585

SUBJECT: Redesignation of STA as Abandoned Vehicle Abatement (AVA) Program Service Authority for Solano County -10 Year Re-Certification/Renewal

Dear STA Board Members,

**BACKGROUND:** Since April 1991, the STA has acted as the Solano County Service Authority for the AVA Program. The California VC Section 9250.7(g) authorizes the continuation of the service fee for each Service Authority to be extended in increments of up to 10 years.

In August 2012, STA adopted a resolution for the continuation of the program through April 2022, subsequently each member agency will need to issue a resolution for the continuation of the program for another ten (10) years and approve the STA as the Service Authority.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Suisun City, City of Vacaville, City of Vallejo, and the County of Solano. City of Rio Vista will need to enter into an agreement with the STA and amend its local abatement ordinance to conform to the California Highway Patrol (CHP) standards to become eligible to receive AVA funding, but never submitted a report or reimbursement claim.

STA's administrative duty is in accordance with the VC Section 22710, which requires AVA Member Agencies to adopt an ordinance establishing procedures for the abatement and for recovery of cost. The money received from the Department of Motor Vehicles (DMV) shall be used only for the abatement, removal, and disposal of a public nuisance of any abandoned, wrecked, dismantled, or inoperative vehicle or parts from private or public property.

**City of Benicia activities: for the past ten (10) years AVA Program in Solano County:**

**# of Abated Vehicles = 3,077**

**Amount Reimbursed = \$120,139**

To prevent the lapse of funding to each of the member agencies, the STA staff is required to submit a new resolution to the DMV requesting extension for an additional 10-year increment, which would sunset in April 2032.

STA Board  
August 26, 2021  
Page 2

STA staff requests authority to notify all member agencies for continued funding and ask that each pass a resolution authorizing the STA as the Service Authority for the AVA Program for the next 10 years.

**ACTION:** The City of Benicia agrees with the recommendation for the continuance of the AVA Program and will thereby take to City Council for approval of resolution and once finalized, will submit to STA Executive Director as Notice of Intent to continue AVA Program for the next ten (10) years and authorize STA as the Service Authority for this program. Further to this, the City of Benicia recommends the STA Board authorize the Executive Director to: 1. Notify the Department of Motor Vehicles for the intent to extend the Abandoned Vehicle Abatement (AVA) Program for another 10-year period; 2. Submit a new resolution to formally request the extension of the AVA Program in Solano County. 3. Notify member agencies for the continuation of the AVA Program and ask that each agency issue resolution approving the STA as the Service Authority.

Thank you for your consideration.

Very truly yours,



Erik Upson  
City Manager  
City of Benicia

EU/sg

Cc: Will Tarbox, Director of Public Works  
Ben Stock, City Attorney, Burke, Williams & Sorensen, LLP  
Mayor and City Council



DATE: August 25, 2021  
TO: STA Board  
FROM: Amy Antunano, Program Coordinator II  
RE: Solano Mobility Vanpool Program Annual Report for Fiscal Year (FY) 2020-21

---

**Background:**

Vanpooling is a convenient way to get to work especially for people who work far from home. Official vanpools have 7 to 15 passengers, including the driver who usually rides for free and the vehicle may be owned or leased. The Solano Mobility Call Center assists in finding passengers and directs cost-effective van leasing options through a contract with Enterprise Rideshare for van purchase/lease options. The benefits associated with vanpooling include cutting commute times in half and potentially saving \$3,000 a year or more in commute costs. Solano Mobility staff also provides incentives to new vanpool startups along with back-up driver incentives to those commuting to, from and/or through, Solano County.

Since 2000, STA received annual funding from the Metropolitan Transportation Commission (MTC) through the Regional Rideshare Program, to provide rideshare services in Solano and Napa counties which includes services to commuters, employers and the formation and assistance of vanpools. In 2015, MTC announced that the Regional Rideshare Program funding would be reduced by 50% and would ultimately eliminate funding to county ridershare programs in 2017. Currently, MTC offers a regionwide \$350 subsidy for existing, Enterprise vanpools. STA's Solano Mobility Rideshare Program, including vanpool incentives is funded by Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Program Manager funds programmed annually by the STA Board. This incentive is for riders traveling within the BAAQMD area.

**Discussion:**

As of March 2020, STA's Solano Mobility staff reached out to the 201 registered vanpools. Of those vans, 131 were still active. This equates to approximately 1,560 van riders: 62,400 trips annually. Over the past two years, the program has seen a decrease in vanpool usage and that has not changed in this current COVI-19 era.

As of April 1, 2021, STA's Solano Mobility staff launched the new Vanpool Subsidy to encourage residents and employees in Solano County to use vanpools for their commute to work. In partnership with Commute with Enterprise, the Solano Mobility Program provides new, qualifying Vanpools a \$200 subsidy to assist participants with the cost of commuting. Additionally, Vanpools can apply this subsidy on top of an existing \$350 subsidy from the Metropolitan Transportation Commission (MTC) for a total of \$550 for their first year on the road. Lastly, all vanpools that participate in the Solano Mobility Vanpool program will be able to receive additional incentives through the Rideamigos platform offered by STA.

The partnership with Enterprise has been beneficial for the recruitment of new vans. For the Fiscal Year (FY) 2020-21, six new vanpools have been formed (Attachment A) with a goal of 20 for the FY 2021-22.

**Fiscal Impact:**

\$50,000 is budgeted for the Vanpool program and comes from Transportation for Clean Air (TFCA) funds and One Bay Area Grant (OBAG) funds. The services for the vanpool provider, Enterprise, will be at no cost to the STA.

**Recommendation:**

Receive and file.

Attachment:

A. Solano Vanpool Stats

### Solano Vanpools

	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22
Total Vans Supported commuting to, from and/or through Solano County	199	201	131	132	138
Total Vans Started	4	3	1	1	6

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DATE: August 13, 2021  
TO: STA Board  
FROM: Debbie McQuilkin, Transit Mobility Coordinator II  
RE: Consolidated Transportation Services Agency (CTSA) Advisory Committee –  
Appointment of STA Board Representative

---

**Background**

In September 2014, the Metropolitan Transportation Commission (MTC) designated Solano Transportation Authority (STA) as the Consolidated Transportation Services Agency (CTSA) for Solano County. STA received a re-designation in October 2017 for a period through September 2022. The CTSA Advisory Committee (CTSA -AC) Work Plan is incorporated into the STA Overall Workplan.

The CTSA facilitates mobility management and transportation coordination efforts in Solano County by providing information and managing demand across a family of transportation regional services. The Solano Mobility Programs that were implemented in 2014 were a result of coordination and advocacy of the CTSA-AC and others to promote transportation for the benefit of human service clients including the elderly, people with disabilities and people of low income.

**Discussion:**

Currently the CTSA-AC is comprised of fourteen members which includes representatives from Solano Express Intercity Transit Consortium (5 Transit operators), Paratransit Coordinating Council (1), Solano County Health and Social Services (1), Veteran/Low Income, Area Agency on Aging (1), and STA Board Liaisons (4). (Attachment A).

Former CTSA and STA Board member, Mayor Sampayan of Vallejo, is no longer a committee member. STA staff and the CTSA committee is looking for a STA Board member to be named as his replacement.

Additionally, to appeal to a broader audience and create a more diverse committee, the CTSA has recommended several Solano County non-profits and transit dependent individuals for STA staff to follow up with for membership interest. Some of the specific recommendations were Partnership Health Plan, Fighting Back Partnership as well as members from the Equity Task Force. Recommendations for any new CTSA committee members will be forwarded to the STA Board for approval.

**Fiscal Impact**

None

**Recommendation:**

Appoint a STA Board member to the CTSA Advisory Committee as the 4<sup>th</sup> STA Board Liaison.

Attachment:

- A. CTSA Membership

<b>CTSA Membership</b>	<b>Status</b>
<b>MTC PAC Representative (1)</b>	<b>Richard Burnett</b>
<b>Paratransit Coordinating Council (1)</b>	<b>Ernest Rogers, Transit User</b>
<b>SolanoExpress Intercity Transit Consortium (5)</b>	<b>Louren Kotow, Dixon Read-Ride Diane Feinstein, FAST Brandon Thomson, Rio Vista Delta Breeze Beth Kranda, SolTrans Lori DaMassa, Vacaville City Coach</b>
<b>Solano County Department of Health and Social Services (1)</b>	<b>Gerald Huber</b>
<b>Area Agency on Aging (1)</b>	<b>Elaine Clark</b>
<b>Community Action North Bay – Veteran/Low Income</b>	<b>Kari Radar</b>
<b>Independent Living Resources</b>	<b>Susan Rotchy</b>
<b>STA Board Members (4)</b>	<b>Supervisor Jim Spering - Chair Mayor Harry Price, Fairfield - Vice-Chair Mayor Ronald Kott, Rio Vista VACANT</b>





DATE: August 5, 2021  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
Janet Adams, Deputy Executive Director/Director of Projects  
RE: STA Building and Conference/Meeting Room Naming Guidelines

---

**Background:**

In January 2020, the STA Board authorized the updated budget of the new STA office building located at 423 Main Street. The new office will have five meetings rooms, plus a Board Chamber. The building construction is on schedule with staff gearing up to move into the new building in December 2021. As such it is appropriate at this time to have the Board adopt a policy for naming of the building and meeting/conference rooms.

**Discussion:**

The STA building is 22,000 SQFT with 5 conference rooms and the Board Chambers. Attachment A is the office layouts with the 5 conference rooms highlighted. In looking at the development of a naming policy, staff reviewed the Metropolitan Transportation Commission and Solano County policy's for guidance. Based on this, staff is proposing the following:

The five conference rooms have a theme. Staff considered a variety of options (Attachment B) and is recommending utilizing Solano County landmarks as the theme. Attachment C provides the proposed names of the 5 conference rooms (highlighted) and the other options considered. On the onset, the conference rooms need to be named, but based on the guidelines below, the Board can name or re-name a conference room as well. Further, staff is not proposing to name the Board Chambers or the building itself at this time. The proposed guidelines give the discretion to the Board to name the chambers and the building itself with the following guidelines:

- A. To honor an individual: The Board may name facilities after an individual who made significant contributions to the public service mission of Solano County and transportation through participation in community, state or national service. The naming of a facility can occur two years or more after the individual's death.
- B. Part of a facility: The Board may name, and include a plaque or arrange for other appropriate recognition of distinguished service, parts of the facility, such as the Board Chambers, benches, 3<sup>rd</sup> floor deck, etc.
- C. When the Board names the facility in recognition of an honoree, the name will generally remain effective for the useful life of the facility. If a facility is replaced or substantially renovated, the Board may rename it for a new honoree.
- D. When the proposed name of a facility recognizes an individual, the facility will use the complete last name of the individual. A plaque affixed to a facility may use the last name.

**Fiscal Impact:**

There is no added cost to name the conference rooms at this time. There would be a minor cost to add a future plaque, should the Board desire this level of recognition.

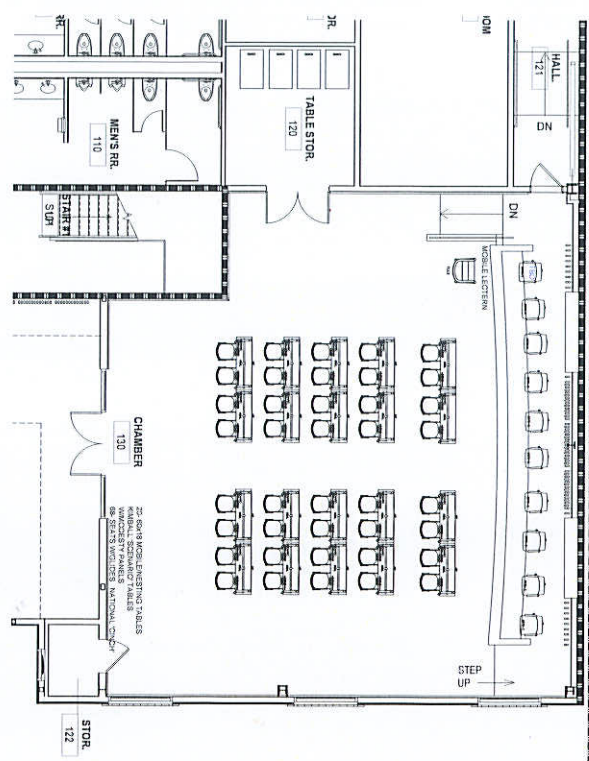
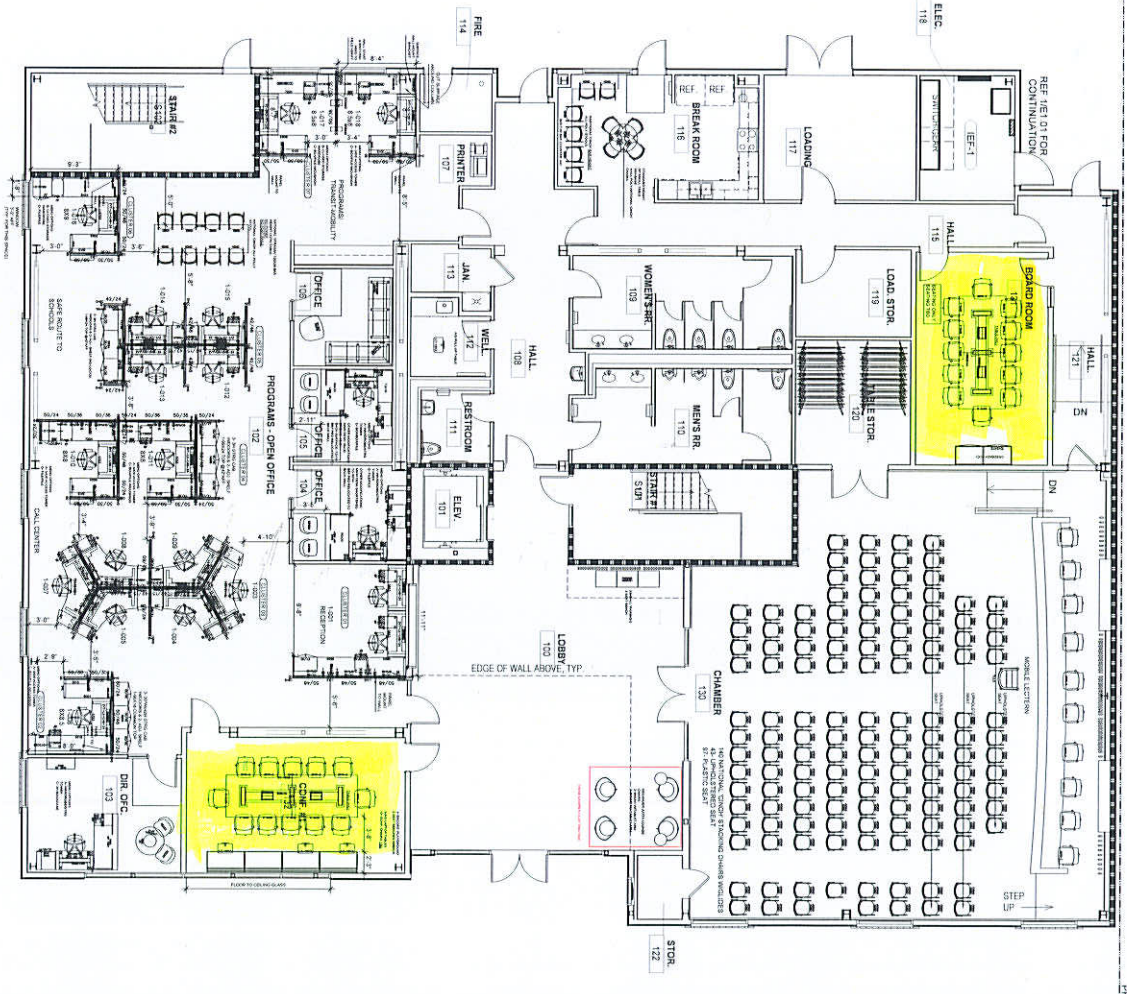
**Recommendations:**

Approve the following:

1. Adopt the naming policy guidelines as shown in Attachment C; and
2. Authorize the Executive Director to name the five conferences room based on Solano County historic and geographic landmarks as shown in Attachment D.

Attachments:

- A. STA Building Floor Plans
- B. Potential Solano County landmarks
- C. STA Naming Policy Guidelines
- D. STA Building Conference Rooms Proposed Names

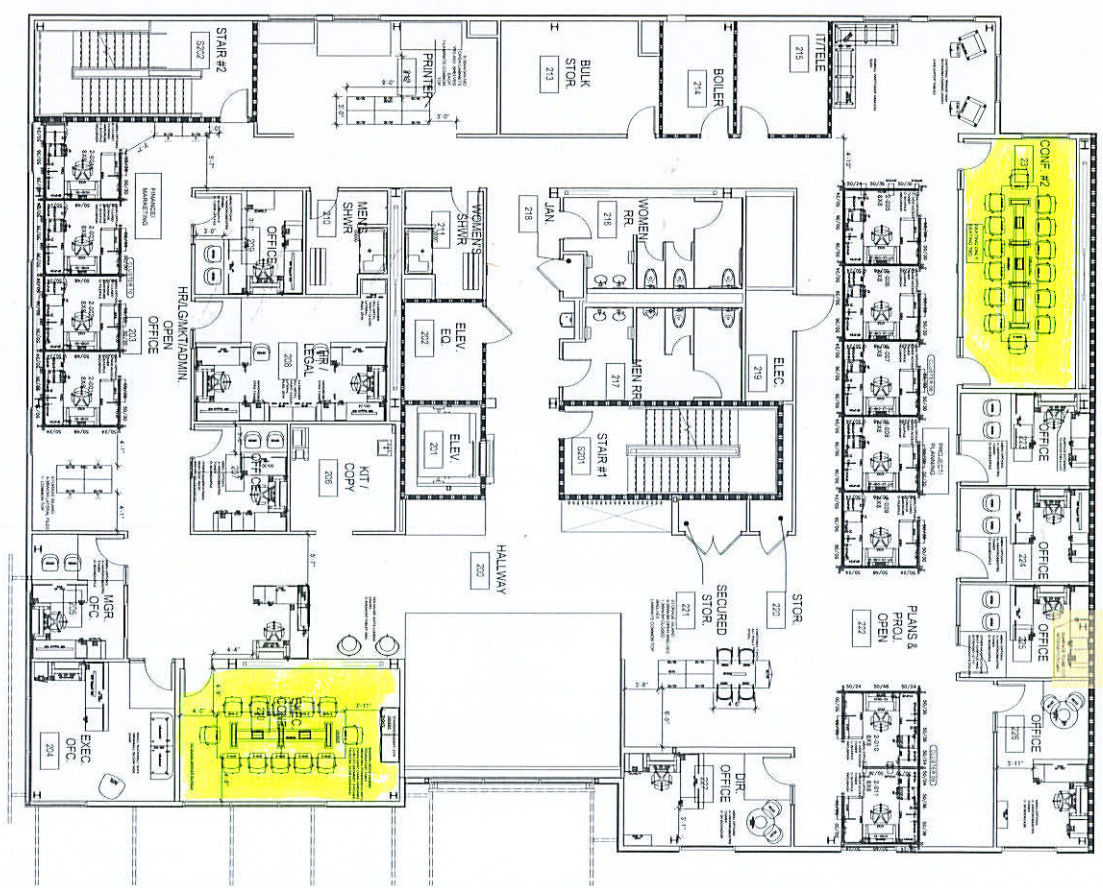


# 1ST FLOOR FURNITURE PLAN

**KRM | HOQUE**  
**SOLANO TRANSIT AUTHORITY**  
 1 HARBOR CENTER  
 SUITE 130  
 SUISUN CITY, CA 94555

**PROJECT #** 39862  
**DATE** 7/2021  
**DRAWING NAME:** 39862 Solano Transit Auth  
**DESIGNER:** SALES COHILL  
**REVISIONS:** K. ROOMWELL  
**REVISIONS:**  
 1. 7/20/21 - REVISED TO REFLECT NEW  
 2. 7/20/21 - REVISED TO REFLECT NEW  
 3. 7/20/21 - REVISED TO REFLECT NEW  
 4. 7/20/21 - REVISED TO REFLECT NEW  
 5. 7/20/21 - REVISED TO REFLECT NEW  
 6. 7/20/21 - REVISED TO REFLECT NEW  
 7. 7/20/21 - REVISED TO REFLECT NEW  
 8. 7/20/21 - REVISED TO REFLECT NEW  
 9. 7/20/21 - REVISED TO REFLECT NEW  
 10. 7/20/21 - REVISED TO REFLECT NEW  
**APPROVED BY:**  
**DATE:**  
**SCALE** NTS  
**SHEET NO.** 1 of 1

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## 2ND FLOOR FURNITURE PLAN

**SOLANO TRANSIT  
AUTHORITY**  
1 HARBOR CENTER  
SUITE 150  
SUISUN CITY, CA 94555

**KRM | HOQUE**  
1815 S Street, Suite 100, Sausalito, CA 94965  
415.663.9193

<b>PROJECT #</b>	399932	
<b>DATE</b>	07/21	
<b>DRAWING NAME</b>	389932 Solano Transit Auth	
<b>SCALE</b>	AS SHOWN	
<b>DESIGNER</b>	PHILIP HILL	
<b>PROJECT MANAGER</b>	K. ROCKWELL	
<b>REVISIONS</b>		
NO.	DATE	DESCRIPTION
1	07/21/21	ISSUE FOR PERMIT
2	07/21/21	ISSUE FOR PERMIT
3	07/21/21	ISSUE FOR PERMIT
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**Past Board Member Chairs**

2000 – Dan Donohue  
 2002 – Marci Coglianese  
 2003 – John Silva  
 2004 – Karin MacMillan  
 2005 – Mary Ann Courville  
 2006 – Len Augustine  
 2007 – Anthony Intintoli  
 2008 – Eddie Woodruff  
 2009 – Jim Spering  
 2010 – Pete Sanchez  
 2011 – Harry Price  
 2012 – Jack Batchelor  
 2013 – Steve Hardy  
 2014 – Osby Davis  
 2015 – Elizabeth Patterson  
 2016 – Norman Richardson  
 2017 – Jim Spering  
 2018 – Pete Sanchez  
 2019 – Harry Price  
 2020 – Ron Rowlett  
 2021 – Ron Rowlett

**State or Federal Legislators**

✓ Aguiar-Curry  
 ✓ Bill Dodd  
 ✓ John Garamendi  
 ✓ Tim Grayson  
 ✓ Jim Frazier  
 ✓ Tom Hannigan  
 ✓ Lois Wolk

**Transit & Mobility Modes & Programs**

✓ Capitol Corridor  
 ✓ Safe Routes to Schools  
 ✓ SolanoExpress  
 ✓ Solano Mobility  
 ✓ SF Bay Ferry

**Transportation Projects**

✓ 80/680/12 Interchange  
 ✓ Managed Lanes  
 ✓ Truck Scales  
 ✓ Jepson Pkwy

**Bridges**

✓ Carquinez (Al Zampa)  
 ✓ Benicia-Martinez (George Miller)  
 ✓ RV Bridge  
 ✓ Mare Island Bridge  
 ✓ Winters Bridge

**Solano Corridors**

✓ I-80  
 ✓ I-680  
 ✓ I-780  
 ✓ SR 12  
 ✓ SR 29  
 ✓ SR 37  
 ✓ SR 113

**Businesses**

Six Flags  
 Jelly Belly  
 Genentech  
 Travis AFB  
 Nut Tree

**Solano County Historic and Geographic Landmarks**

✓ Arsenal  
 ✓ Chief Solano (Sem-Yeto)  
 ✓ Cinnabar Mines  
 ✓ Clock Tower  
 ✓ Delta  
 ✓ Goldfields  
 ✓ Jepson  
 ✓ Mankas Corner  
 ✓ Mare Island  
 ✓ Milk Farm  
 ✓ Nut Tree  
 ✓ Pena Adobe  
 ✓ Rockville Hills  
 ✓ Sunflower  
 ✓ Travis  
 ✓ Twin Sisters

**Practical by Departments**

✓ Board Room  
 ✓ Mobility  
 ✓ Executive Conference Room  
 ✓ Projects/Planning  
 ✓ STA Conference Room

**By View:**

Marina  
 Train Station  
 Marsh  
 Twin Sisters

**Others:**

**Policy for Naming STA Facilities:**

- A. To honor an individual: The Board may name facilities after an individual who made significant contributions to the public service mission of Solano County and transportation through participation in community, state or national service. The naming of a facility can occur two years or more after the individual's death.\
- B. Part of a facility: The Board may name, and include a plaque or arrange for other appropriate recognition of distinguished service, parts of the facility, such as the Board Chambers, benches, 3<sup>rd</sup> floor deck, etc.
- C. When the Board names the facility in recognition of an honoree, the name will generally remain effective for the useful life of the facility. If a facility is replaced or substantially renovated, the Board may rename it for a new honoree.
- D. When the proposed name of a facility recognizes an individual, the facility will use the complete last name of the individual. A plaque affixed to a facility may use the last name.



**Solano County Historic and Geographic Landmarks**

- ✓ Arsenal
- ✓ Chief Solano (Sem-Yeto)
- ✓ Clock Tower
- ✓ Cinnabar Mines
- ✓ Delta
- ✓ Goldfields
- ✓ Jepson Prairie
- ✓ Mankas Corner (2<sup>nd</sup> Fl Executive Conference Room)
- ✓ Mare Island (1<sup>st</sup> Fl Board Conference Room)
- ✓ Milk Farm
- ✓ Nut Tree (2<sup>nd</sup> Fl Planning/Projects Conference Room)
- ✓ Pena Adobe (1<sup>st</sup> Fl Mobility Conference Room)
- ✓ Rockville Hills
- ✓ Sunflower
- ✓ Travis
- ✓ Twin Sisters (3<sup>rd</sup> Fl Conference Room)

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DATE: August 31, 2021  
TO: Solano Transportation Board  
FROM: Daryl Halls, Executive Director  
RE: Transition from Two Transit Operators to One Transit Operator for Solano Express Service

---

**Background:**

**SERVICE OVERVIEW**

The Solano Express regional bus service consists of four routes that connects six of Solano County's seven cities via the I-80, I-680, I-780 and SR 12 corridors to four regional transit services: the Bay Area Rapid Transit (BART), the San Francisco Bay Ferry, the Capital Corridor Intercity Rail Service, and Sacramento Regional Transit (RT). The Solano Transportation Authority (STA) serves as the governing board for Solano Express service and currently contracts for the operations of the service with Solano County Transit (SolTrans) for the Red and Yellow Lines and Fairfield and Suisun Transit (FAST) for the Blue Line and Green Express.

**FUNDING**

The Solano Express service costs an estimated \$10 million per year to operate the current level of service which is 59,000 annual service hours for Fiscal Year (FY) 2021-22, and is supported by a fleet of 39 express buses operated and maintained by SolTrans (20 vehicles) and FAST (19 vehicles). The funding plan for the Solano Express service is developed by the STA on an annual basis, approved by the STA Board, and is comprised of a combination of transit funding contributed by four local transit operators/six cities, the County, and projected fares. This is augmented by regional/federal funding provided by the Metropolitan Transportation Commission (MTC), and State Transit Assistance Funds (STAF) funding programmed by STA and focused primarily on the replacement of Solano Express buses and capital projects that support the Solano Express service. Over the past 20 years, STA has successfully advocated for and obtained a variety of federal, state and regional transit funding to support the annual investment of the Solano Express funding partners. This was particularly relevant during the past two years as all transit service was negatively impacted during the COVID 19 pandemic with Solano Express ridership dropping from an annual average of one million riders to an estimated 260,000 riders (28%) in FY 2020-21. STA worked proactively with MTC to obtain three rounds of regional federal transit funding to help sustain and partially restore the Solano Express service during FYs 2019-20, 2020-21 and 2021-22.

**STA'S ROLE AND OVERSIGHT OF SOLANO EXPRESS**

STA's role in providing policy oversight and resources for the Solano Express service has gradually expanded and evolved over the past twenty years. The initial nine intercity routes were implemented independently by three of the six, small, city operated transit operators (Benicia, Fairfield and Vallejo) during the 1990s. Four of the routes connected to BART stations and three to the Vallejo Ferry. These routes were not well coordinated or inter-connected, and they were funded by the individual city operated transit systems. STA first provided oversight and funding for the Route 30 which provided service between Fairfield, Vacaville, Dixon and UC Davis, and contracted with Yolo Bus to operate the service until 1999/2000 utilizing air quality funds provided by the Yolo Solano Air Quality Management District (YSAQMD). In 2000, STA transferred the service

contract to Fairfield and Suisun Transit (FAST) and developed the first intercity transit funding agreement to replace the YSAQMD funds which needed to be phased out as FAST was not operating CNG vehicles like Yolo Bus for the Route 30. The first intercity funding agreement was developed by STA between STA, Dixon, Fairfield, Vacaville and Solano County for the Route 30. Subsequently, both Vallejo Transit and FAST requested and STA agreed to develop an intercity funding agreement for all of the express bus routes with funding participation from six cities and the County.

In 2004, STA developed Solano County's first Intercity Transit Corridor Study to coincide with a comprehensive corridor study of the I-80, I-680 and I-780 corridors developed in partnership with Caltrans District 4 and the development of the expenditure plan for Regional Measure 2 (RM 2 bridge toll) that included capital and operating funds for Regional Express Bus service. Thanks to this proactive service planning effort, STA obtained \$20 million in RM2 capital funds that helped fund the Benicia Bus Hub, Curtola Park and Ride expansion in Vallejo, and the Vacaville Transit Center, and obtained from MTC annual operating funds averaging \$2.1 million per year which enabled the expansion of Solano Express service on five of the seven routes of Solano Express service (Vallejo Transit had eliminated two routes – Route 92 and 200, due to lack of ridership, that connected to the Ferry reducing the regional routes from nine to seven). As part of the development of the Intercity Funding Agreement and allocation of RM 2 operating funds, Route 78, the only regional route operated by the City of Benicia, was transferred to be operated by the City of Vallejo. This route served primarily both Benicia and Vallejo residents. Vallejo agreed to operate this route if STA would agree to develop the annual funding plan for Route 78. Concurrently, due to an operating deficit, Vallejo Transit informed STA of their intent to eliminate operating the Route 90 which primarily served Fairfield and Suisun City residents. STA requested FAST consider operating the Route 90 and the City of Fairfield agreed if the STA also committed to develop an annual funding plan for Route 90. Both Routes 78 and 90 were added to the funding and operating agreement with STA, with STA contracting with FAST for Routes 30 and 90 and with Vallejo for Route 78. This took place prior to the formation of the SolTrans JPA that took place in 2009/2010 with the consolidation of the Benicia Breeze and Vallejo Transit.

In 2017, the STA developed an updated Intercity Transit Plan for Solano Express in preparation for Regional Measure 3 (Bridge Tolls) that was passed by the Bay Area voters. This was subsequently held up in the court system with the toll revenues escrowed due to a lawsuit challenging the legality of the passage of the tolls by a majority vote. The RM 3 Expenditure Plan also contains annual operating funds for regional express bus service. The updated Intercity Transit Plan recommended consolidating the seven Solano Express routes (20, 30, 40, 78, 80, 85 and 90) into four express routes (Blue, Red, Yellow Lines and Green Express) with improved connections to regional transit services and better interconnectivity between the four routes and to locations within Solano County. This revised service plan was approved by the STA Board and implemented in two phases with the 20, 30 and 40 combining into the Blue Line, the 78 becoming the Yellow Line, and the 90 transitioning into the Green Express as part of phase 1. A year later, the 80 and 85 were combined into the Red Line. During its first year of operation, the four Solano Express routes carried approximately 900,000 annual passengers with a 38% farebox ratio.

## **FORMATION OF SOLTRANS**

During 2007 and 2008, the STA Board Members and individual transit operators considered the merits of consolidating some or all of Solano County's six city operated transit system into a larger transit system focused specifically on the provision of transit service. STA was tasked to evaluate several transit governance options that included combining Benicia and Vallejo, combining Benicia and Vallejo with Fairfield and Suisun City, and an option combining all six transit systems into one countywide transit system. After much analysis and discussion, Benicia and Vallejo opted to merge their two city run transit systems, both which faced operational deficits, into a transit system

governed through a Joint Powers Agreement (JPA) with participation from Benicia, Vallejo and the STA. The SolTrans JPA was crafted to enable additional participants to be added at a later date. The other two transit governance options were tabled at the request of the other transit systems. STA developed the SolTrans' Transition Plan and the SolTrans JPA was formed and became operational with an independent governing board and dedicated professional transit staff in 2010. SolTrans is responsible for operating local transit and paratransit service in the cities of Benicia and Vallejo and contracts with STA to operate the Solano Express Red and Yellow lines

### **MTC'S BLUE RIBBON TRANSIT RECOVERY TASK FORCE/COVID 19 PANDEMIC**

With the onset of the Covid 19 pandemic, Solano Express service and local transit services throughout Solano County, the Bay Area region and the country were significantly impacted due to the stay at home order. In response, MTC formed a Blue Ribbon Transit Recovery Task Force (BRTRTF) comprised of MTC Commissioners, state legislators, transit operators, and various stakeholders. The Task Force was chaired by Solano County Supervisor and MTC Commissioner Jim Spering. The initial objective of the BRTRTF was to recommend the regional allocation of federal Coronavirus Aid, Relief and Economic Security (CARES) Act funds among the region's 27 transit operators and evaluate options for improving the connectivity and equity of the region's transit system while beginning to restore lost transit funding and service to the Bay Area's transit operators, including Solano Express and the five Solano transit operators. After 16 months of meetings, the BRTRTF forwarded 27 specific recommendations to the MTC Commission for consideration in September and October of this year. Examples of the recommendations include development of regional mapping/wayfinding signs, integration of transit fares, and transit priority projects. Concurrently, MTC has allocated three rounds of federal transit funding (CARE Act, Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA), and American Rescue Plan Act (ARPA)). STA, working with our MTC Commissioner, has been successful in obtaining a sufficient amount of federal funds to operate Solano Express service at a reduced level during FY 2019-20 with partial restoration of service in FYs 2020-21 and 2021-22. In order to proactively address the 27 recommendations originating from MTC and to assess investment in future Solano Express service prior to full service restoration, STA has initiated a Connected Mobility Implementation Plan during FY 2021-22 with additional planning funding provided by MTC to STA.

### **Discussion:**

During the months of April, June and July of 2021, the STA Board conducted transit workshops in order for staff and MTC Commissioner Spering to update the Board on the discussions at the BRTRTF and MTC and to track the status of available transit funding and transit service. Throughout the process, STA endeavored to proactively advocate for regional discretionary federal transit funds to be allocated by MTC among the 27 regional transit operators through the allocation of CARE Act, CRRSA, and ARPA funds. STA's priority was to obtain adequate federal transit funding to sustain and continue to gradually restore Solano Express service while coordinating with the five Solano County local transit operators to balance their varied need for funding to continue to provide local transit service. At the June and July Board Workshops, STA staff presented three options for STA to contract for Solano Express service and six criteria for the evaluation of the three options.

The three options presented consisted of the following:

1. Maintaining the two operator contracted model
2. Transitioning to a one operator contracted model
3. Having STA bid out the Solano Express service directly for one or more of the Solano Express routes.

At the July 14<sup>th</sup> Board meeting, STA staff recommended the Board consider transitioning to a one operator contract model for all of the Solano Express service with the development of a transition plan by STA.

### **STA BOARD DISCUSSION/DIRECTION**

At the July Board Workshop, the STA Board Members discussed the three options and four of the Board members specifically expressed support for transitioning to STA contracting with one operator to operate the Solano Express service and three of the Board Members expressing their support for SolTrans, as a transit JPA, being the recommended transit operator for STA to request to serve in this role. The direction from the Board to the Executive Director was for the Executive Director to contact the SolTrans' Board and staff to determine their interest in contracting with STA to provide all of the Solano Express service and bring back their response at the September 8<sup>th</sup> STA Board meeting.

In response, SolTrans scheduled a special Board meeting on August 26<sup>th</sup> to discuss and respond to STA's request. At this meeting, the SolTrans' Board unanimously voted to respond to STA's inquiry that they, SolTrans, was supportive and able to contract with STA to operate all four of the Solano Express routes. SolTrans' Executive Director Beth Kranda has been invited to attend the STA Board meeting and present SolTrans' response.

Concurrently, STA staff and consultant has developed the framework of a transition plan to help guide the proposed transition from contracting with two transit operators to one transit operator for the future provision of Solano Express service. The draft framework is included as Attachment A. The transition framework has been provided to staff from both SolTrans and FAST for review and feedback and is provided to the STA Board as an information item at the September 8<sup>th</sup> STA Board meeting in preparation for the development of a transition plan to be brought back to the STA Board in October following some additional follow up coordination meetings with both Soltrans and FAST.

Staff has also prepared separate staff reports for the allocation of \$6.5 million of tranche 1 of federal ARPA funds for Solano Express and local transit services, and the draft Solano Express budget for FY 2022-23.

### **Recommendation:**

Approve the following:

1. Authorize the Executive Director to develop a Solano Express Transition Plan to transition the Solano Express service from a two transit operator system to a one transit operator system; and
2. Authorize the Executive Director to negotiate a contract with Solano County Transit (SolTrans) for the operations of the four routes comprising the Solano Express Service consistent with a draft framework of transition plan outlined in the Solano Express Transition Plan.

Attachment:

- A. Draft Framework of Solano Express Transition Plan

**DRAFT**  
**FRAMEWORK OF SOLANO EXPRESS TRANSITION PLAN**  
**(Last Updated Aug. 30, 2021)**

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**ASSUMPTIONS**

1. SolTrans is presumed to be the one Operator contracted by STA.
2. Solano Express Green Express and the Blue Line are transferred to SolTrans

**FUNCTIONS TO BE TRANSFERRED**

- Operations
- Vehicle Maintenance
- Administration
- Non-Vehicle Maintenance

**EXAMPLES OF FUNCTIONS**

Operations:	Bus operators, dispatcher, road supervisors, etc.
Vehicle Maintenance:	Tires, lubricants, farebox, APC/AVL equipment, etc.
General Administration:	Operations manager, finance, marketing, etc.
Non-Vehicle Maintenance:	Facilities, bus stop signs, etc.

**ASSESSMENT:**

After the Connected Mobility Plan is completed and one year after the transition, assess and consider changes to service provision structure including routing, service provision, and housing of vehicles and operations.

**SCHEDULE:**

- ✓ STA Board approves the Solano Express transition plan framework and schedule September 2021.
- ✓ STA Board approves final transition plan October 2021.

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DATE: August 25, 2021  
TO: STA Board  
FROM: Ron Grassi, Director of Programs  
Mary Pryor, STA Transit Financial Consultant  
RE: Allocation of Tranche 1 Federal American Rescue Plan (ARP) Funds

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**Background:**

The American Rescue Plan (ARP) Act of 2021 appropriated \$30.5 billion nationwide to support public transit through the impacts of the COVID-19 pandemic. According to the Metropolitan Transportation Commission (MTC), the Bay Area will receive \$1.68 billion in transit funding from the ARP across the 12 federally designated Urbanized Areas (UZAs) that constitute the nine county Bay Area region. These funds are apportioned by the Federal Transit Administration (FTA) using the Section 5307 transit formula. As the designated recipient of these funds, MTC is responsible for programming the funds to eligible transit operators in the Bay Area.

Following discussions with the regional operators and County Transportation Agencies (CTAs), MTC programmed lump sum amounts to Solano and Sonoma counties, to be allocated to the local operators by each county's CTA. On July 28, 2021, MTC allocated \$6,563,592 in ARP funds to Solano County. STA is responsible for coordinating the allocation of ARP funds to the three eligible transit operators in Solano County for the Vallejo, Fairfield and Vacaville urbanized areas (UZAs).

**Discussion:**

**Bay Area ARP Programming**

MTC is responsible for programming the ARP funds in the Bay Area. As noted in the MTC staff report for Resolution 4481 (Attachment A), MTC adopted a set of principles to guide the distribution of ARP funding, as follows:

- 1. Stabilize and Sustain Transit** – Funds should be used to ensure the financial stability of the region's transit operators.
- 2. Restore and Reimagine Service** – Funds should be distributed on the condition that operators take measures to restore service to at least match current demand, and to plan to deploy additional service in a way that advances equity and at a level necessary to support increased local and regional transit demand.
- 3. Improve Customer Experience** – Funds should be used to promote and sustain transit usage in the region. Transit needs to invest to welcome riders back or risk that habits and travel modes adopted during the pandemic will linger long after the public health risk has passed. To better compete with other modes of transportation, transit must be safe, reliable, affordable, and easy to use for riders.

MTC will program the Bay Area's ARP funds in two phases or tranches. MTC describes the Tranche 1 calculations as follows:

The methodology used for the Tranche 1 distribution and the rationale behind it is detailed in Attachment A, and briefly summarized below:

1. Preserve the region's ability to pivot to alternative factors and distribution considerations by releasing only 60% of the total amount calculated.
2. Continue a needs-based focus by providing operators with relief from ongoing pandemic related revenue losses in the next fiscal year, while assuming an improved level of economic and ridership recovery.
3. Look forward to service restoration and recovery by providing a funding incentive, on top of revenue loss back-fill, for operators to make meaningful and context-specific service provision improvements.
4. Provide a more level financial footing across operators by taking into account the amount of prior COVID relief funding received in comparison to actual/estimated revenue losses. Further, allow all operators, regardless of prior relief allocated, to receive some amount of ARP funds to respond to ongoing uncertainties.
5. Target an amount of ARP funds to be set aside for future allocation for BRTF initiatives, to respond to operator hardship and disparities, and for focused recovery efforts.
6. Reinforce coordination efforts in Solano and Sonoma counties by allowing operators and County Transportation Authorities (CTAs) to collaborate on how best to distribute ARP funds among operators in those counties.

MTC plans to distribute the second phase of ARP funding in late 2021 or early 2022. As stated by MTC, the allocation methodology may differ from the first phase "to provide flexibility for MTC to gauge the recovery's progress and fund sustainable service that best fits customer's needs."

MTC approved the Tranche 1 ARP programming on July 28, 2021, including \$6,563,592 for Solano County.

### **Tranche 1 ARP Allocations in Solano County**

At the request of MTC Commissioner and County Supervisor Jim Spering, STA staff developed an expenditure plan in May 2021 for the distribution of ARP Funds in Solano County for Solano Express and local transit service. The expenditure plan attempted to balance the revenue needs of Solano Express for FY 2022-23 and the local transit needs for FAST, SolTrans, and Vacaville.

The amounts listed in Attachment C are based on STA's expenditure plan for the allocation of ARP funds. Since MTC's Tranche 1 programming is based on 60% of the full ARP amount, staff recommends allocating the Tranche 1 ARP funds based on 60% of the amounts listed in the STA expenditure plan. Following the 60% calculation, some additional Federal ARP funds are recommended to be allocated to FAST for local transit service.

From May 2021 through September 1, 2021, STA staff and FAST staff met 5 times regarding the recommended distribution of ARP funds between FAST's local service and Solano Express. FAST staff did not concur with STA's original ARP proposal submitted to MTC in May of 2021 and submitted their own proposal. In August, FAST staff submitted a revised request for ARP funds in the amount of \$1,421,309 (Tranche 1) with a total of \$2,368,848. This was \$1,313,256 above the initial expenditure plan developed by STA to be allocated to Fairfield's local transit service. Attached is Attachment D which is a matrix comparing the initial proposals and the recommended ARP allocation by STA staff and the new August 2021 proposal from FAST staff. Increasing the amount of ARP funding for FAST's local service would result in less funding for Solano Express service and SolTrans Local Service.

The City of Fairfield is currently in the process of completing a Comprehensive Operational Analysis which is expected to be adopted by the Fairfield City Council in December 2021. This would coincide with MTC's plan to release Tranche 2 ARP funds which would provide another funding opportunity. STA staff continues to support the initial ARP funding recommendation found in Attachment C.

On August 24, 2021, the Solano Express Intercity Transit Consortium discussed this agenda item. FAST staff made a motion to table this item and schedule a special meeting the following week. However, the motion failed by a vote of 4 to 3 (3 Ayes – County, FAST, Vacaville City Coach and 4 Noes - Dixon Read-Ride, Rio Vista Delta Breeze, Solano Mobility, and SolTrans). SolTrans made a motion to approve the staff recommendation (Attachment C) was subsequently voted on and passed by a 4 to 3 vote (4 Ayes - Dixon Read-Ride, Rio Vista Delta Breeze, Solano Mobility, and SolTrans/3 Noes – County, FAST, and Vacaville City Coach).

On August 25, 2021, the STA Technical Advisory Committee (TAC) discussed this agenda item. Paul Kaushal commented that the City of Fairfield does not support STA staff's recommendation and noted that Fairfield is requesting additional time to analyze, review the budget and other documentation, and to continue having collaborative discussions. Mr. Kaushal made a motion to table this item to next month to allow additional time needed and to continue discussions. He stated FAST is seeking an additional \$600,000 from Tranche 1. Several TAC members asked questions related to the consequences to delay this another month and the impacts on the \$600K that FAST is requesting for their local service. Paul Kaushal responded that the \$600K would help fund the current FY 2021-22 versus what STA's proposal to bolster the Solano Express budget but creating a surplus at which would not only fund FY 2022-23 but also the outer years. STA staff commented the funds for Solano Express are needed to support the hours with a small contingency fund to cover financial risks in the plan's assumptions. After discussion, the motion to table a recommendation on the item was seconded by Dan Sequeira from the City of Benicia. The motion to table the item was passed (6 Ayes/2 Abstentions) by the following roll call vote: AYES: Dan Sequeira (Benicia), Paul Kaushal (Fairfield), Robin Borre (Rio Vista), Nouae Vue (Suisun City), Girum Awoke (Vacaville), and Melissa Tigbao (Vallejo) ABSTAIN Scott Alman (Dixon), and Matt Tuggle (County).

STA and FAST met again on September 1<sup>st</sup> to analyze and discuss Fairfield's local transit needs. At the meeting, FAST staff modified their additional ARP Tranche 1 request to an increase of \$400,000 for local FAST service over the STA expenditure plan. This would reduce the amount programmed to Solano Express from the Fairfield UZA.

**Fiscal Impact:**

Approval of the Tranche 1 ARP allocations will enable Solano Express FY 2022-23 service to move ahead. Additionally, this action will then allow SolTrans and FAST to apply for and receive FTA ARP funds for Solano Express and their local transit service.

**Recommendation:**

Approve the Allocation of Tranche 1 Federal ARP Funds as specified in Attachment C.

Attachments:

- A. MTC Resolution 4481 – American Rescue Plan Act of 2021 Tranche 1 Distribution
- B. Memo (Dated: May 26, 2021) STA to MTC regarding ARP Funds
- C. First Tranche ARP Allocation in Solano County
- D. ARP Matrix with FAST August 2021 Proposal
- E. ARP Tranche 1 with FAST Modified Proposal

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## Metropolitan Transportation Commission Programming and Allocations Committee

July 14, 2021

Agenda Item 3a - 21-0909

### MTC Resolution 4481 – American Rescue Plan Act of 2021 Phase 1 Distribution

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**Subject:** Proposed programming of approximately \$912 million of American Rescue Plan Act of 2021 (ARP) funding to Bay Area transit operators to provide funding relief for revenue losses and ongoing financial uncertainty as a result of the COVID-19 pandemic.

**Background:** The American Rescue Plan (ARP) Act of 2021 appropriated \$30.5 billion to support public transit through the impacts of the COVID-19 pandemic. The Bay Area will receive \$1.68 billion in transit funding from the ARP across the 12 federally designated urbanized areas (UZAs) that constitute the nine county Bay Area region. These funds are apportioned by the Federal Transit Administration (FTA) using the Section 5307 transit formula. As the designated recipient of these funds, MTC is responsible for programming the funds to eligible transit operators in the Bay Area.

In May, the Commission adopted a set of principles to guide the distribution of ARP funding. These principles, in summary included:

1. **Stabilize and Sustain Transit** – Funds should be used to ensure the financial stability of the region’s transit operators.
2. **Restore and Reimagine Service** – Funds should be distributed on the condition that operators take measures to restore service to at least match current demand, and to plan to deploy additional service in a way that advances equity and at a level necessary to support increased local and regional transit demand.
3. **Improve Customer Experience** – Funds should be used to promote and sustain transit usage in the region. Transit needs to invest to welcome riders back or risk that habits and travel modes adopted during the pandemic will linger long after the public health risk has passed. To better compete with other modes of transportation, transit must be safe, reliable, affordable, and easy to use for riders.

To further inform the distribution of ARP funds, in June, at the Programming and Allocations Committee staff proposed several questions for consideration ahead of the distribution of funds. Commissioners also had the opportunity to hear directly from transit operators on their agencies’ experience during the COVID-19 pandemic, as well as their outlooks for Fiscal Years (FY) 2022 and beyond at a special Programming and Allocations workshop held the same month.

Based on key takeaways from the special workshop presentations and ensuing discussion, staff provided several recommendations at the June Commission meeting including:

1. Distribute ARP funding in multiple tranches to allow operators to make significant near-term service improvements yet provide flexibility for MTC to gauge the recovery’s progress and fund sustainable service that best fits customer’s needs;
2. Maintain a needs-based framework that is conducive to sustaining Bay Area operators in a unique and unprecedented emergency-driven framework as opposed to distributing funds in proportion to the Urbanized Area formulaic

service provision factors that were used as vehicle to quickly get federal funds out to the regions; and

3. Set aside funds for future allocation to advance Blue Ribbon Transit Recovery Task Force (BRTF) initiatives.

Based on direction and input received since May, staff is proposing a Phase 1 distribution of ARP funds of approximately \$912 million, and a set-aside of approximately \$157 million for future allocation, to be used for BRTF initiatives, to respond to unexpected operator hardships or disparities, and for other focused recovery strategies.

The methodology used for the Phase 1 distribution and the rationale behind it is detailed in Attachment 1, and briefly summarized below:

1. Preserve the region's ability to pivot to alternative factors and distribution considerations by releasing only 60% of the total amount calculated.
2. Continue a needs-based focus by providing operators with relief from on-going pandemic related revenue losses in the next fiscal year, while assuming an improved level of economic and ridership recovery.
3. Look forward to service restoration and recovery by providing a funding incentive, on top of revenue loss back-fill, for operators to make meaningful and context-specific service provision improvements.
4. Provide a more level financial footing across operators by taking into account the amount of prior COVID relief funding received in comparison to actual/estimated revenue losses. Further, allow all operators, regardless of prior relief allocated, to receive some amount of ARP funds to respond to ongoing uncertainties.
5. Target an amount of ARP funds to be set aside for future allocation for BRTF initiatives, to respond to operator hardship and disparities, and for focused recovery efforts.
6. Reinforce coordination efforts in Solano and Sonoma counties by allowing operators and County Transportation Authorities (CTAs) to collaborate on how best to distribute ARP funds among operators in those counties.

Prior to the development of the proposed Phase 1 distribution detailed in Attachment 2, MTC staff worked with transit operator stakeholders in attempt to build consensus on the proposed methodology and operator funding shares. While staff believes most operators are in support of the proposed distribution, ongoing concerns from operator stakeholders and MTC staff responses are summarized below:

- *Continued disagreement on the part of certain operators with a needs-based framework that does not align with factors used to size funding within the Urbanized Areas* – Staff maintains that distributing ARP funds on a need basis is better aligned with the intent of the federal government for the use of these funds and with the desire to provide for operator financial sustainability.
- *The funding that is proposed to be provided as incentive for operators to restore service is not based on actual costs per service hour in all cases.* – The calculation used to establish the incentive funding amounts is based on each operator's cost per service hour, capped at the highest cost/hour of

the seven large operators. The cap was put in place to limit the disproportionately high incentive funding for high-cost operators given the fact that the backfilling of forecasted revenue losses contained in the proposed distribution methodology is sufficient to accommodate nearly a full return to pre-COVID levels on its own.


- *The incentive funding methodology is punitive to operators that maintained a high level of service throughout the pandemic.* – Staff acknowledges that some operators provided higher levels of on-going service during the pandemic than others, however, there is not a simple way of gauging whether operator adjustments to service levels were warranted for the accommodation of customer needs, were based on the availability of financial resources, or were the result of another decision-making process. Given that the incentive funds are on top of what is needed to backfill lost revenues to pre-pandemic levels, and the addition of a “floor” that guarantees all operators a share of ARP funds, staff does not believe this concern represents a significant disparity in the distribution.
- *Actual or better-informed forecasts of revenue losses as well as an evaluation of service restoration and ridership needs should be considerations in the distribution of future phases of ARP funds* – Staff agrees that the distribution of future phases of ARP should be informed by evolving trends in the recovery, and how well restored service aligns with customer needs.

In terms of next steps, staff will work with CTAs in Solano and Sonoma counties on specific allocations to operators in those areas and return in September to recommend specific programming amounts. Further, we anticipate having recommendations in late Fall – following the approval of the Blue Ribbon Transformation Action Plan and further discussion by the Commission – for amounts to support the BRTRTF initiatives. Lastly, while the timing will be dictated by the evolving landscape on operator need and transit service restoration, we anticipate returning with a future tranche recommendation in late 2021 or early 2022.

**Issues:** None

**Recommendation:** Refer MTC Resolution 4481 to the Commission for approval.

**Attachments:** MTC Resolution 4481  
Attachment 1 – ARP Act Phase 1 Proposed Distribution Methodology  
Attachment 2 – Proposed Phase 1 Distribution  
Presentation

  
Therese W. McMillan

Date: July 28, 2021  
W.I.: 1512  
Referred By: Commission

ABSTRACT

Resolution No. 4481

This resolution approves the process, establishes the criteria, and programs projects for Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula and 5311 Rural Area formula funds apportioned to the San Francisco Bay Area pursuant to the American Rescue Plan Act of 2021 (ARP) (H.R. 1319).

This resolution includes the following attachments:

- Attachment A – American Rescue Plan Act FTA Formula Funds Program of Projects
- Attachment B – Principles for the Distribution of Transit Funding from the American Rescue Plan Act of 2021 in the San Francisco Bay Area Region
- Attachment C – American Rescue Plan Act FTA Formula Funds Programming Policy

Further discussion is contained in the Metropolitan Transportation Commission Summary Sheets dated May 26, 2021 and June 23, 2021, and the Programming and Allocations Committee Summary Sheets dated May 12, 2021, June 9, 2021, and July 14, 2021.



Date: July 28, 2021  
W.I.: 1512  
Referred By: Commission

RE: San Francisco Bay Area American Rescue Plan Act FTA Formula Funds Programming and Policy

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4481

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area; and

WHEREAS, the American Rescue Plan Act of 2021 (ARP) (H.R. 1319) has been signed into law in response to the nationwide Coronavirus pandemic, which provides supplemental appropriations for Emergency Transit Operations Assistance through the Federal Transit Administration (FTA) Section 5307 Urbanized Area and Section 5311 Rural Area formula programs; and

WHEREAS, MTC is the designated recipient of the FTA Section 5307 Urbanized Area Formula Program funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 funds for the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program and for the Section 5311 funds in non-urbanized areas; and

WHEREAS, the projects to be funded are set forth in the detailed project listings in Attachment A, which are incorporated herein as though set forth at length; and

WHEREAS, this Commission approved Principles and Approach to the Distribution of Transit Funding from the American Rescue Plan Act of 2021 on May 26, 2021, as set forth in Attachment B; and

WHEREAS, the Policy to be used for the distribution of funds is set forth in Attachment C, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the American Rescue Plan Act FTA Formula Funds Program of Projects to be funded as set forth in Attachment A; and, be it further

RESOLVED, that MTC approves the American Rescue Plan Act FTA Formula Funds Programming Policy as set forth in Attachment C; and, be it further

RESOLVED, that MTC will use the Policy as set forth in Attachment C to program supplemental FTA Sections 5307 and 5311 formula funds appropriated in the American Rescue Plan Act as provided under statute; and, be it further

RESOLVED, that the Executive Director of MTC, or their designee, is authorized and directed to modify the Program of Projects as listed in Attachment A to meet requirements of FTA; and, be it further

RESOLVED, that the Executive Director of MTC, or their designee, is authorized and directed to forward a copy of this resolution to FTA or other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on July 28, 2021.

**American Rescue Act FTA Formula Funds Program of Projects, Phase I**

TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5311
		<b>Apportionments</b>	<b>1,676,840,094</b>	<b>1,676,840,094</b>	<b>-</b>
NEW	AC Transit	ARP-eligible Projects	66,101,819	66,101,819	-
NEW	ACE	ARP-eligible Projects	3,587,230	3,587,230	-
NEW	BART	ARP-eligible Projects	330,848,991	330,848,991	-
NEW	Caltrain	ARP-eligible Projects	41,098,334	41,098,334	-
NEW	CCCTA	ARP-eligible Projects	5,875,630	5,875,630	-
NEW	ECCTA	ARP-eligible Projects	1,909,865	1,909,865	-
NEW	GGBHTD	ARP-eligible Projects	57,697,418	57,697,418	-
NEW	LAVTA	ARP-eligible Projects	5,730,074	5,730,074	-
NEW	Marin Transit	ARP-eligible Projects	2,607,631	2,607,631	-
NEW	NVTA	ARP-eligible Projects	2,320,772	2,320,772	-
NEW	SamTrans	ARP-eligible Projects	15,633,362	15,633,362	-
NEW	SFMTA	ARP-eligible Projects	288,170,574	288,170,574	-
NEW	Solano County Operators*	ARP-eligible Projects	6,563,592	6,563,592	-
NEW	Sonoma County Operators*	ARP-eligible Projects	9,293,860	9,293,860	-
NEW	Transbay Joint Powers Authority	ARP-eligible Projects	1,800,000	1,800,000	-
NEW	Union City Transit	ARP-eligible Projects	453,251	453,251	-
NEW	VTA	ARP-eligible Projects	55,687,355	55,687,355	-
NEW	WCCTA	ARP-eligible Projects	2,896,784	2,896,784	-
NEW	WETA	ARP-eligible Projects	13,361,837	13,361,837	-
<b>Program Total</b>			<b>911,638,380</b>	<b>911,638,380</b>	<b>-</b>
<b>Fund Balance</b>			<b>765,201,714</b>	<b>765,201,714</b>	<b>-</b>

*\*Final amounts for specific Solano and Sonoma county operators will be finalized in September. For Phase I of programming, the total amounts for each county are shown, and operator-specific amounts will be finalized in collaboration with the County Transportation Authorities.*

Date: July 28, 2021  
W.I.: 1512  
Referred By: Commission

Attachment B  
Resolution No. 4481  
Page 1 of 2

## **Principles for the Distribution of Transit Funding from the American Rescue Plan Act of 2021 in the San Francisco Bay Area Region**

- 1. Stabilize and Sustain Transit** – Funds should be used to ensure the financial stability of the region’s transit operators.
  - a. Distribute funds to operators with demonstrated financial need, where layoffs or furloughs would be likely without support. Adequate staffing is critical to the region’s ability to restore service. American Rescue Plan (ARP) Act funds were enacted with the intent that agencies preserve jobs to allow for transit service to be restored as demand begins to recover.
  - b. Recognize that there have been uneven revenue impacts, changes in ridership, and changes in expenses. Account for the fact that based on these uneven impacts and changes, some operators have received more federal relief funds from the Coronavirus Aid, Relief, and Economic Security (CARES) Act and the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) than their financial need indicates. As articulated through guiding principles and commitments from both CARES and CRRSAA, the distribution of ARP Act funds will seek to place each operator on an equal financial footing to facilitate a sustainable recovery during FY 2021-22.
  - c. In order to support an equitable, adaptable, sustainable, and customer-focused recovery of transit service across the Bay Area, MTC will make multiple allocations of ARP Act funds to transit operators over the course of FY 2021-22 and potentially into FY 2022-23, to assure operators that potential revenue losses due to the impacts of the COVID-19 pandemic do not limit the ability of transit operators to restore service in FY 2021-22. Specifically, operators should take action to swiftly amend budgets to accommodate allocations as they are made available, to address operating adjustments in a timely manner.
- 2. Restore and Reimagine Service** – Funds should be distributed on the condition that operators take measures to restore service to at least match current demand, and to plan to deploy additional service in a way that advances equity and at a level necessary to support increased local and regional transit demand by September 2021. Although there remains uncertainty about financial sustainability in the medium to long term, transit must be there for riders now, or riders will not be there for transit.

- a. ARP Act funds should be used to restore service and deploy operating staff in a manner that significantly reduces pass ups while physical distancing public health orders remain in place and eliminate persistent pass-ups entirely as soon as possible upon changes to physical distancing public health orders. We note that eliminating passenger pass-ups is of paramount importance to the traveling public, transit operators, and MTC. However, until physical distancing public health orders are lifted, the capacity constraints they impose on vehicle use make it nearly impossible to fully eliminate pass-ups in some circumstances.
  - b. Funds should be used to amend service levels to accommodate new ridership patterns, including increased demand for local service and the anticipated return to in-person school/community college/university in August/September 2021, as well as increased regional commute trips that require coordination among operators, as more workers return to workplaces.
  - c. While services levels should increase on aggregate, operators are encouraged to exercise flexibility, nimbleness, and creativity with where and how service is deployed. As ridership patterns and travel behaviors change, transit service must adapt and scale with these changes. Available resources, including ARP Act funds, should be deployed to maximize operators' ability to serve riders. To grow ridership in the long-run, transit must come back stronger and better than before the pandemic.
- 3. Improve Customer Experience** – Funds should be used to promote and sustain transit usage in the region. Transit needs to invest in welcoming riders back, or risk that habits and travel modes adopted during the pandemic will linger long after the public health risk has passed. To better compete with other modes of transportation, transit must be safe, reliable, affordable, and easy to use for riders.
- a. Funds should support the implementation of certain recommendations from the Blue Ribbon Transit Recovery Task Force that will increase value and enhance the experience for customers.
  - b. Funds should be made available to support creative, customer-oriented initiatives that support transit reliability and/or encourage ridership recovery.

Given the continuing fluidity and uncertainty about the economic, financial, and mobility impacts of COVID-19, these principles may be revised to respond to evolving conditions.

Date: July 28, 2021  
W.I.: 1512  
Referred By: Commission

Attachment C  
Resolution No. 4481  
Page 1 of 6

**San Francisco Bay Area  
American Rescue Plan Act  
FTA Formula Funds Programming Policy**

Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105

## I. About the Policy

- a. **Background:** The American Rescue Plan Act FTA Formula Funds Programming Policy applies to the programming of supplemental Federal Transit Administration Section 5307 Urbanized Area and 5311 Rural Area formula program funds apportioned to the San Francisco Bay Area in FY2020-21, pursuant to the American Rescue Plan Act of 2021 (ARP) (H.R. 1319).

This policy contains the rules for establishing a program of projects for eligible transit operators in the San Francisco Bay Area Region.

On March 11, 2021, the ARP was signed into law, providing supplemental appropriations for emergency transit operations in response to the global COVID-19 pandemic. These supplemental appropriations were provided via existing FTA Section 5307 and 5311 formula programs, and follow many of the same statutory guidelines and requirements. However, the funds are explicitly eligible for use for operating assistance and capital expenses related to transit operator response to the Coronavirus pandemic.

- b. **Goals & Objectives:** The goal of this policy is to ensure that all Bay Area transit operators receive enough relief funding to support meaningful and context-specific restoration of transit service and protect the jobs needed to deliver that service. As each transit operator has a unique revenue mix, each of which has been impacted differently by the economic impacts of the COVID-19 pandemic, the immediate need for additional relief funds varies considerably by agency.

## II. The Policy

### a. FTA Funds

- i. **Federal Eligibility:** In addition to the typical eligibility for capital and operating projects for the FTA Section 5307 Urbanized Area and FTA Section 5311 Rural Area Formula Programs as described in detail in MTC Resolution Nos. 4036, Revised (5311 Program Policy), and 4444 (Transit Capital Priorities Policy), ARP also makes these funds “*available for the operating expenses of transit agencies to prevent, prepare for, and respond to the coronavirus public health emergency, including, beginning on January 20, 2020—*

- (i) *reimbursement for payroll of public transportation (including payroll and expenses of private providers of public transportation);*
- (ii) *operating costs to maintain service due to lost revenue due as a result of the coronavirus public health emergency, including the purchase of personal protective equipment; and*
- (iii) *paying the administrative leave of operations or contractor personnel due to reductions in service.”*

Further, ARP provides this supplemental funding up to a 100% Federal share. Funds are available for obligation until September 30, 2024, and must be disbursed by

September 30, 2029.

- ii. Regional Eligibility: Transit operators are required to submit annual reports to the National Transit Database (NTD). Service factors reported in large urbanized areas partially determine the amounts of FTA Section 5307 funds generated in the region. An operator is eligible to be programmed and apply to FTA for funds only in designated UZAs, as outlined in Table 1 below. Eligibility is based on geographical operations and 2018 self-reported NTD information and may be broader than the UZA eligibility for the Transit Capital Priorities (TCP) Program (MTC Resolution No. 4456) typically used for distribution of FTA formula funds, in which certain operator agreements are recognized. Additionally, MTC is an eligible recipient in each UZA in the region.

**Table 1. Urbanized Area Eligibility**

Urbanized Area	Eligible Transit Operators <sup>†</sup>
San Francisco-Oakland	Alameda-Contra Costa Transit District (AC Transit), Altamont Corridor Express (ACE)*, San Francisco Bay Area Rapid Transit District (BART), Peninsula Corridor Joint Powers Board (Caltrain), Fairfield and Suisun Transit (FAST)*, Golden Gate Bridge, Highway & Transportation District (GGBHTD), Marin County Transit District (Marin Transit)*, MTC, Napa Valley Transportation Authority (NVTA), San Francisco Municipal Transportation Authority (SFMTA), San Mateo County Transit District (SamTrans), Santa Clara Valley Transportation Authority (VTA), Solano County Transit (SolTrans)*, Sonoma-Marin Area Rail Transit (SMART)*, Transbay Joint Powers Authority (TJPA), City of Union City (Union City Transit)*, Water Emergency Transportation Authority (WETA)*, Western Contra Costa Transit Authority (WestCAT)*
San Jose	AC Transit, ACE*, Caltrain, MTC, VTA
Concord	ACE*, BART, Central Contra Costa Transit Authority (CCCTA)*, Eastern Contra Costa Transit Authority (ECCTA/Tri Delta Transit)*, Livermore-Amador Valley Transit Authority (LAVTA)*, MTC, SolTrans*
Antioch	BART, ECCTA/Tri Delta Transit*, MTC
Santa Rosa	GGBHTD, MTC, Santa Rosa CityBus*, SMART*, Sonoma County Transit*
Vallejo	FAST*, MTC, SolTrans*, WETA*
Fairfield	FAST*, MTC, SolTrans*
Vacaville	City of Vacaville (CityCoach)*, FAST*, MTC
Napa	MTC, NVTA/Vine*
Livermore	ACE*, LAVTA*, MTC
Gilroy-Morgan Hill	Caltrain, MTC, VTA
Petaluma	GGBHTD, City of Petaluma*, MTC, SMART*, Sonoma County Transit*

<sup>†</sup> Eligibility based on 2019 NTD Report Data

\*Small Operator

The FTA Section 5311 Rural Area formula program provides funds to transit



operators for service in non-urbanized and rural areas. Operator eligibility is determined by non-urbanized service as provided in the 2012 Regional Transit Database, as explained in MTC Resolution No. 4036, and as self-reported in 2019 NTD reporting. Operators eligible to receive Rural Area formula program funds, based on their provision of rural and non-urbanized area service are as follows:

Caltrain	FAST	SamTrans
City of Dixon	LAVTA	SolTrans
City of Rio Vista	Marin Transit	Sonoma County Transit
ECCTA/Tri Delta Transit	NVTA/Vine	VTA

Per the State Management Plan for Federal Transit Funds, Caltrans makes final determination of project eligibility for Section 5311 Rural Area Formula funds.

b. Funding Distribution Methodology

i. Regional Programming Approach: The Regional Programming Approach, as described below, is designed to prioritize funds to operators based on needs as well as to provide incentive to restore service and to invest in longer term pandemic recovery strategies. The approach assumes a regional programming perspective and constrains regional demands to the amount of funds available to the region, prior to programming funds to project. It then assigns funds from urbanized areas in the following order:

1. Fund calculated shares for operators that are restricted to receiving funds in one UZA (e.g., SFMTA, WestCAT, etc.).
2. Fund balance of operator shares among multiple UZAs, as eligibility allows, with the objective of fully funding needs (as defined in III.a., below) due to the Coronavirus to the maximum extent possible.
3. Reduce operator funding proportionately in UZAs where needs exceed available funding.
4. If, after Future Phase(s) funds are programmed to address intended purposes (further described in III.a.2. below), any remaining funds will be programmed for eligible recipients per the TCP Policy (MTC Resolution No. 4444), but using the UZA eligibility outlined in Table 1 to maintain maximum flexibility with these funds.

ii. Phased Distribution of Funds: Funds will be distributed in at least two Phases:

1. Phase 1: A first phase will be distributed as detailed in Attachment A to this resolution using the methodology described in III.a.i., below.
2. Subsequent phase(s): The remaining funding from the region’s apportionment will be assigned to operators following a process to be determined in consultation with regional partners and adopted by the Commission. The methodology for future phases is described in III.a.ii., below.

### III. The Process

- a. The distribution of funds in Phase 1 and any subsequent phase(s) may utilize separate methodologies in order to balance the impacts of the Coronavirus pandemic on the various operators in the region, provide incentive to restore a meaningful level of service, and fund targeted recovery strategies and initiatives to improve transit service and ridership in the region.
  - i. Phase 1 Methodology\*
    1. Funding needed for each operator to back-fill forecasted revenue losses for Fiscal Year (FY) 2021-2022, was calculated as 65% of the average estimated monthly revenue loss from March 2020 through June 2021 multiplied by 12 months.
    2. Incentive funding for each operator to be used to resume a meaningful level of pre-COVID service levels, was calculated as 95% of the difference in FY 2019 and FY2021 revenue vehicle hours (RVH), multiplied by the agencywide cost per RVH, capped at \$461/revenue vehicle hour.
    3. The total amounts calculated in numbers 1 and 2 above were summed for each operator.
    4. The difference between prior COVID relief received and actual/estimated revenue losses between March 2020 and June 2021 was deducted from the total amount calculated in number 3 above. This calculation did not include COVID relief funding operators received through the CARES Act "Equity Adjustment."
    5. A "floor" equivalent to 15% of an operator's reported FY 2018-19 operating cost was substituted for operators where that amount was greater than the total calculated using the methodology described in numbers 1 through 4 above.
    6. Total shares for operators in Solano and Sonoma counties were grouped to allow operators and County Transportation Agencies in those counties to collaboratively identify funding amounts per operator that best align with on-going coordination and integration efforts.
    7. The total shares calculated using the methodology described above was multiplied by 60% to determine the funding amounts for Phase 1.
    8. An amount was set aside to implement Blue Ribbon Transit Recovery Task Force initiatives and to respond to hardships or disparities and specific recovery strategies.

*\*Note: The total share determined for the Transbay Joint Powers Authority is based on a review of that agency's COVID-19 related financial impacts, and not the methodology described above.*

- ii. Subsequent Phase(s) Methodology: TBD
- iii. Funding: Once operator funding targets are determined by the methodology outlined above, the Phase 1 and subsequent phase(s) targets will be funded using the Regional Programming Model described in II.b.i, above.

- b. Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a Transportation Improvement Program (TIP) for the MTC Region. The TIP is a four-year programming document, listing federally-funded transportation projects, projects requiring a federal action, and projects deemed regionally significant. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region.

ARP waives the typical requirement for TIP inclusion for the supplemental apportionments included in the Act used for operating assistance or to pay for capital expenses for emergency relief do not need to be included in the TIP/STIP unless the projects are for substantial functional, locational, or capacity changes. [23 CFR §§ 450.326(e)(5), 450.218(g)(5)]. Over time, MTC will work to incorporate all such funding from ARP into the TIP for fund monitoring purposes. However, inclusion in the TIP is not a precondition for receiving these funds.

- c. Process for Programming Revisions & Amendments: The attachments to this resolution will be revised at a later date to include Future Phase funding amounts for operators and to include more detail on the FTA Section 5311 process, as needed, once provided by Caltrans. MTC will consider revisions to an operator's programming as requested.
- d. Grant Applications:
  - i. FTA Section 5307 Programs: Each operator is expected to complete their own Federal grant application using FTA's Transit Award Management System (TrAMS). MTC staff will review grant applications and submit concurrence letters or other required materials to FTA on behalf of project sponsors as needed.
  - ii. FTA Section 5311 Program: Operators are responsible for working with Caltrans, the designated recipient and grantee for the Section 5311 program, to respond to calls for projects and submit required materials to access these funds. MTC will assist with the Regional Agency/Transportation Planning Agency (TPA) Certifications and Assurances and any other documentation, as needed.

## Attachment 1

### Proposed American Rescue Plan (ARP) Distribution Rationale and Methodology

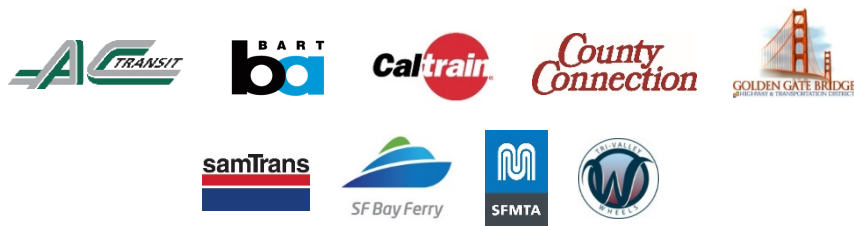
1. Preserve the Ability to Pivot:
  - Many uncertainties remain related to the pace of recovery and how ridership patterns will emerge from the pandemic. ARP funding allocations should be paced in a way that allows operators to meet customer needs and MTC to align funding with changing circumstances.
    - *Proposal: Distribute 60% of the calculated distribution in the first tranche. The remaining funds will be reapportioned based on actual service needs and more informed estimates of financial need. Distribution factors will change, and operator shares of remaining funds will shift.*
2. Maintain a Needs-Based Focus:
  - The variable impact of the pandemic on transit operating revenue will continue to be a significant factor in Fiscal Year 2022. While a level of recovery is expected, revenue sources hit hardest during the first fifteen months of the pandemic will likely rebound more slowly (i.e., fares, toll revenue, and sales taxes in counties with significant downturn in economic activity). Recognition of on-going revenue losses should remain a central factor in a needs-based distribution methodology.
    - *Proposal: Provide 65% of the average monthly revenue loss from March 2020 through June 2021, through June of 2022.*
3. Look Forward to Restoring Service and Ridership:
  - ARP funding provides an opportunity for operators to restore service in a robust and financially sustainable way to ensure the demands of transit ridership can be met, and to ensure lack of service provision does not discourage a return of ridership post-pandemic.
    - *Proposal: Provide incentive to resume a meaningful level of pre-COVID service levels, calculated as 95% of the difference in FY 2019 and FY2021 revenue vehicle hours (RVH), multiplied by the agencywide cost per RVH, capped at the highest large operator cost/revenue vehicle hour. Limiting the RVHs to 95% of the difference between FY2019 and FY2021 is intended to allow flexibility to address changing needs and circumstances or specific hardships in future tranche(s) within the ARP funding envelope.*
4. Ensure Level Financial Footing:
  - Account for the fact that some operators have received proportionately more COVID-relief funding than needed to replace pandemic-related revenue losses than others. Under the assumption that COVID-relief funding will be put to use in the short-term to retain and expand service, ARP funds should be used to ensure equal financial footing among operators to the degree possible.
    - *Proposal: Adjust total shares by operators' beginning balance calculated as the difference between prior COVID relief received and actual/estimated revenue losses*

*between March 2020 and June 2021. The beginning balance would hold operators harmless for the CARES Act "Equity Adjustment".*

- Provide all eligible operators with a minimum amount of funding to respond to service and financial uncertainties.
    - *Proposal: In the case where the beginning balance still exceeds the amount of forecasted revenue loss plus cost of added service, the distribution amount is replaced with a "floor" equivalent to 15% of the operator's FY 2019 operating costs*
5. Support Customer Improvement and Focused Recovery Efforts, and Allow Flexibility to Address Unexpected Hardships or Disparities:
- Respond to Commission direction to invest in initiatives highlighted by the Blue Ribbon Transit Recovery Task Force with the aim of improving transit customer experience and growing ridership long-term. Also, given uncertainties, preserve some ability to respond to unexpected operator hardships or disparities and advance focused recovery strategies.
    - *Proposal: Target up to 10% of ARP funds to implement Blue Ribbon Transit Recovery Task Force initiatives and to respond to hardships or disparities and specific recovery strategies.*
6. Facilitate North Bay Coordination and Integration Efforts by Allowing Flexibility in Assignment of ARP funds Among Solano and Sonoma County Operators:
- Reinforce coordination efforts in Solano and Sonoma counties by providing flexibility for how to best distribute funds among operators within those counties.
    - *Proposal: Calculate a total relief amount based on the methodology described and allow the operators and CTAs to collaboratively identify the amounts by operator to best align with the coordinated service planning and integration efforts on-going in the counties.*

**Attachment 2**  
**Proposed American Rescue Plan Act Transit Funding Distribution**

	Initial Calculated Share	Phase 1 = 60% of Initial Calculated Share
AC Transit	\$110,169,698	\$66,101,819
BART	\$551,414,986	\$330,848,991
Caltrain	\$68,497,224	\$41,098,334
GGBHTD	\$96,162,363	\$57,697,418
SFMTA	\$480,284,290	\$288,170,574
SamTrans	\$26,055,603	\$15,633,362
VTA	\$92,812,259	\$55,687,355
<b>Subtotal</b>	<b>\$1,425,396,423</b>	<b>\$855,237,854</b>
ACE	\$5,978,716	\$3,587,230
CCCTA	\$9,792,717	\$5,875,630
ECCTA	\$3,183,108	\$1,909,865
LAVTA	\$9,550,123	\$5,730,074
Marin Transit	\$4,346,051	\$2,607,631
NVTA	\$3,867,954	\$2,320,772
Transbay Joint Powers Authority	\$3,000,000	\$1,800,000
Union City Transit	\$755,419	\$453,251
WCCTA	\$4,827,974	\$2,896,784
WETA	\$22,269,728	\$13,361,837
Solano County Operators:	\$10,939,321	\$6,563,592
City of Dixon		
City of Fairfield		
City of Rio Vista		
City of Vacaville		
Solano County Transit		
Sonoma County Operators:	\$15,489,767	\$9,293,860
City of Petaluma		
City of Santa Rosa		
SMART		
Sonoma County Transit		
<b>Subtotal</b>	<b>\$94,000,877</b>	<b>\$56,400,526</b>
<b>Grand Total</b>	<b>\$1,519,397,300</b>	<b>\$911,638,380</b>
<b>~10% for Targeted Investments (Blue Ribbon initiatives; hardships or dsparities; and specific recovery strategies)</b>	<b>\$ 157,442,794</b>	



July 8, 2021

David Rabbitt, Chair, Programming and Allocations Committee  
Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105-2066

Dear Commissioner Rabbitt:

In advance of the July 14<sup>th</sup> Programming and Allocations Committee meeting, we are writing to support Agenda Item 3b: Proposed Programming of \$911 million from the American Rescue Plan Act of 2021 (ARP Act) in the San Francisco Bay Region. The CARES and CRRSA Acts provided a \$2.3 billion lifeline to Bay Area transit agencies to preserve the region's transit systems in the face of the devastating ridership and revenue losses due to the pandemic. Most importantly, that funding has ensured the survival of our transit agencies while averting layoffs and enabling safe transit service for those who need it the most. This first allocation of ARP Act funds will help us continue along that pathway as we emerge from the pandemic.

We continue to appreciate the dedication, collaboration and flexibility demonstrated by our labor partners throughout the pandemic. Now that the worst of the pandemic is behind us and the Bay Area begins to emerge from over a year of shelter-in-place, transit agencies are looking to the ARP Act funding to help them recover into the future along with the rest of the economy. MTC's proposed distribution methodology for the ARP Act funds facilitates an equitable and sustainable recovery and will allow MTC to target the initial distribution to ensure all agencies have sufficient funding for the next year of transit operations, stabilizing our systems and forestalling any possible layoffs. The proposed distribution methodology will also make it possible for transit operators to restore service to meet the expected increases in demand through the remainder of 2021, so that buses, trains and ferries are there as people return to a new normal daily routine.

We fully support the proposed allocation of approximately 60% of the ARP funds received by the region to the transit operators as soon as possible, while allowing for the ability to pivot in the future depending on how ridership patterns emerge from the pandemic. We further appreciate that the ARP Act funds are proposed to be used to ensure equal financial footing among operators to the degree possible moving forward, while recognizing that ongoing revenue losses should remain a central consideration in a needs-based distribution methodology.

The trajectory of the recovery is uncertain, evolving, and is expected to take many years. Having more than one distribution of ARP Act funds will allow the region to make a more deliberate and informed decision as we have better information about the trajectory of the recovery, ridership demand, and the unique financial circumstances each transit agency is facing. Accordingly, it will allow for the ARP Act funds to be deployed as strategically as possible to not only restore service in a robust and financially sustainable manner, but to also allow transit operators to meet budget

July 8, 2021

Page 2

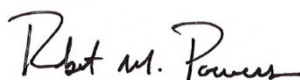
needs and keep workers in their jobs. Restoring service using ARP Act funds will ensure that an appropriate level of transit services helps encourage riders to return to our services.

We want to thank MTC staff for their work to craft the proposed distribution methodology, and the Commission for its past actions to ensure that the Bay Area's federal relief dollars are allocated in an expeditious, thoughtful, and strategic manner under such challenging circumstances. We urge the Committee to support the proposed allocation of the first tranche of the ARP Act funding, and that the Committee recommend that the full MTC Commission act to approve the allocation of ARP funds, as described in the staff report, at its meeting on July 28th. We look forward to our continued partnership to strive to best meet the public's needs with the ARP Act funds and through the work underway with the Blue Ribbon Transit Recovery Task Force.

Sincerely,




Michael Hursh  
General Manager,  
Alameda-Contra Costa  
Transit District (AC Transit)



Robert Powers  
General Manager,  
San Francisco Bay Area  
Rapid Transit District  
(BART)



Michelle Bouchard  
Acting Executive Director,  
Caltrain



Rick Ramacier  
General Manager,  
County Connection



Seamus Murphy  
Executive Director,  
Water Emergency  
Transportation Authority  
(SF Bay Ferry)



Denis Mulligan  
General Manager,  
Golden Gate Bridge, Highway  
& Transportation District



Jeffrey Tumlin  
General Manager,  
San Francisco Municipal  
Transportation Agency  
(SFMTA)



Carter Mau  
Acting General  
Manager/CEO,  
San Mateo County Transit  
District (samTrans)



Michael S. Tree  
General Manager,  
Livermore Amador Valley  
Transport Authority



**From:** Sheri Hartz [REDACTED]  
**Sent:** Monday, July 12, 2021 9:31 AM  
**To:** MTC-ABAG Info <[info@bayareametro.gov](mailto:info@bayareametro.gov)>  
**Cc:** Alfredo Pedroza <[Alfredo.Pedroza@countyofnapa.org](mailto:Alfredo.Pedroza@countyofnapa.org)>; Therese W. McMillan <[tmcmillan@bayareametro.gov](mailto:tmcmillan@bayareametro.gov)>; [kaytss@yahoo.com](mailto:kaytss@yahoo.com)  
**Subject:** Emeryville Resolution Urging MTC to Prioritize ARP Funds for Immediate Use

**\*External Email\***

Good Morning,

Attached please find a resolution, approved by the Emeryville City Council at its meeting on July 6, 2021. I am forwarding to you at the suggestion of Katherine Scott-Smith in Director Beckles' office.

Please let me know if I can be of any further assistance.

Best regards,



**SHERI HARTZ, CMC** (she/her)  
City Clerk, City of Emeryville  
City Manager's Office



## RESOLUTION NO. 21-80

### **Resolution Of The City Council Of The City Of Emeryville Resolution Urging The Metropolitan Transportation Commission (MTC) To Immediately Program \$1.67 Billion In American Rescue Plan (ARP) Transit Funds For Use In Restoring Bay Area Transit Service And For Immediate Use**

**WHEREAS**, public transit is an essential public service that our constituents depend on, especially our low income and Black and Brown constituents, our frontline workers, and our elders, students, and people with disabilities; and

**WHEREAS**, transportation emissions are the highest source of greenhouse gas emissions in the country, as well as a source of toxic pollution that is hazardous to our constituents' health, and public transit is a crucial method to drastically reduce transportation emissions; and

**WHEREAS**, Bay Area public transit agencies are lagging behind other agencies in the U.S. and California in restoring service to pre-pandemic levels; and

**WHEREAS**, the economic impacts from the pandemic have been severe, so stimulating the economy through federal stimulus funds in the near-term is crucial; and

**WHEREAS**, Congress has apportioned to Bay Area transit agencies a generous stimulus package of \$1.67 billion dollars to hire workers and restore service, and MTC is not planning to program these funds until late July, after agencies adopt fiscal year 2021-2022 budgets, resulting in an inability by transit agencies to factor the ARP funds into next year's budget; and

**WHEREAS**, MTC has publicly stated that it is prioritizing saving those funds for years in the future as opposed to restoring service to pre-pandemic levels by the end of fiscal year 2021-2022; and

**WHEREAS**, the transit agencies in our districts need to budget these funds now in order to plan to hire workers, fund operations, and restore service in the fiscal year that begins July 1; and

**WHEREAS**, as mid-pandemic stimulus funding, it should be distributed immediately to stimulate our local economies by hiring workers and taking shoppers and diners to their destinations to spend money in our communities; and

**WHEREAS**, the longer service levels remain reduced, the more likely it is that riders will give up on transit and find permanent alternatives; and

**WHEREAS**, waiting to restore pre-pandemic service may lead to permanent damage to public transportation, and undermine our climate, equity and economic recovery goals, and lead to unnecessary congestion on our streets and freeways; now, therefore, be it

Resolution No. 21-80  
Resolution Urging MTC to Expend ARP Funding  
City Council Meeting | July 6, 2021  
Page 2 of 2

**RESOLVED**, by the City Council of the City of Emeryville that we urge MTC to program (or make a fund estimate of) ARP funds immediately, so that it can be put to immediate use in restoring service and creating good union jobs; and, be it, further

**RESOLVED**, that we urge MTC to prioritize the ARP funds for immediate use and not years in the future.

**ADOPTED**, by the City Council of the City of Emeryville at a regular meeting held Tuesday, July 6, 2021, by the following vote:

AYES:	<u>4</u>	Mayor Martinez, Vice Mayor Donahue, and Council Members Bauters and Medina
NOES:	<u>0</u>	_____
ABSTAIN:	<u>0</u>	_____
ABSENT:	<u>0</u>	_____

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 INTERIM CITY ATTORNEY

July 11, 2021

Ms. Theresa Romell, Director  
Funding Policy and Programs  
Metropolitan Transportation Commission  
[tromell@bayareametro.gov](mailto:tromell@bayareametro.gov)

Re: Pending Allocation of ARPA funding for FY 2021-22

Dear Ms. Romell:

The MTC Programming and Allocations Committee workshop on June 9<sup>th</sup> heard from transit operators with each of the agencies asked to report on how CARES and CRRSAA funding allocated to date have been or will be used through the end of the fiscal year; as well as presenting their assumptions for ridership growth and related service needs going forward.

MTC and transit operator staff have developed a set of principles to guide the distribution of ARPA funds over the coming months to support operators' financial certainty in budgeting:

1. **Stabilize and Sustain Transit** – Funds should be used to ensure the financial stability of the region's transit operators.
2. **Restore and Reimagine Service** – Funds should be distributed on the condition that operators take measures to restore service to at least match current demand, and to plan to deploy additional service in a way that advances equity and at a level necessary to support increased local and regional transit demand by September 2021. Although there remains uncertainty about financial sustainability in the medium to long term, transit must be there for riders now, or riders will not be there for transit.
3. **Improve Customer Experience** – Funds should be used to promote and sustain transit usage in the region. Transit needs to invest to welcome riders back or risk that habits and travel modes adopted during the pandemic will linger long after the public health risk has passed. To better compete with other modes of transportation, transit must be safe, reliable, affordable, and easy to use for riders.

The Sonoma Marin Area Rail Transit District [SMART] for FY21-22 has budgeted without including ARPA funding. Their adopted FY21-22 Budget on page B-13 states,

*..... "The second largest change is in federal COVID-19 relief grants. We are expecting to receive American Rescue Plan Act (ARPA) funds consistent with our Federal 5307 allocation which would provide around \$10 million over several years, however, these funds have not yet been allocated by the Metropolitan Transportation Commission, so they have not yet been reflected in the FY 22 budget."*

Nonetheless, the SMART Board has authorized a 40% reduction in fares for at least 11 months commencing May 24, 2021, increased weekday service by 62% and re-established Saturday service with 20% more service than had been operated pre-COVID.

All of these actions have been taken with expenditures covered by District revenues exclusive of ARPA funding. SMART’s approved budget for FY21-22 results in anticipated operating expense of over \$130 per unlinked passenger trip. Recent evidence indicates that SMART is averaging fewer than 35 passengers per train (with 158 seats) since April 2021.

Based on the most recently available “Monthly Finance Report” SMART currently has \$70.5 million in “unrestricted” cash sitting in two accounts. These accounts have grown from \$38.6 million reported as of June 30<sup>th</sup>, 2020 in their Annual Comprehensive Financial Report. Staff has never provided an explanation for this increase of \$31.9 million in its cash position. However, we estimate that there are four primary contributors to this increase as shown in the table:

Item	Through May (\$M)		Difference
	FY 2019-20	FY 2020-21	
Sales Tax Revenues	36.4	38.6	2.2
Admin+Op Exp (ex Debt Service)	-29.0	-22.7	6.3
Debt Service	-7.4	-5.1	2.3
CARES & CRRSAA	NA	16.7	16.7
<b>Subtotal</b>	<b>0.0</b>	<b>27.5</b>	<b>27.5</b>

SMART ridership in FY18-19 accounted for only 6% of North Bay riders. In FY20-21 their forecast ridership represents only 4% of forecast North Bay riders. Local operators in Marin and Sonoma counties expect to carry 11 times as many riders as SMART in FY21-22.

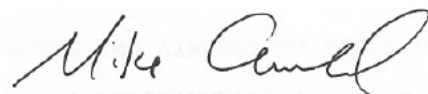
SMART appears to be the most financially-well-off transit agency in the Bay Area but operates at staggering high cost per rider. It is hard to justify further dollars to SMART from the Federal government when other agencies are providing far more trips at far lower cost and effectively serving essential workers.

Sincerely,

James Schmidt, PE



Michael Arnold, Ph.D. (Economics)



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**MEMORANDUM**

DATE: May 26, 2021  
TO: William Bacon, MTC Policy and Financial Analyst  
CC: Daryl Halls, Executive Director  
FROM: Ron Grassi, Director of Programs  
SUBJECT: American Rescue Plan Funds

The STA has been working with its two transit operators, SolTrans and FAST, as well as local funding partners to begin restoring the four route SolanoExpress service that due to the COVID 19 pandemic was reduced from 80,000 annual hours (30 minutes system wide frequency) to 44,000 annual hours in FY 2020-21.

Recently, the STA developed, and the STA Board approved, a SolanoExpress operating budget for FY 2021-22, utilizing \$3.3 million in federal Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA) funds that will begin to partially restore the essential Solano Express service to 62,500 hours. This will result in an increase of service frequency for all four Solano Express routes connecting the cities of Benicia, Dixon, Fairfield, Suisun City, Vacaville and Vallejo to two BART Stations, the SF Bay Ferry, the Capitol Corridor, and jobs, shopping, medical facilities, education, and other critical destinations. This proposal is timely as traffic is rapidly returning on the I-80 and I-680 corridors.

STA has developed an expenditure plan for the forthcoming ARP funds that would continue to sustain and restore this critical Solano Express service in FY 2022-23 and FY 2023-24, which will be needed to replace the CRRSAA funds programmed for FY2021-22. This plan is balanced with some critically needed local transit investment in the communities of Vallejo, Fairfield and Suisun City. The investment in Solano Express would sustain the service and further restore the service from 62,000 to 70,000 annual hours beginning in FY2022-23 and continuing through FY 2023-24.

The proposed expenditure for SolanoExpress is matched by a combination of local TDA investment from six cities and the County, fares, and RM 2 bridge tolls. The proposed ARP expenditure plan is as follows:

**FEDERAL ARP EXPENDITURE PLAN**

**Fairfield UZA – \$2.5 million total**

- SolanoExpress Service (Blue and Green Line) - \$1.5 million
- City of Fairfield local service/micro-transit - \$500,000
- City of Suisun City local service/micro-transit - \$500,000

**Vacaville UZA - \$780,000 total**

SolanoExpress Service (Blue Line) - \$780,000

**Vallejo UZA - \$6.9 million total**

SolanoExpress Service (Red and Yellow Line) - \$4.5 million

SolTrans local service restoration - \$2.4 million

**Total ARP Investment:** SolanoExpress - \$6.78 million  
Local Transit - \$3.4 million



**Table 1: First Phase ARP Allocation in Solano County**

		<b>Plan from STA Memo to MTC 26-May-21</b>	<b>Recommended ARP Phase 1 Allocation</b>
<b>Fairfield UZA</b>			
	SolanoExpress	\$ 1,500,000	\$ 900,000
	FAST Local Service / MicroTransit	\$ 500,000	\$ 755,592
	Suisun City Local Service / MicroTransit	\$ 500,000	\$ 300,000
	<b><i>Subtotal Fairfield UZA</i></b>	<b>\$ 2,500,000</b>	<b>\$ 1,955,592</b>
<b>Vacaville UZA</b>			
	SolanoExpress	\$ 780,000	\$ 468,000
	<b><i>Subtotal Vacaville UZA</i></b>	<b>\$ 780,000</b>	<b>\$ 468,000</b>
<b>Vallejo UZA</b>			
	SolanoExpress	\$ 4,500,000	\$ 2,700,000
	SolTrans Local Service	\$ 2,400,000	\$ 1,440,000
	<b><i>Subtotal Vallejo UZA</i></b>	<b>\$ 6,900,000</b>	<b>\$ 4,140,000</b>
	<b><i>Subtotal SolanoExpress</i></b>	<b>\$ 6,780,000</b>	<b>\$ 4,068,000</b>
	<b><i>Subtotal Local Services</i></b>	<b>\$ 3,400,000</b>	<b>\$ 2,495,592</b>
	<b>Grand Total</b>	<b>\$ 10,180,000</b>	<b>\$ 6,563,592</b>

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Solano Transportation Authority  
 American Rescue Plan (ARP) Act Funding Plan and Status  
 22-Aug-21

	Plan from STA Letter to MTC 26-May-21	FAST Proposal to MTC May 2021	MTC Calculation Phase 1 July 2021	MTC Calculation Total (Final TBD Winter 2021)
Fairfield UZA				
SolanoExpress	\$ 1,500,000	\$ 527,694		
FAST Local Service / MicroTransit	\$ 500,000	\$ 845,502		
Suisun City Local Service / MicroTransit	\$ 500,000	\$ 1,154,498		
<b>Subtotal Fairfield UZA</b>	<b>\$ 2,500,000</b>	<b>\$ 2,527,694</b>	<b>\$ 2,621,309</b>	<b>\$ 4,368,848</b>
Vacaville UZA				
SolanoExpress	\$ 780,000			
<b>Subtotal Vacaville UZA</b>	<b>\$ 780,000</b>		<b>\$ 463,501</b>	<b>\$ 772,502</b>
Vallejo UZA				
SolanoExpress	\$ 4,500,000			
SolTrans Local Service	\$ 2,400,000			
<b>Subtotal Vallejo UZA</b>	<b>\$ 6,900,000</b>		<b>\$ 3,478,782</b>	<b>\$ 5,797,970</b>
		(FAST Only)		
<b>Subtotal SolanoExpress</b>	<b>\$ 6,780,000</b>	<b>\$ 527,694</b>		
<b>Subtotal Local Services</b>	<b>\$ 3,400,000</b>	<b>\$ 2,000,000</b>		
<b>Grand Total</b>	<b>\$ 10,180,000</b>	<b>\$ 2,527,694</b>	<b>\$ 6,563,592</b>	<b>\$ 10,939,321</b>

**STA Staff  
 Recommendation**

ARP Phase 1 Distribution August Consortium Recommendation	STA August Plan			Projected Total ARP Distribution
	ARP Phase 2 Distribution (up to \$10.18m)	ARP Phase 2 "Extra" up to MTC \$10.94m		
\$ 900,000	\$ 600,000		\$ 1,500,000	
\$ 755,592		\$ 300,000	\$ 1,055,592	
\$ 300,000	\$ 200,000		\$ 500,000	
<b>\$ 1,955,592</b>	<b>\$ 800,000</b>	<b>\$ 300,000</b>	<b>\$ 3,055,592</b>	
\$ 468,000	\$ 312,000		\$ 780,000	
\$ 468,000	\$ 312,000	\$ -	\$ 780,000	
\$ 2,700,000	\$ 1,544,408	\$ 459,321	\$ 4,703,729	
\$ 1,440,000	\$ 960,000		\$ 2,400,000	
<b>\$ 4,140,000</b>	<b>\$ 2,504,408</b>	<b>\$ 459,321</b>	<b>\$ 7,103,729</b>	
\$ 4,068,000	\$ 2,456,408	\$ 459,321	\$ 6,983,729	
\$ 2,495,592	\$ 1,160,000	\$ 300,000	\$ 3,955,592	
\$ 6,563,592	\$ 3,616,408	\$ 759,321	\$ 10,939,321	

**FAST August 2021 Proposal**

ARP Phase 1 Distribution	ARP Phase 2 Distribution	Projected Total ARP Distribution	Difference between STA and FAST
\$ 900,000	\$ 600,000	\$ 1,500,000	\$ -
\$ 1,421,309	\$ 947,539	\$ 2,368,848	\$ 1,313,256
\$ 300,000	\$ 200,000	\$ 500,000	\$ -
<b>\$ 2,621,309</b>	<b>\$ 1,747,539</b>	<b>\$ 4,368,848</b>	<b>\$ 1,313,256</b>
\$ 463,501	\$ 309,001	\$ 772,502	\$ (7,498)
\$ 463,501	\$ 309,001	\$ 772,502	\$ (7,498)
\$ 2,268,771	\$ 1,512,514	\$ 3,781,285	\$ (922,444)
\$ 1,210,011	\$ 806,674	\$ 2,016,685	\$ (383,315)
<b>\$ 3,478,782</b>	<b>\$ 2,319,188</b>	<b>\$ 5,797,970</b>	<b>\$ (1,305,759)</b>
<b>\$ 3,632,272</b>	<b>\$ 2,421,515</b>	<b>\$ 6,053,787</b>	<b>\$ (929,942)</b>
<b>\$ 2,931,320</b>	<b>\$ 1,954,213</b>	<b>\$ 4,885,533</b>	<b>\$ 929,941</b>
<b>\$ 6,563,592</b>	<b>\$ 4,375,728</b>	<b>\$ 10,939,321</b>	<b>\$ (0)</b>

Solano Transportation Authority  
 American Rescue Plan (ARP) Act Funding Plan and Status  
 1-Sep-21

	<b>STA Recommendation to August 24 Consortium ARP Phase 1 Distribution</b>	<b>FAST August 2021 Proposal ARP Phase 1 Distribution</b>	<b>FAST Sept. 1 Modified Proposal ARP Phase 1 Distribution</b>
<b>Fairfield UZA</b>			
SolanoExpress	\$ 900,000	\$ 900,000	\$ 500,000
FAST Local Service / MicroTransit	\$ 755,592	\$ 1,421,309	\$ 1,155,592
Suisun City Local Service / MicroTransit	\$ 300,000	\$ 300,000	\$ 300,000
<b>Subtotal Fairfield UZA</b>	<b>\$ 1,955,592</b>	<b>\$ 2,621,309</b>	<b>\$ 1,955,592</b>
<b>Vacaville UZA</b>			
SolanoExpress	\$ 468,000	\$ 463,501	\$ 468,000
<b>Subtotal Vacaville UZA</b>	<b>\$ 468,000</b>	<b>\$ 463,501</b>	<b>\$ 468,000</b>
<b>Vallejo UZA</b>			
SolanoExpress	\$ 2,700,000	\$ 2,268,771	\$ 2,700,000
SolTrans Local Service	\$ 1,440,000	\$ 1,210,011	\$ 1,440,000
<b>Subtotal Vallejo UZA</b>	<b>\$ 4,140,000</b>	<b>\$ 3,478,782</b>	<b>\$ 4,140,000</b>
<b>Subtotal SolanoExpress</b>	<b>\$ 4,068,000</b>	<b>\$ 3,632,272</b>	<b>\$ 3,668,000</b>
<b>Subtotal Local Services</b>	<b>\$ 2,495,592</b>	<b>\$ 2,931,320</b>	<b>\$ 2,895,592</b>
<b>Grand Total</b>	<b>\$ 6,563,592</b>	<b>\$ 6,563,592</b>	<b>\$ 6,563,592</b>



DATE: August 31, 2021  
TO: STA Board  
FROM: Ron Grassi, Director of Programs  
Mary Pryor, STA Transit Financial Consultant  
RE: Fiscal Year (FY) 2022-23 Solano Express Budget

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**Background:**

The Solano Express Intercity Transit Funding Agreement provides for the annual funding of intercity transit routes. The FY 2021-22 Solano Express Budget was approved by the STA Board on April 14, 2021. A forecast for the FY 2022-23 Solano Express Budget that incorporates Federal American Rescue Plan (ARP) Act funds is presented to the Solano Express Intercity Transit Consortium in August under a separate staff report and to the STA Board in September 2021. Due to the COVID-19 pandemic, Solano Express service levels, costs, and revenues since FY 2020-21 and FY 2021-22 have been and are projected to be substantially different than prior years. STA staff have prepared the draft FY 2022-23 budget at this time in order to provide information to the Solano Express operators, funders, and public regarding future plans and assist the Intercity Funding Agreement partners with budgeting for the forthcoming fiscal year.

**Discussion:**

**FY 2022-23 Forecast**

As stated above, staff is being proactive in presenting the FY 2022-23 Solano Express Budget forecast so all stakeholders can plan in advance of the next fiscal year. The draft FY 2022-23 Solano Express Budget plan is presented in Attachment A. The assumptions that went into the budget forecast with regard to Service Hours, Cost Per Hour and Revenue Forecast are detailed below:

*Service Hours*

In response to the COVID-19 pandemic and shelter-in-place order, service levels for the Solano Express were substantially reduced in Spring 2020 by the two transit operators, Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST). Since then, STA staff and consultants have worked with the two transit operators and other Consortium members to refine the service plans. Following STA Board adoption, a revised service plan with a partial restoration of service was implemented in July 2020. In October 2020, the STA Board adopted a budget forecast for Solano Express for FY 2021-22 that did not change the service hours from FY 2020-21 service levels. Since that time, however, additional Federal funds have become available and the outlook for recovery from the COVID 19 pandemic has slightly improved.

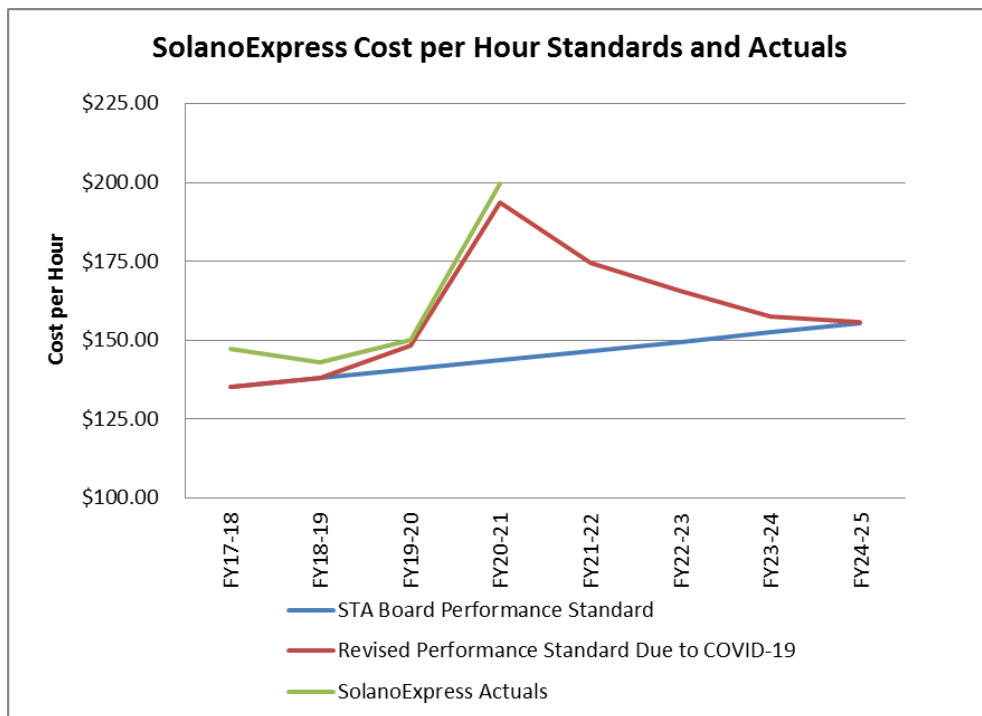
In March 2021, the STA Board approved an increase of approximately 17,500 hours to a total of approximately 62,500 annual Solano Express service hours for FY 2021-22. This increase in service hours was supported with the inclusion of one-time Federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding. Staff from STA and the transit operators have worked together to develop the most efficient and effective deployment of the additional service hours within the 62,500 service hour budget. In June 2021, the STA Board approved service changes that would total approximately 59,555 annual service hours for the partial restoration of Solano Express service. Attachment A includes the revised funding plan reflecting the revised service hours.

On July 28, 2021, MTC allocated \$6,563,592 in American Recovery Plan (ARP) Act funds to Solano County for both Solano Express and local transit service as part of tranche one with an additional tranche scheduled to be allocated by MTC later in FY 2021-22. As discussed in a previous agenda item in this meeting, STA staff recommends allocating \$4,068,000 of ARP funds for Solano Express operations in FY 2022-23. These funds would support the partial restoration of 62,500 Solano Express service hours, as shown in Attachment A. Discussions are underway between STA and FAST regarding the distribution of ARP funds between FAST’s local service and the Solano Express service. An increase in the amount of ARP funding provided for FAST’s local service would result in funding reductions to the Solano Express service, and adjustments to the proposed 62,500 service hours.

*Cost per Service Hour*

In March 2020, both FAST and SolTrans quickly responded to the COVID-19 pandemic and shelter in place order and reduced Solano Express service hours. This rapid change resulted in an increase in the total cost per service hour for each operator from \$143 per hour to over \$194 per hour, as each agency’s fixed costs such as administration and insurance could not be reduced quickly.

The financial sustainability of the Solano Express service necessitates that the cost per hour return to the original performance standard levels. STA staff recommended that the FY 2021-22 forecast include a 10% reduction in hourly cost from the FY 2020-21 rate, or \$174.40 per service hour, and a further 5% reduction in FY 2022-23 to \$165.68 per service hour. The graph below demonstrates how the cost per hour is anticipated to return to the escalated performance standard by FY 2024-25. Achieving these rate reductions may require substantial changes for the two transit operators STA contracts with to provide the Solano Express service.



*Revenue Forecasts*

The FY 2022-23 Solano Express funding plan uses a significant amount of one-time Federal ARP funding to increase levels of service from 59,555 to 62,500 service hours and to replace one time only federal CARE and CRRSSA funds. The FY 2022-23 plan includes the following revenue estimates:

- Fare revenues in FY 2022-23 are assumed to increase to 35% of the pre-pandemic level due to slightly increased ridership. The FY 2021-22 budget assumed that ridership would be 30% of pre-pandemic levels.
- Parking revenue contributions from SolTrans are also 35% of the pre-pandemic level. Solano College's revenue projections remain unchanged.
- For FY 2021-22, the Regional Measure 2 (RM-2) bridge toll revenue forecast was 15% less than the pre-pandemic annual amount. The FY 2022-23 forecast increases the RM-2 revenues to 7.5% less than the pre-pandemic levels. STA staff is reviewing this projection with MTC staff.
- The FY 2022-23 plan includes no State Transit Assistance Funds (STAF) to balance the projected operating cost of the service. STAF is currently planned to be programmed to other capital uses including the Solano Express bus capital replacement plan and electrification.
- TDA contributions from the local jurisdictions are 10% more than the FY 2021-22 levels. The FY 2020-21 TDA contributions had included a 25% reduction from pre-pandemic levels in anticipation of the financial impacts of the pandemic. Fortunately, Solano County's sales tax has not seen a sustained negative impact from the pandemic. Actual sales tax revenue declined in FY 2019-20 by approximately 2% from the prior year but increased above pre-pandemic levels in FY 2020-21 and FY 2021-22. The 10% increase in TDA contributions to the Solano Express service is another step towards returning to the pre-pandemic funding levels, which is anticipated for FY 2023-24.
- The FY 2022-23 plan includes Federal ARP funding from MTC's first distribution. Any excess ARP funds from FY 2022-23 would be used for FY 2023-24 Solano Express operations which would sustain Solano Express service and not significantly increase local TDA contributions.

### **Future Service Changes**

STA staff will continue to provide regular updates to the STA Board on the Solano Express operations, ridership, costs, and revenues. As the recent service changes are implemented, minor adjustments to the proposed service plan may be required. Substantial changes to the service plan will be developed in consultation with the transit operators, the Intercity Transit Finance Working Group (ITFWG), and Consortium. In particular, the Regional Measure 3 (RM-3) lawsuit may be resolved, which could yield future operating funds for the Solano Express service being evaluated as part of the Connected Mobility Implementation Plan that is underway in FY 2021-22.

On August 24, 2021, the Solano Express Intercity Transit Consortium discussed this agenda item. A motion was made by Rio Vista Delta Breeze, the motion was seconded by Dixon Read-Ride. The motion passed by 6 to 1 vote (6 Ayes - Dixon Read-Ride, Rio Vista Delta Breeze, Solano Mobility, SolTrans, County and Vacaville City Coach/ 1 No – FAST).

On August 25, 2021, the STA Technical Advisory Committee (TAC) discussed this agenda item. Paul Kaushal noted that Fairfield does not support this item because it utilizes a larger amount of ARP funds from the additional UZA and requested to make a motion to table this item until the next meeting. The motion was seconded by Dan Sequeira from the City of Benicia. The motion failed by 3 Ayes and 5 Abstentions by the following roll call vote AYES: Dan Sequeira

(Benicia), Paul Kaushal (Fairfield), and Nouae Vue (Suisun) ABSTAIN Scott Alman (Dixon), Robin Borre (Rio Vista), Girum Awoke (Vacaville), Melissa Tigbao (Vallejo), and Matt Tuggle (County). No subsequent motion was made to forward the recommendation to the STA Board.

On September 1<sup>st</sup>, STA and FAST staff met again to analyze Fairfield's local transit needs and the allocation of ARP Tranche 1 funds in the Fairfield UZA. At the meeting, FAST staff requested an additional \$400,000 in ARP Tranche 1 for Fairfield local transit above the STA staff expenditure plan recommendation, reducing by \$400,000 the amount for Solano Express.

**Fiscal Impact:**

None at this time. The FY 2022-23 Solano Express budget will be used as the basis for the annual Solano Express Intercity Funding Agreement budget process.

**Recommendation:**

Approve the FY 2022-23 Solano Express Budget and Cost Sharing Plan as specified in Attachment A.

Attachment:

- A. FY 2022-23 Solano Express Budget and Cost Sharing Plan



## SOLANO TRANSPORTATION AUTHORITY

## Solano Express FY 2022-23 Forecast

22-Aug-21

	FY 2021-22	FY 2022-23	FY 2022-23
	June 2021 59,555 Service Hours 30% Farebox	STA Recommended 62,500 Service Hours 35% Farebox	STA Alternative with FAST Additional Local Funding Recommended 62,500 Service Hours 35% Farebox
<b>Solano Express Service</b>			
FAST Service Hours	28,757		
SolTrans Service Hours	30,798		
<b>Total Service Hours</b>	59,555	62,500	62,500
<b>IFA Cost/Hr</b>	\$ 174.40	\$ 165.68	\$ 165.68
FAST Cost	\$ 5,015,111		
SolTrans Cost	\$ 5,371,211		
<b>Total Estimated Cost</b>	<b>\$ 10,386,323</b>	<b>\$ 10,355,000</b>	<b>\$ 10,355,000</b>
<b>Revenues</b>			
Fares (FAST)	\$ 414,648	\$ 483,756	\$ 483,756
Fares (SolTrans)	\$ 731,594	\$ 853,527	\$ 853,527
RM-2	\$ 2,271,944	\$ 2,472,409	\$ 2,472,409
RM-3			
STAF Lifeline	\$ 69,485	\$ -	\$ -
JARC (FAST & Vacaville)	\$ 171,274		
Solano College Pass (\$11k FAST, \$55K SolTrans)	\$ 66,000	\$ 66,000	\$ 66,000
Parking Revenue (SolTrans)	\$ 141,680	\$ 49,588	\$ 49,588
Benicia	\$ 194,300	\$ 213,730	\$ 213,730
Dixon	\$ 90,093	\$ 99,102	\$ 99,102
Fairfield	\$ 646,141	\$ 710,755	\$ 710,755
Suisun City	\$ 121,897	\$ 134,087	\$ 134,087
Vacaville	\$ 540,044	\$ 594,048	\$ 594,048
Vallejo	\$ 780,935	\$ 859,029	\$ 859,029
Balance of County	\$ 179,025	\$ 182,606	\$ 182,606
TDA Equal to 50% CARES Act Tranche 2 (Dixon)	\$ 42,486		
TDA Equal to 50% CARES Act Tranche 2 (Vacaville)	\$ 650,614		
FTA CRRSA Act Tranche 2 (or other) (Dixon)	\$ 69,918		
FTA CRRSA Act Tranche 2 (FAST)	\$ 1,049,102		
FTA CRRSA Act Tranche 2 (SolTrans)	\$ 1,692,275		
FTA CRRSA Act Tranche 2 (or other) (Vacaville)	\$ 462,867		
FTA ARP (FAST Ph. 1)		\$ 900,000	\$ 500,000
FTA ARP (SolTrans Ph. 1)		\$ 2,700,000	\$ 2,700,000
FTA ARP (or other) (Vacaville Ph. 1)		\$ 468,000	\$ 468,000
<b>Total Revenue</b>	<b>\$ 10,386,323</b>	<b>\$ 10,786,637</b>	<b>\$ 10,386,637</b>
<b>Balance *</b>	<b>\$ 0</b>	<b>\$ 431,637</b>	<b>\$ 31,637</b>

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

FY 22-23 Scenario

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

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

Fares estimated to be 35% of pre-pandemic levels

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

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

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

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

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

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DATE: August 27, 2021  
TO: STA Board  
FROM: Vincent Ma, Marketing and Legislative Program Manager  
RE: Solano Express Incentive Program

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**Background:**

The Solano Transportation Authority (STA) manages and promotes a variety of transportation related programs and services. This includes the design, budget, and implementation of the marketing objectives for the Solano Express Intercity Transit program as well as the Solano Mobility program. Currently, 511 Contra Costa partners with the Contra Costa Transportation Authority and the Bay Area Air Quality Management District to offer two programs. The first is a Buy One, Get One (BOGO) Free Transit Pass program with SolTrans for Monthly Passes on the Solano Express Red and Yellow lines, and the second is a BOGO program with FAST for their 31-Day Passes on the Solano Express Green Express (GX) and Blue Lines.

**Discussion:**

In addition to participating with the Metropolitan Transportation Commission's (MTCs) return to transit campaign titled "All Aboard Bay Area Transit". STA staff is proposing that Solano Express offer an incentive to reward existing Solano Express riders who are returning to transit and to entice new riders to try the Solano Express service.

STA staff recommends that STA adopt an incentive program and expand the incentive to include all Solano County workers and residents with a buy a month Solano Express pass get the second monthly pass for free. For those riders who are not ready to commit to an entire month, the proposed incentive program would include an option to purchase one (1) daily pass and get one (1) daily pass for free. The proposed program would limit the incentive to one (1) free pass per person and per household from October 1, 2021 through June 30, 2022 and requires the applicant to complete a post program survey. The Solano Express incentive would be coordinated through the STA's Solano Mobility Call Center. Solano Express marketing funds would be used to purchase day and monthly passes from SolTrans and FAST.

At the STA Consortium meeting on August 24<sup>th</sup> and the STA TAC meeting on August 25<sup>th</sup>, the item, was approved unanimously.

**Fiscal Impact:**

Marketing for Solano Express is funded by 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). The proposed incentive program is expected to cost \$20,000 which remains within the marketing budget for Solano Express and is included in the Fiscal Year (FY) 2021-22 STA budget.

**Recommendation:**

Approve the following:

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

Attachments:

- A. MTC's Return to Transit Campaign Summary
- B. Draft Solano Express Incentive Program



ATTACHMENT A

MTC • CRAFT & COMMERCE

# RETURN TO TRANSIT

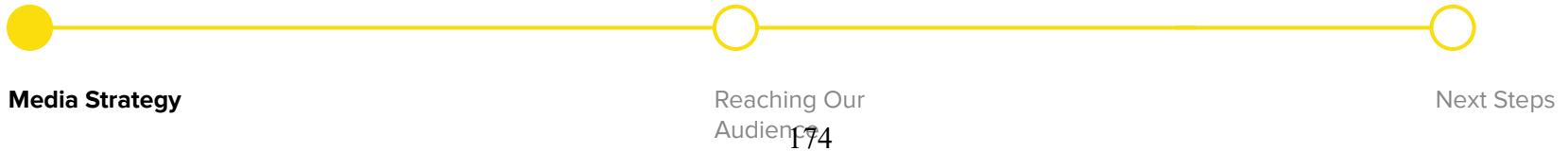
JULY 14, 2021



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SECTION 1

# MEDIA STRATEGY



# OPTIMIZING OUR STRATEGY FOR FREQUENCY

Our goal: 15-20X over the primary 45-day flight (8/9-9/18) across a diverse, multilingual audience

## Media channel strategy to achieve that goal

- **Paid Social/Digital** optimized for reach to achieve the lowest CPM within our budget
- **Digital Audio** (e.g., Spotify, iHeartRadio and other apps) to reach commuters in language
- **Terrestrial Radio** to efficiently reach the widest drivetime audience (also in multiple languages)
- **OOH on Transit Exterior** to marry frequency with visual storytelling impact.



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SECTION 2

# REACHING OUR AUDIENCE



Media Strategy

**Reaching Our  
Audience**  
1/6

Next Steps



# PROGRAMMATIC DIGITAL DISPLAY - \$40,000

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- Contextual and programmatic targeting
  - a. Local news, traffic and weather
  - b. Navigation and transportation apps
  - c. 3rd-party data: commuters
  - d. Multilingual which may include: Spanish, Mandarin, Vietnamese (Tagalog audience too small to serve)
- Domain-specific placements
  - a. SF Chronicle, San Jose Mercury, SF Gate
  - b. Sing Tao Daily, Chinese Daily News/World Journal
  - c. El Observador, El Tecolote
- Foursquare: “Bay Area Pre-Covid Commuters”
  - a. Those who commuted to and from business offices pre-Covid via public transportation within the Bay area (and have not commuted since)
- **Estimated Impressions: 6,153,000**

## PROGRAMMATIC DIGITAL AUDIO - \$42,000

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- Leverage data-driven audiences, including:
  - a. 3rd-party data: mass transit commuters
  - b. Foursquare: “Bay Area Pre-Covid Commuters”
- Target across digital audio platforms, and across English and Spanish
- Companion visual display banners with ads
- **Estimated Impressions: 2,236,000**



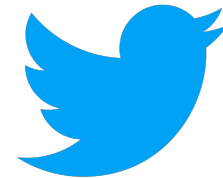
## SOCIAL (OPERATORS) - \$60,000

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- Reach-optimized campaign targeting each operators' local footprint
- 5X frequency per operator (depending on spend and market size)
- **Estimated Impressions: 10,000,000**



179



# TERRESTRIAL RADIO

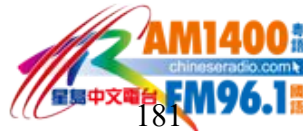
## RACE/ETHNICITY MARKET RANKER by AQH

White Non-Hispanic				Asian Non-Hispanic				Hispanic				Black Non-Hispanic				Other Non-Hispanic			
Station	% station	AQH	Index	Station	% station	AQH	Index	Station	% station	CUME	Index	Station	% station	CUME	Index	Station	% station	CUME	Index
<b>KQED</b>	67.6	14,6376	128	KCBS	18.7	4,306	120	<b>KBRG</b>	96.7	6,913	448	<b>KBLX</b>	58.8	3,500	1158	KLLC	13.5	963	263
KCBS	59.0	13,586	112	<b>KQED</b>	17.2	3,735	111	<b>KSOL</b>	95.0	6,682	440	KMEL	26.7	2,165	525	<b>KQED</b>	3.7	791	71
KSAN	68.5	6,763	130	KISQ	29.3	3,703	189	KRZZ	94.8	4,279	439	KCBS	5.0	1,152	98	KSAN	7.7	762	151
KNBR	96.7	5,021	123	KOIT	28.1	2,863	181	KCBS	14.8	3,407	68	KISQ	7.9	997	155	KMEL	8.9	720	173
KDFC	70.8	4,526	134	KMVQ	27.8	2,052	179	KOIT	27.9	2,844	129	KRBQ	14.0	867	274	KISQ	5.5	691	107
								KISQ	22.5	2,843	104	<b>KQED</b>	2.6	574	52				
								KMVQ	30.6	2,261	142								
								KVVF	80.6	2,106	374								
								KBAY	28.8	1,949	133								
								<b>KQED</b>	8.8	1,914	41								

# TERRESTRIAL RADIO - \$97,980

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- Multilingual buys across top stations for key audiences
- 6-8X frequency per station
- **Estimated Impressions: 11,500,000**



# OUT OF HOME (OPERATORS) - In Kind

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- Various units across operators, including:
  - a. Bus and Rail Hubs
  - b. Bus Backs/Tails
  - c. Kings and Queens
  - d. Shelters
  - e. Interiors

# PUTTING IT ALL TOGETHER

	Channel	Platform	Objective	Audiences/Placements	Flight DATES	Totals	CPM	Estimated Impressions
	Display	DSP Domian HP Placements	Awareness/Reach	Programatic Targeting	8/9 - 9/18	\$40,000	\$6.50	6,153,846
	Ad Supported Digital Audio	Spotify/iHeart/Pandora	Awareness/Reach	Programatic Commuters, English Spanish	8/9 - 9/18	\$42,500	\$19.00	2,236,842
DIRECT/TRADITIONAL	Local Radio	NPR (KQED)	Awareness/Frequency	6 Week	8/9 - 9/18	\$28,600	\$6.00	4,453,200
		Music - KBLX	Awareness/Frequency	6 Week	8/9 - 9/18	\$25,200	\$7.17	3,514,644
		Spanish - KSOL and KBRG	Awareness/Frequency	6 Week	8/9 - 9/18	\$26,520	\$14.20	1,834,800
		Vietnamese Radio	Awareness/Frequency	6 Week	8/9 - 9/18	\$9,000	\$10.00	900,000
		Chinese (AM1400 and FB 96.1)	Awareness/Frequency	4 Week	8/9 - 9/8	\$8,640	\$10.00	864,000
OPERATOR BUYS	Paid Social	FB/IG/Twitter	Awareness/Reach	Operators' Geo-Area	8/9 - 9/30	\$60,000	\$6.00	10,000,000
				MTC / C&C Media Buy		\$180,460		
				Operator Contribution		\$60,000		
				Total Spend		\$240,460		
				Impressions Delivered		29,957,333		

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SECTION 3

# NEXT STEPS



Media Strategy



Reaching our  
Audience



**Next Steps**



## NEXT STEPS

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- Alignment around overall plan
- C&C to execute contracts and start production with radio stations
- C&C to create social toolkits and paid social reach campaign instructions
- C&C working on OOH creative for delivery to operators this week



THANK YOU.



FREE Monthly and Daily Passes for all SolanoExpress Lines: Red, Yellow, Blue, & Green (GX)

R Y B GX

2 FOR 1

Buy 1 and get your 2nd Transit Pass for FREE



## SOLANOEXPRESS 2 FOR 1 PROGRAM DETAILS:

- ▶ All Solano County residents and workers are eligible
- ▶ All SolanoExpress Lines (Blue, Green, Red, Yellow) are eligible
- ▶ Both 31-Day Passes and Day Passes are available for the program
- ▶ Runs concurrently with Contra Costa 511 BOGO Program
- ▶ Limited to the first 100 participants or until June 30, 2022 (which ever comes first)
- ▶ STA will purchase half the passes from FAST and half from SolTrans
- ▶ Program has a budget in the amount not to exceed \$20,000
- ▶ Incentive will be promoted on social media and forms will be collected by ticket agent along with purchase receipt from first pass, and sent to the Solano Mobility Call Center
- ▶ Call Center staff will log transaction numbers to prevent duplication, confirm eligibility, and then mail out the second pass
- ▶ Soft launch on October 1, 2021
- ▶ Evaluate program results during Jan 2022 and determine if additional funding is needed

FREE Monthly and Daily Passes for all SolanoExpress Lines: Red, Yellow, Blue, & Green (GX)



2 FOR 1

Buy 1 and get your 2nd Transit Pass for FREE



Apply for a Free Pass

Print and complete this form. Return it with a copy of your receipt to the SolTrans or FAST customer service office or mail to:

Solano Mobility
One Harbor Center, Suite 130
Suisun City, CA 94585

Once your eligibility is confirmed, the free pass will be sent to you.

You are eligible if you:

- Live or Work in Solano County, and
Are 18 years of age or older

2 FOR 1 Rules

- One (1) free pass per person and per household from July 1 through June 30 each incentive year while funding is available.
We may require verification of the information you provide.
SolanoExpress and Solano Mobility reserve the right to make any changes or terminate this promotion at any time without prior notification.
If you have already participated in a Solano Mobility transit incentive program during the same July 1 to June 30 incentive year you are not eligible for this 2 FOR 1 offer.
You agree to be signed up to receive the Solano Mobility mail newsletter and agree to complete a post-program survey.

QUESTIONS: Call 800-535-6883

rev: 08/2021

All information is required to apply for a free pass

How many days a week do you plan to take the bus? \_\_\_\_\_

What bus route do you plan to take? \_\_\_\_\_

How do you plan to get to the bus stop? \_\_\_\_\_

- Drive myself, Carpool, Walk, Get dropped off, Bike, Other (Specify):

When you don't use transit to get to work, what mode of transportation do you use most often?

- Drive myself, Walk, Get ride from coworker or family, Bike, Ride sourcing service (i.e. Uber, Lyft, Scoop, Carzac, Waze), Other (Specify):

Contact Information: (all fields are required)

First and Last Name

Daytime Phone Work Email

Home Address (P.O. Boxes not accepted) City Zip

Mailing Address (if different from above)

Employer Information:

Employer Name

Work Site Address (P.O. Boxes not accepted) City Zip

Acknowledgment:

I read the eligibility and promotion rules listed and I verify the information submitted is correct. I agree to complete a post program survey from Solano Mobility following my participation in this promotion.

Signature Date

Pass Amount

- Monthly Pass: GX \$130.00, Solano County Blue/Red/Yellow: \$70.00, Out of County Blue/Red/Yellow \$114.00
Day Pass: GX \$11.50, Solano County Blue/Red/Yellow: \$5.50, Out of County Blue/Red/Yellow \$10.00

All stated limitations apply. Completion of this application does not guarantee delivery/receipt of a free pass. Applicants must meet all qualifications listed and be approved by Solano Mobility.





DATE: August 9, 2021  
TO: STA Board  
FROM: Karin Bloesch, Senior Program Coordinator  
Betsy Beavers, Program Coordinator  
Jennifer Hanley, Program Coordinator  
Kara Shutting, Program Coordinator  
RE: Solano Safe Routes to School (SR2S) Program Annual Report Fiscal  
Year (FY) 2020-21

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**Background:**

The Solano Safe Routes to School (SR2S) Program works to increase the number of students walking and bicycling to school by helping to make the journey safe, fun, and healthy. Using a comprehensive approach, the program includes 6 “E’s”: education, encouragement, enforcement, engineering, engagement, and evaluation. The program is available to all schools countywide and focuses on activities and programs that educate students on safety, health awareness and identifying improvements within communities countywide to enhance active student travel safety.

In 2008, the STA Board adopted Solano's first Safe Routes to School Plan (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 various SR2S Advisory Committees began the process of updating the 2008 Plan. The updated Plan was adopted by the STA Board in October 2013 and the SR2S Program has continued to grow increasing participation of schools each year. STA Staff, along with its partner agency, Solano Public Health, are currently engaging the Safe Routes to School Community Task Forces in each city including the school district to update the Plan and engage them on the Program’s 5-year vision which includes evaluating the effectiveness of the Program. One of the Program’s primary goals is to work with pilot schools to invest in changing the culture to a more walkable and bikeable school.

On March 16, 2020, schools across Solano County closed due to the COVID -19 pandemic and were expected to reopen after two-weeks. Unfortunately, school closures to in-person learning extended into the 2020-21 school year and continued with distance learning through the end of 2020, and into spring of 2021. School districts began to offer families the choice of in-person instruction or continued virtual learning for the remainder of the school year beginning in March 2021. While schools allowed students back on campus in a limited capacity, events and activities remained suspended. Despite these challenges, SR2S staff continued to support schools, convened SR2S Community Task Force and SR2S Advisory Committee meetings, worked with schools and cities to complete SR2S Micro Grant projects, and developed new resources for the eventual return of students to campus.

**Discussion:**

The Solano SR2S Program along with many programs impacted by COVID, worked to provide support to schools as they reached out. While in-person events were halted due to remote learning, SR2S staff continued to support schools when they requested SR2S education.

Distance learning also provided the opportunity for 13 of the 14 SR2S Micro Grant projects to be completed. SR2S was successful in deepening relationships with schools through the completion of these projects, and subsequent discussions to provide SR2S education to support the Micro Grant projects when students return. As the 2021-22 school year approaches SR2S staff is preparing to engage schools to offer support and activities as students return with safety protocols in place.

At this time, staff submits for acceptance the Safe Routes to School Annual Report for FY 2020-2021 (Attachment A).

Highlights of this Annual Report include:

### **Micro Grant Cycle 1**

In December 2019, SR2S launched the Pilot SR2S Micro Grant Program with \$78,000 available for projects. Funding was made possible by Transportation Development Act (TDA) funds, Yolo-Solano Air Quality Management District (YSAQMD) Clean Air funds and High-Occupancy Vehicle (HOV) fines. Solano County schools, districts, community-based organizations, and cities were encouraged to apply for small-scale projects or walk and bike programs at school sites. SR2S Advisory Committee members reviewed the applications and recommended 14 of the 16 submitted projects for funding. These projects included walking/biking program incentives, safety equipment, bike and scooter racks, and radar feedback signs.

During the 2020-21 school year, SR2S staff worked with grantees to complete 13 of 14 awarded projects; the remaining project, to install radar feedback signs at several schools in Vallejo, is scheduled to be completed in the 2021-22 school year. Schools received requested items to support new drop-off and pick-up plans, provide pedestrian education, and signage that helped schools adhere to district COVID guidelines for campus visits. The cities of Benicia and Vacaville delivered projects that addressed pedestrian safety around schools.

In December 2020, additional TDA Article 3 funding was awarded to three partially or originally unfunded Micro Grant projects. The Rocky Hill Trail (Vacaville), the intersection near Benicia High School at Military West and Denfield Ave. (Benicia), and Solano-Widenmann Leadership Academy (Vallejo) will receive infrastructure improvements that address safety or encourage walking and biking.

In June 2021, Cycle 2 of the SR2S Micro Grant opened the call for projects, with \$100,000 in available funding through TDA Article 3. Seventeen grant applications were received by the deadline of July 15, 2021.

### **Virtual Bike Lessons – Bay Area Bike Mobile**

Crystal Middle School's Beyond Differences Student Service Organization (BDSSO) and the Suisun City Youth Commission (SCYC) held virtual bike-related lessons leading up to Bike Month in May. Students from the SCYC and BDSSO collaborated with SR2S staff in planning the afterschool event. Via Zoom, the **Bay Area Bike Mobile** taught four interactive lessons: "Proper Bike Fit and Types of Bikes," "How to Lock Your Bike to Keep it Safe," "ABC – Quick Check Pre-ride Inspection," and "How to Fix a Flat Tire". Twenty-two students from seven elementary, middle and high schools in the Fairfield-Suisun Unified School District participated in the virtual lessons – the only ones offered in Solano County. On June 17, 2021, SR2S staff attended a recognition event at Crystal Middle School (Suisun City), where students that participated in the virtual lessons received bike helmets, bike lights and bells.

### **Drop-off and Pick-up Plan Resource**

Preparing for an anticipated increase in single family vehicle trips when schools reopened, staff developed a Drop-off and Pick-up guide to help reduce school traffic. SR2S provided this resource to help schools prior to students' return in early 2021 and will be offered as SR2S engages schools in the 2021-22 school year. The guide provides procedural and signage suggestions; active solutions, such as a Walk or Wheel or remote drop-off and pick-up program; and general ideas to encourage families to park away from schools during drop-off and pick-up and reduce traffic back-up in front of the school.

### **2020-2022 Public Safety Education and Enforcement Grant**

In August 2020, the SR2S Program awarded the Benicia Police Department \$75,000 for Cycle 5 of the SR2S Public Safety Education and Enforcement Grant Program for FY 2020-21. The grant award allowed for the continuance of a SR2S dedicated non-sworn Community Service Officer (CSO) position and partnership with SR2S to provide safety education for youth in Benicia while schools were closed. During this time, Benicia PD staff engaged with youth around town to provide safety education. When schools reopened in spring 2021, CSO Elisa Delatorre provided enforcement in addition to parking, distracted driver and pedestrian safety education to drivers and students.

The SR2S Program extended its partnership through Fiscal Year 2021-22, with the Suisun City Police Department and awarded \$64,000 to fund a part-time non-sworn School Safety Traffic Officer (SSTO). When schools resumed in-person learning in March 2021, SSTO Don Hafich resumed the work at Suisun City schools to address parking and traffic safety issues during drop-off and pick-up. SSTO Hafich also worked closely with the school district, school site administrators, SR2S staff, and Suisun City Public Works to help identify infrastructure safety improvements around the schools to be included in the updated SR2S Plan.

### **SR2S Engineering Projects**

In summer 2020, projects at seven schools in the cities of Benicia and Vallejo, began construction as part of the Active Transportation Program (ATP) Cycle 2. The improvements were made at the following schools in Benicia: Benicia Middle School, Joe Henderson, Mary Farmer, Robert Semple and St. Dominic School, and at Cooper and Lincoln Elementary schools in Vallejo. The construction projects include high visibility crosswalks, pedestrian activated beacons, school crossing signage, and sidewalk installation or widening.

The first project for [Highway Safety Improvement Program \(HSIP\)](#) Cycle 9 was completed by the City of Vacaville during the first quarter of FY 2020-21. The city installed Rectangular Rapid Flashing Beacons on Browns Valley Parkway (near Browns Valley Elementary) and at the Southside Bikeway crossing on Marshall Road. A walk audit at Padan Elementary identified that Marshall Road lacked a crosswalk for the bike path across this busy street. The new crossing serves students at Padan, Vaca Christian and Will C. Wood High Schools. Additional HSIP projects are scheduled for construction specifically around schools in Rio Vista and Suisun City later in 2021.

### **Fiscal Impact:**

None.

### **Recommendation:**

Informational.

Attachment:

- A. Solano Safe Routes to School Annual Report for FY 2020-21

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# SOLANO SAFE ROUTES TO SCHOOL ANNUAL REPORT

## 2020-2021 SCHOOL YEAR



SOLANO TRANSPORTATION AUTHORITY One Harbor Center, Suite 130, Suisun City

# Solano Safe Routes to School

The objective of the Solano Safe Routes to School (SR2S) Program is to increase the number of students walking and biking to school by focusing on safety to make the journey a fun and healthy one. Using a comprehensive approach, the program includes 6 “e’s”: **Education, Encouragement, Enforcement, Engineering, Engagement and Evaluation.** Solano SR2S offers all Solano County schools activities and programs to educate students about walking and biking safety and health awareness. The program also identifies safety improvements within our communities to enhance active student travel.

In 2008, the STA Board adopted Solano County’s first Safe Routes to School Plan and authorized staff to create a Safe Routes to School Program. This Plan provided the direction for the SR2S Program through 2012 and the adoption of second plan in 2013 which continues to guide the program today.

## Solano SR2S during COVID

Since 2009, the SR2S Program has consistently engaged schools and the community through annual events, weekly walk and bike programs, and educational activities, but we have never encountered a year like 2020-21. Unfortunately, school closures that began due to COVID on March 16, 2020, were extended into the 2020-21 school year and continued with students in distance learning into spring of 2021. With these unprecedented closures SR2S staff shifted from typical SR2S program events and activities to the preparation for the return of in person learning.

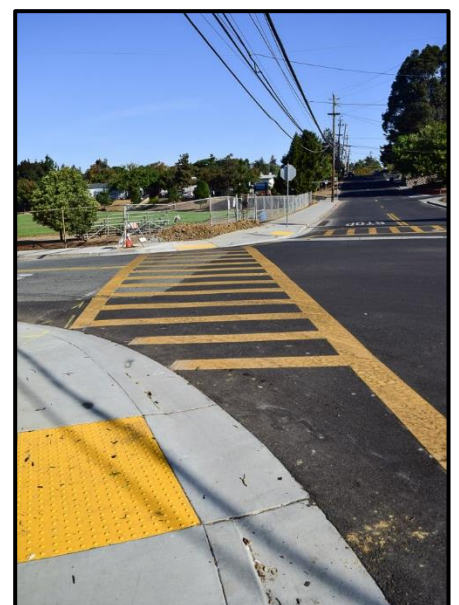
Beginning in March 2021, schools began to reopen for in person classes, offering families the choice to return to campus or continued virtual learning. While schools allowed students back on campus in a limited capacity, events and activities remained suspended. Despite these challenges, SR2S staff continued to support schools, convened SR2S Community Task Force and SR2S Advisory Committee meetings, worked with schools and cities to complete SR2S Micro Grant projects, and developed new resources for the eventual full return of students to campus. Here are the SR2S Program highlights of the year.



SR2S Micro Grant Project – City of Vacaville: radar feedback sign installed at Browns Valley Elementary.



SR2S Micro Grant Project – Vaca Pena Middle School (Vacaville): purchase and installation of locking skateboard racks.



ATP-2 crosswalk improvements and sidewalk widening completed at Robert Semple Elementary (Benicia).

# Safe Routes to School 2020-2021 Highlights

## Pilot SR2S Micro Grant Program – 13 of 14 Projects Completed Encouragement - Engagement – Engineering

In December 2019, SR2S launched the Pilot SR2S Micro Grant Program with \$78,000 available for projects. Funding was made possible by Transportation Development Act (TDA) funds, Yolo-Solano Air Quality Management District (YSAQMD) Clean Air funds and High-Occupancy Vehicle (HOV) fines. Solano County schools, school districts, community-based organizations, and cities were eligible to apply for grants for small-scale projects or walk and bike programs at schools. SR2S received 16 applications totaling \$211,466.10. SR2S Advisory Committee members reviewed the applications and recommended 14 projects for funding which included walking/biking program incentives, safety equipment, the purchase and installation of bike and scooter racks, and radar feedback signs at or near schools.

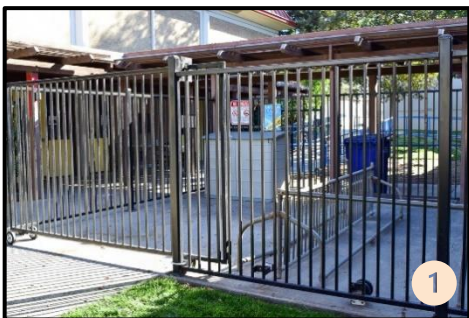
During the 2020-21 school year, SR2S staff worked with grantees to complete 13 of 14 awarded projects; the remaining project, to install radar feedback signs at several schools in Vallejo, is scheduled to be completed in the 2021-22 school year. Schools received requested items to support new drop-off and pick-up plans and signage that helped schools adhere to district COVID guidelines for campus visits. Two cities delivered projects that addressed pedestrian safety around schools. Below are a few completed Micro Grant project highlights.

The **City of Vacaville** installed four radar feedback signs at Browns Valley, Callison, and Cambridge Elementary schools.

**Kairos Elementary** (Vacaville) used pedometers, incentives, and safety equipment received through the Micro Grant to teach students about pedestrian safety. The school plans to launch a walking program in fall 2021, when all students return to campus.

**Riverview Middle School** (Rio Vista - *photo 1*) installed fencing around existing bike racks to provide a secure area for students to store their helmets and bikes. **Knight Middle School** (Dixon), **Browns Valley Elementary** (Vacaville - *photo 2*), and **Vaca Pena Middle School** (Vacaville) installed bike, scooter, or skateboard racks.

**Dan Mini Elementary** (Vallejo- *photo 3*) used safety cones to help parents and visitors adhere to district COVID guidelines for campus visits.



## Pilot SR2S Micro Grant Program – cont.

**Dixon Montessori Charter School** (Dixon- photo 4) revised school drop-off and pick-up procedures and received incentives and signage for its Walk or Wheel Wednesday Program planned to resume in the fall.



In December 2020, additional TDA Article 3 funding was awarded to three partially or originally unfunded Micro Grant projects. The Rocky Hill Trail (Vacaville), the intersection near Benicia High School at Military West and Denfield Ave. adjacent to Benicia High School (Benicia), and Solano-Widenmann Leadership Academy (Vallejo) will receive infrastructure improvements that address safety or encourage walking and biking.

With the success of the pilot Micro Grant program, Cycle 2 of the SR2S Micro Grant opened the call for projects in June 2021, \$100,000 from TDA Article 3 funding is available.

## Active Transportation Program (ATP) - SR2S Projects

### Engineering

Since 2008, the SR2S program (working with city public works departments, schools and districts) has completed 41 pedestrian infrastructure projects across the county. In spring 2021, seven additional projects began construction as part of the Active Transportation Program (ATP) Cycle 2 award for improvements at schools in Benicia (Benicia Middle School, Joe Henderson, Mary Farmer, Robert Semple and St. Dominic School), and at Cooper and Lincoln Elementary schools in Vallejo. These improvements include high visibility crosswalks, pedestrian activated beacons, school crossing signage, and sidewalk installation or widening.



ATP-2 Project at Sonoma Blvd. and Florida St., at Lincoln Elementary, Vallejo



ATP-2 Project at Panorama Dr. and James Ct. near Benicia Middle School, Benicia

In addition, SR2S staff worked with the City of Fairfield and consultants on the city's ATP Cycle 5 application for the West Texas Complete Street Project and was awarded \$10.8 million, including \$114,000 for SR2S programming. This project brings bike and pedestrian improvements to a heavily travelled corridor and will impact students at two elementary schools and a preschool. SR2S programmatic support is slated to start at the beginning of the 2022-23 school year.

## Highway Safety Improvement Program (HSIP)

### Engineering

The first project for HSIP Cycle 9 was completed by the City of Vacaville during the first quarter of FY 2020. The city installed Rectangular Rapid Flashing Beacons on Browns Valley Parkway (near Browns Valley Elementary) and at the Southside Bikeway crossing on Marshall Road. A walk audit at Padan Elementary identified that Marshall Road lacked a crosswalk for the bike path across this busy street. The new crossing serves students at Padan, Vaca Christian and Will C. Wood High Schools. Additional HSIP projects are scheduled for construction specifically around schools in Rio Vista and Suisun City later in 2021.



HSIP 9 crossing improvements at the Southside Bikeway crossing and Marshall Road (Vacaville)

In August 2020, applications were submitted for HSIP Cycle 10 for Ped Set-aside funding in 6 cities and the County. SR2S staff worked with the STA projects team, and city engineering staff to identify locations for crossing and pedestrian improvements and prioritize locations around schools. These project locations were identified through SR2S CTF meetings, the STA Countywide ATP, and walk audits. A total of \$4.7 million was awarded for HSIP Cycle 10 projects in Solano County at locations serving schools in Benicia, Dixon, Rio Vista, Suisun City, Vacaville, and Vallejo.

## 2020-2022 Public Safety Education and Enforcement Grant (Cycle 5)

### Education – Enforcement

In August 2020, the SR2S Program awarded the Benicia Police Department \$75,000 for Cycle 5 of the SR2S Public Safety Education and Enforcement Grant Program for FY 2020-2021. The grant award allowed for the continuance of a SR2S dedicated non-sworn Community Service Officer (CSO) position and partnership with SR2S to provide safety education for youth in Benicia while schools were closed. During this time, Benicia PD staff engaged with youth around town to provide safety education. When schools reopened in spring 2021, CSO Elisa Delatorre provided enforcement in addition to parking, distracted driver and pedestrian safety education to drivers and students.

The SR2S Program extended its partnership through fiscal year 21-22, with the Suisun City Police Department and awarded \$64,000 to fund a part-time non-sworn School Safety Traffic Officer (SSTO). When schools resumed in-person learning in March 2021, SSTO Don Hafich resumed the work at Suisun City schools to address parking and traffic safety issues during drop-off and pick-up. SSTO Hafich also worked closely with the school district, school site administrators, SR2S staff, and Suisun City Public Works to help identify infrastructure safety improvements around the schools to be included in the updated SR2S Plan.

# New School Resource – Drop-off and Pick-up Plan Engagement - Encouragement

Preparing for an anticipated increase in single family vehicle trips when schools reopened, staff developed a Drop-off and Pick-up guide to help reduce school traffic. SR2S provided this resource to help schools prior to students' return in early 2021 and the guide will be offered as SR2S engages schools in the 2021-22 school year. The guide provides procedural and signage suggestions; active solutions, such as a Walk or Wheel or remote drop-off and pick-up programs; and general suggestions to encourage families to park away from schools during drop-off and pick-up and reduce traffic back-up in front of the school.

# Virtual Bike Lessons – Bay Area Bike Mobile Education – Engagement

Crystal Middle School's Beyond Differences Student Service Organization (BDSSO) and the Suisun City Youth Commission (SCYC) hosted virtual bike-related lessons leading up to Bike Month in May. Students from the SCYC and BDSSO collaborated with SR2S staff in planning the afterschool event. Via Zoom, the **Bay Area Bike Mobile** taught four interactive lessons: "Proper Bike Fit and Types of Bikes," "How to Lock Your Bike to Keep it Safe," "ABC – Quick Check Pre-ride Inspection," and "How to Fix a Flat Tire". Twenty-two students from seven elementary, middle and high schools in the Fairfield-Suisun Unified School District participated in the virtual lessons – the only ones offered in Solano County. On June 17, 2021, SR2S staff attended a recognition event at Crystal Middle School (Suisun City), where students that participated in the virtual lessons received bike helmets, bike lights and bells.



Virtual Bike Lesson participants received bike safety equipment at Crystal Middle School in Suisun City.

# Champion School Highlights Encouragement - Engagement – Evaluation

SR2S staff developed Champion School Highlights to showcase schools that are proven "champions" within the SR2S program. These stories capture the history of the school's evolution in SR2S participation, travel tally survey data, and provide examples of how SR2S programming has supported school objectives or helped address parent and administration safety concerns. These highlights can be found on the SR2S website listed by city.

## Partnerships - Solano Public Health

### Education – Engagement

Solano Public Health continued to be an invaluable partner with the SR2S program, by working with staff to develop messaging to encourage physical activity for students and their families throughout distance learning. Messages included the health benefits of physical activity and ways to get moving safely during the pandemic. SPH and SR2S will continue to partner during the 2021-22 school year.

## Safe Routes to School Community Task Forces (CTF)

### Engagement – Engineering

SR2S staff engaged with Community Task Forces (CTF) in Fairfield and Suisun City and discussed Safe Routes to School projects under construction and potential projects to include in the SR2S Plan update. Potential projects discussed include locations and improvements identified through school walk audits, the STA Countywide Active Transportation Plan (ATP), and stakeholder discussions. In May 2021, The Suisun City SR2S Community Task Force prioritized a short list of projects around schools and are working on securing funding to complete these projects in the next few years. The Fairfield 3Es (Enforcement, Education and Engineering) Committee is working on prioritizing a list of projects around schools, including projects that can be completed within regular street maintenance schedules. When schools resume in fall, SR2S staff will reconvene the CTFs in the remaining cities to prioritize their list of improvements for the upcoming SR2S Plan update. This will help STA, SR2S and the cities to readily apply for grants and funding.



Rectangular Rapid Flashing Beacons were installed at Fairview Elementary (Fairfield). This location was identified for an improved crossing with a SR2S walk audit and discussion within the Fairfield 3Es Committee.

## Safe Routes to School Advisory Committee (SR2S AC)

### Engagement

The SR2S program receives guidance from the SR2S Advisory Committee (SR2S AC), which is comprised of community members from cities and disciplines within Solano County. The committee gives recommendations for funding SR2S projects and programs to the STA Board. In 2020-21 the SR2S AC met virtually each quarter where staff provided updates on completed Micro Grant projects, and current SR2S projects under construction, discussions about students' return to campus and SR2S school engagement.

## 23<sup>rd</sup> Annual STA Awards – Safe Routes to School Category

### Engagement

For the first time, STA hosted its STA Annual Awards ceremony virtually in November 2020. Two schools, Crystal Middle School (FSUSD) and Dixon Montessori Charter School (charter) were recognized in the Safe Routes to School Category.

With support from Principal Jay Dowd, Community Liaison David Knott, and the Beyond Differences School Service Organization, Crystal Middle School (Suisun City) was recognized as a champion school for its work prior to the COVID-19 pandemic. The group collaborated with SR2S to host a bike workshop that included bike repair by the Bay Area Bike Mobile, making healthy smoothies with the SPH Blender Bike, proper helmet fitting and helmet safety education.



Crystal Middle School, Principal Jay Dowd welcomes students to the bike workshop.



Families participate in Dixon Montessori WOW Wednesday by walking to school.

Dixon Montessori Charter School (Dixon) was celebrated for its participation in SR2S and for starting a Walk or Wheel (WOW) Wednesday program when Executive Director, Ben Ernest, noticed a considerable increase in bike riders after Bike to School Day in 2017. WOW Wednesdays encourage students to walk or ride to school and aligns with school goals to promote independence for students, strengthen community, and reduce traffic congestion. School staff and parent volunteers support the weekly event which has a high rate of student and family participation.

## SR2S Grant Funding Awards

### Encouragement – Education – Enforcement

The SR2S program applied for and was awarded \$805,000 in funding from the California Office of Traffic Safety, the Yolo-Solano Air Quality Management District, and the Metropolitan Transportation Commission. These grants enable the SR2S program to continue its level of pre-Covid engagement and programming once school activities return to normal.

In January 2021, SR2S and the Benicia Police Department applied for CA Office of Traffic Safety (OTS) funding to help support the SR2S Education and Enforcement Grant Program. This grant will provide funds to continue Benicia and Suisun City PD's scope of work to provide school site parking enforcement, education on safe driving around schools, and targeted enforcement when needed. A tentative award of \$155,000 was announced in June 2021 for the next fiscal year (October 2021 through September 2022).

In June 2021, SR2S was awarded \$50,000 in Clean Air Funds from the Yolo-Solano Air Quality Management District. This grant award will provide additional funds for the SR2S Micro Grant Program, support walk and bike programs, and SR2S education for schools in the cities of Dixon, Rio Vista and Vacaville.

SR2S was awarded \$600,000 for FY 21/22 and 22/23 from the Metropolitan Transportation Commission (MTC) Quick Strike Program in June 2021. This funding will provide for program staffing needs and continue SR2S program activities for Solano County through FY 2023.





DATE: July 21, 2021  
TO: STA Board  
FROM: Anthony Adams, Senior Project Manager  
RE: Regional Transportation Impact Fee (RTIF) – 3<sup>rd</sup> Quarter Update FY 2020-21

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**Background:**

The STA and the County of Solano coordinates with all seven cities on the collection and management of the Regional Transportation Impact Fee (RTIF), a transportation component of the County’s Public Facilities Fee (PFF). The County Board of Supervisors added a \$1,500 per dwelling unit equivalent dedicated to the RTIF program as part of the PFF at on December 3, 2013. The RTIF collection formally began on February 3, 2014 with nearly \$9.3 million collected as of the end of Fiscal Year (FY) 2019-20.

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

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

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

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

**Discussion:**

*RTIF Revenues for 1<sup>st</sup> Quarter of FY 2020-21*

Solano County has received RTIF checks from five of eight member agencies for FY 2020-21 Q1; any Q1 revenue that the Cities of Benicia, Suisun City, and Vallejo received after the reporting deadline will be included in Q2 for those respective RTIF Working Groups. A total of \$998,540 has been collected for all RTIF districts.

*RTIF Revenues for 2<sup>nd</sup> Quarter of FY 2020-21*

Solano County has received RTIF checks from seven of eight member agencies for FY 2020-21 Q2. Due to a missed reporting deadline, revenue collected by the City of Fairfield in Q2 is not included in this total but will be included in Q3. A total of \$483,181 has been collected for all RTIF districts, bringing the FY 2020-21 total to \$1,452,087.

*RTIF Revenues for 3<sup>rd</sup> Quarter of FY 2020-21*

Solano County has received RTIF checks from five of eight member agencies for FY 2020-21 Q3; any Q3 revenue that the Cities of Benicia, Suisun City, and Vallejo received after the reporting deadline will be included in Q4 for those respective RTIF Working Groups.

A total of \$1,712,234 has been collected for all RTIF districts, bringing the FY 2020-21 total to a record \$3,133,098. This large increase reflects the nearly \$1.05M collected by the City of Fairfield in Q2. See Attachment A for a summary of revenue collected by each district for FY 2020-21 Q1-Q3.

*2021 RTIF Nexus Study Update*

It is still unknown how the COVID-19 pandemic will affect RTIF Revenue in the long term. FY 2019-20 was the largest amount collected for any fiscal years since the RTIF began collecting revenue at \$2.2M, despite the pandemic. FY 2020-21 is on track to double this revenue at an estimated nearly \$4M, though the quarterly average has been steadily decreasing since Q2.

Overall, the past two years bode well for working group available funding balances to advance RTIF projects and highlights the increasing development activities in Solano County since 2013. STA staff will continue to monitor RTIF revenue and work with the seven working groups to select eligible projects to support with available revenue. The 2021 RTIF Nexus Study Update is currently underway (initial draft under review by Working Groups 2, 4, and 5) to determine the viability of four proposed projects:

- Airport Rd (Rio Vista, Working Group 2)
- Bike/Pedestrian Crossing to the Suisun-Fairfield Train Station (Suisun City, Working Group 2)
- West Texas Complete Streets Project (Fairfield, Working Group 4)
- Parkway Blvd Overcrossing (Dixon, Working Group 5)

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. RTIF Revenue History by District

<b>RTIF FY 2020-21 Revenue Summary</b>						
	<b>FY 2020-21</b>			<b>FY 20-21 Total</b>	<b>Grand Total</b>	<b>Total Disbursements</b>
	<b>1st Quarter</b>	<b>2nd Quarter</b>	<b>3rd Quarter</b>			
<b>Collected RTIF</b>	\$ 998,540.21	\$ 486,264.63	\$ 1,712,234.71	\$ 3,197,039.55	\$ 12,676,271.67	
<b>2% STA Administration</b>	\$ 19,970.80	\$ 9,725.29	\$ 34,244.69	\$ 63,940.79	\$ 253,963.63	
<b>RTIF Revenue for Eligible Projects</b>	\$ 978,569.41	\$ 476,539.34	\$ 1,677,990.02	\$ 3,133,098.76	\$ 12,422,308.04	
<b>District 1 Jepson Corridor</b>	\$572,276.92	\$254,222.18	\$987,979.54	\$ 1,814,478.63	\$ 6,744,247.31	\$1,574,150.89
<b>District 2 SR 12 Corridor</b>	\$53,741.32	\$42,180.26	\$135,368.66	\$ 231,290.24	\$ 1,150,488.78	\$163,799.60
<b>District 3 South County</b>	\$0.00	\$17,824.61	\$31.61	\$ 17,856.23	\$ 362,941.93	\$64,800.00
<b>District 4 Central County</b>	\$66,548.04	\$2,219.07	\$386,811.21	\$ 455,578.32	\$ 1,807,201.29	\$1,300,000.16
<b>District 5 SR 113</b>	\$188,146.18	\$112,439.28	\$0.00	\$ 300,585.46	\$ 1,115,592.31	\$183,571.00
<b>District 6 Transit (5%)</b>	\$48,928.47	\$23,826.97	\$83,899.50	\$ 156,654.94	\$ 621,137.31	\$208,127.64
<b>District 7 County Road (5%)</b>	\$48,928.47	\$23,826.97	\$83,899.50	\$ 156,654.94	\$ 621,137.31	\$121,760.00
<b>Total RTIF Revenue Received for Eligible Projects:</b>	\$ 978,569.41	\$ 476,539.34	\$ 1,677,990.02	\$ 3,133,098.76	\$ 12,422,746.24	\$3,705,707.23

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DATE: August 17, 2021  
TO: STA Board  
FROM: Brent Rosenwald, Planning Assistant  
RE: Solano County Congestion Management Program (CMP)/  
Vehicle Miles Traveled (VMT)

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**Background:**

The Solano Transportation Authority, as the Congestion Management Agency for Solano County, is responsible for maintaining and implementing the Solano County Congestion Management Program (CMP). The CMP report is typically updated biannually with information assessing how the CMP network is performing based on updated Capital Improvement Program (CIP) information, traffic counts and transit data. STA's last biannual CMP update was completed in 2019. This document included updated traffic counts on the CMP network as well as updates to transit and (Transportation demand management (TDM)) pilot programs that STA and its member agencies operate.

Guidelines for the CMP biannual updates and traffic model consistency are generally developed prior to each update cycle by the Metropolitan Transportation Commission (MTC). However, no guidelines have been adopted since July 2019. For this CMP cycle, MTC has encouraged all CMA's to prepare "limited and focused" updates of their prepared 2019 CMPs in the manner of an addendum highlighting changes since the preparation of the 2019 CMPs. With that in mind, STA staff is proposing to kick off its efforts on the 2021 Solano County CMP utilizing MTC's previous CMP guidelines. Without a significant update to these MTC guidelines, STA will be taking a bare bones approach to this document and its update will mirror its previously successful documents.

**Discussion:**

Ultimately, this bare bones approach has been proposed by MTC due to situational challenges related to the COVID-19 pandemic but also largely due to the difficulty in the implementation of Senate Bill (SB) 743. SB 743 and accompanying changes to 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 Vehicle Miles Traveled (VMT) for purposes of assessing the significance of impacts to the environment. This change has been significant in the context of drafting a CMP due to the fact that LOS is the metric used to evaluate the CMP network performance. Additionally, MTC has not required the inclusion of VMT calculations in the CMP nor given guidance to CMAs regarding how VMT should be incorporated into the CMP. With LOS becoming a less relevant metric of system performance, many CMA's both within the bay area and statewide have expressed interest in forgoing a CMP update altogether.

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 is seeking technical assistance to develop a Solano County VMT Mitigation Program. The Program will act as a jurisdictionally tailored toolbox of strategies that each member agency can employ whenever they need to reduce VMT. This Program seeks to establish a consistent and streamlined Countywide VMT Mitigation Program for its 8 member agencies and Caltrans.

STA staff applied for \$500,000 in Caltrans Strategic Communities Planning Grant funds for this proposal. Unfortunately, the STA was not successful in obtaining this grant. However, 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 vision. Looking forward, STA staff will continue to convene the Model Technical Advisory Committee in August and September of this year in order to gain updates on local SB 743 implementation efforts and to continue the conversation about a countywide VMT Mitigation Program.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.



DATE: August 27, 2021  
TO: STA Board  
FROM: Vincent Ma, Marketing and Legislative Program Manager  
RE: Legislative Update

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**Background:**

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

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

**Discussion:**

After returning from Summer Recess on August 16<sup>th</sup>, the California Legislature is working through the final bills of the year before adjourning the first year of the 2021-22 Legislative Session on September 10, 2021. The Governor will then have until October 10<sup>th</sup> to veto or sign any bills that were sent to him. Final budget negotiations between Legislative leadership and the Governor are on-going and appear to hinge on a \$4.2 billion allocation for California's high-speed rail project. This allocation was not included in the Legislature's version of the he "Budget Bill Junior" or Senate Bill 129 (SB129), which was previously signed by the Governor on July 12<sup>th</sup>. Allocations of transportation funding in SB129 requires additional legislation to take effect by October 10<sup>th</sup> or those funds will revert to the General Fund.

Assembly Bill (AB 149) Transportation trailer bill was signed by the Governor on July 16<sup>th</sup>, which expanded on transit relief measures from last year (Assembly Bill 90 and Assembly Bill 107) and includes additional relief measure this year. Additional budget details are provided in Attachment B.

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

- AB 455 (Wicks) Bay Bridge Fast Forward Program: *Senate Committee on Transportation*
  - Text of the amended bill is not yet available; however, AB 455 will be moving forward as a bill which would mandate COVID-19 vaccinations for employees of private businesses
- AB 1499 (Daly) Design-Build: *Senate Floor (on Consent Calendar)*
- SB 44 (Allen) CEQA: Streamlined Judicial Review: Environmental Leadership Transit Projects: *Assembly Floor*
- SB 339 (Wiener) Road User Charge: *Assembly Floor*

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

- AB 106 (Salas) Regions Rise Grant Program: *Senate Committee on Business, Professions and Economic Development*
- AB 602 (Grayson) Development fees: impact fee nexus study: *Senate Floor*
- AB 604 (Daly) Road Maintenance and Rehabilitation Account: *Senate Floor*
- AB 680 (Burke) Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021. *Senate Floor*
- AB 713 (Garcia) State Air Resources Board: greenhouse gas emissions scoping plan: *Suspense File*
- AB 897 (Mullin) Office of Planning and Research: regional climate networks: *Suspense File*
- AB 1147 (Friedman) Regional transportation plan: Active Transportation Program. *Senate Floor*
- AB 1260 (Chen) California Environmental Quality Act: exemptions: transportation-related projects: *Suspense File*
- AB 1384 (Gabriel) Resiliency Through Adaptation, Economic Vitality, and Equity Act of 2022: *Senate Floor*
- AB 1401 (Friedman) Residential and commercial development: parking requirements. *Suspense File*
- SB 7 (Atkins) Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021 *Signed by Governor*
- SB 9 (Atkins) Housing development: approvals: *Senate Floor w/Assembly Amendments*
- SB 10 (Wiener) Planning and zoning: housing development: density: *Senate Floor w/Assembly Amendment*
- SB 12 (McGuire) Local government: planning and zoning: wildfires: *Failed in Committee*
- SB 15 (Portantino) Housing development: incentives: rezoning of idle retail sites. *Assembly Floor*
- SB 83 (Allen) Sea Level Rise Revolving Loan Program: *Assembly Floor*
- SB 671 (Gonzalez) Transportation: Clean Freight Corridor Efficiency Assessment. *Assembly Floor*
- SB 674 (Durazo) Public Contracts: workforce development: transportation-related contracts. *Assembly Floor*
- SB 726 (Gonzalez) Alternative fuel and vehicle technologies: Sustainable Transportation Strategy: *Assembly Floor*

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

The gubernatorial recall election is scheduled for September 14<sup>th</sup>. Mail in ballots have been distributed since mid-August and the official result is expected around mid-October.

The California State Transportation Agency (CalSTA) released the Transit and Intercity Rail Capital Program (TIRCP) Cycle 5 draft guidelines on August 9<sup>th</sup>. Approximately \$500-600 million in new funding is available through Fiscal Year 2026-27. An additional \$2.6 billion for the TIRCP program is pending final budget negotiations as discussed above.

Updates on the following are detailed in Attachment A:

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



*Federal Legislative Update (Akin Gump):*

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

On August 10<sup>th</sup>, the Senate passed the \$1.2 trillion bipartisan infrastructure bill, which includes \$550 million of new funding for transportation, broadband, and utilities. Unfortunately, the Senate bill does not include the Member Designated Project that were approved as part of the House's INVEST in American Act. The following day, the Senate approved a budget resolution which would allow Democrats to pass a \$3.5 trillion spending plan for "social" infrastructure without any bipartisan support using the budget reconciliation process. By a party line vote of 220-212, the House passed the \$3.5 trillion budget resolution on August 24<sup>th</sup>, and is scheduled to vote on the bipartisan infrastructure bill by September 27<sup>th</sup>. Committees now have until September 15<sup>th</sup> to prepare the reconciliation spending package and present to full House with the goal of passing both the bipartisan bill and the reconciliation bill by the end of September, before the expiration of the Fixing America's Surface Transportation (FAST) Act.

Updates on the following are detailed in Attachment C:

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

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

- A. State Legislative Update
- B. State Budget Summary
- C. Federal Legislative Update
- D. Infrastructure Investment and Jobs Act Summary

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August 24, 2021

TO: Board of Directors, Solano Transportation Authority

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

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

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### ***Legislative Update***

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



July 23, 2021

TO: Board of Directors, Solano Transportation Authority

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

RE: **Update on Fiscal Year 2021-22 State Budget**

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

On July 12, Governor Newsom signed [SB 129 \(Skinner\) \[Chapter 69, Statutes of 2021\]](#), the Budget Bill Jr. I, which modifies the main budget bill, [AB 128 \(Ting\) \[Chapter 21, Statutes of 2021\]](#). Together, these bills comprise the provisions of the Fiscal Year 2021-22 State Budget to which the Governor and Legislative Leaders have so far agreed upon and implement an unprecedented level of state-level economic stimulus to accelerate our recovery from the pandemic.

The Budget, which totals \$262.6 billion, includes the following supplemental investments that specifically support public transit and rail agencies and that help deliver clean mobility options to Californians across our state.

- **\$2 billion** for Streets, Roads, and Highway projects
  - Funds support the advancement of priority State Highway Operation and Protection Program projects, Interregional Transportation Improvement Program projects, and local road and bridge investments
- **\$2.5 billion** for the Transit and Intercity Rail Capital Program
  - Of the funds, **\$2.48 billion** is for projects and shall not be available for encumbrance or expenditure unless additional legislation specifying how the funds shall be allocated is enacted by October 10, 2021. If no such legislation is enacted by October 10, 2021, all funds will revert to the General Fund.
  - Of the funds, **\$20 million** is for program administration and shall not be available for encumbrance or expenditure unless additional legislation specifying how the funds shall be allocated is enacted by October 10, 2021. If no such legislation is enacted by October 10, 2021, all funds will revert to the General Fund.

- **\$2.7 billion** for a Zero-Emission Vehicles and Infrastructure
  - Of the funds, **\$499.5 million** is for Clean, Trucks, Buses & Off-Road Freight, which helps fund the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP).
  - Of the funds, **\$70 million** is exclusively for zero-emission transit buses and to be administered through HVIP.
  - Of the funds, **\$494.2 million** is for the Clean Transportation Program for infrastructure to support the deployment of light-, medium-, and heavy-duty vehicles.
  - Of the funds, **\$29.7 million** is for charging and refueling infrastructure for the deployment of zero-emission transit buses.
  - Of the funds, **\$226.7 million** is for zero-emission intercity rail and bus rolling stock and associated infrastructure.
  - Of the funds, **\$100 million** is for zero-emission rail and transit demonstration projects, and available to encumber or expend until June 30, 2027.
  - Of the funds, **\$80 million** is for funding new service expansion for intercity rail and bus.
  - The remaining balance is for the Clean Vehicle Rebate Program, equity transportation projects, school buses, drayage trucks, ZEV manufacturing grants, and local air district grants.
- **\$1.4 billion** for the Clean California Program
  - Funds support the beautification and cleaning up of local streets and roads, tribal lands, parks, pathways, transit centers, and other public spaces.
- **\$500 million** for the Active Transportation Program
  - Funds are not available for encumbrance or expenditure unless additional legislation specifying how the funds shall be allocated is enacted by October 10, 2021. If no such legislation is enacted by October 10, 2021, all funds will revert to the General Fund.
- **\$400 million** for Climate Adaptation on Transportation Infrastructure
  - Of the funds, \$148.5 million is available to local agencies for the development and implementation of projects that are intended to adapt to the changing climate to ensure that the local agency streets and roads are safe and climate adaptation planning grants to local agencies consistent with the Department of Transportation Adaptation Planning Grant Program.

Funds shall not be available for encumbrance or expenditure unless additional legislation specifying how the funds shall be allocated is enacted by October 10, 2021. If no such legislation is enacted by October 10, 2021, all funds will revert to the General Fund.



- Of the funds, \$150 million is available for the development and implementation of projects intended to adapt to the changing climate to ensure that the state highway system is safe for the traveling public.

Funds shall not be available for encumbrance or expenditure unless additional legislation specifying how the funds shall be allocated is enacted by October 10, 2021. If no such legislation is enacted by October 10, 2021, all funds will revert to the General Fund.

- **\$600 million** for Planning and Implementation Grants for Infill Developments and Strategies to Reduce Vehicle Miles Traveled
  - As clarified in [AB 140 \(Committee on Budget\) \[Chapter 111, Statutes of 2021\]](#), funds support the following categories of allowable uses: infill development, including housing; multimodal communities; shifting travel behavior through reducing driving; and increasing transit ridership.

The Budget also includes:

- **\$2.2 billion** for Addressing Homelessness
  - As clarified in [AB 140 \(Committee on Budget\) \[Chapter 111, Statutes of 2021\]](#), \$1 billion is available for cities, counties and continuums of care.
  - Of the funds, \$1.2 billion is available for the Multifamily Housing Program to be used for the “acquisition, conversion, rehabilitation, and operating subsidies of hotels, motels, and other properties to provide housing.”

### ***Statutory Relief for Transit Agencies***

On July 16, Governor Newsom signed [AB 149 \(Committee on Budget\) \[Chapter 81, Statutes of 2021\]](#), the transportation budget trailer bill, which expands on the statutory relief secured last year through [AB 90 \(Committee on Budget\) \[Chapter 17, Statutes of 2020\]](#) and [AB 107 \(Committee on Budget\) \[Chapter 264, Statutes of 2020\]](#).

Specifically, these relief measures:

- Extend the hold harmless provision for the calculation and allocation of State Transit Assistance Program, Low Carbon Transit Operations Program, and STA-State of Good Repair allocations (Local Revenue Basis Only) included in AB 90 by one year to fiscal year 2022-2023;
- Extend the suspension of the financial penalties associated with the Transportation Development Act’s requirements that transit agencies obtain specified fixed percentages of their operating budgets from passenger fares (TDA farebox recovery requirements) included in AB 90 by two years to fiscal year 2022-2023;
- Extend the suspension of the financial penalties associated with the State Transit Assistance Program’s requirement that transit agencies’ operating cost per revenue vehicle hour may not

exceed operating cost per revenue vehicle hour adjusted by regional CPI, year over year, (STA efficiency criteria) included in AB 90 by one year to fiscal year 2022-23;

- Extend the flexibility for the use of State Transit Assistance – State of Good Repair funds included in AB 107 by one year to fiscal year 2022-23;
- Institute a review of TDA performance audit requirements to identify opportunities for streamlining and identification of more effective measures;
- Exclude from the definition of “operating cost” for the purposes of TDA farebox recovery and STA efficiency the costs of operating ADA paratransit service; the costs to operate demand-response and microtransit services that expand access to transit service beyond fixed route corridors; the costs of security services and public safety contracts; any expense greater than the actuarially determined contribution associated with pensions and other post-employment benefits as required by Governmental Accounting Board Statement Numbers 68 and 75; the costs of funding or improving payment and ticketing systems and services; and the costs of planning for improvements in transit operations, integration with other operators and agencies, zero emission transition, and for compliance with state and federal mandates;
- Authorize federal funds to be counted as “local funds” for the purposes of calculating TDA farebox recovery and STA efficiency criteria;
- Authorize discount and fare free transit passes to be counted at their full retail value for the purposes of calculating TDA farebox recovery; and,
- Suspend until July 1, 2026, TDA farebox recovery requirements and STA efficiency criteria for transit agencies that can demonstrate that they maintained their existing commitments of local funds for transit operations at an amount not less than the expenditures from local funds for transit operations during fiscal year 2018-19.

### ***Grant Guidelines Development***

CTC has [announced](#) that it will be hosting a series of workshops, beginning August 24 and into 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, with guideline development to begin in late summer and the solicitation for applications to be released in early Fall 2021. We will provide more information as it becomes available.

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

August 24, 2021

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

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

**Infrastructure Legislation**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **Fiscal Year 2022 Appropriations**

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

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

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

### **Potential Bills of Interest**

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

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

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# Policy Alert

**Akin Gump**

STRAUSS HAUER & FELD LLP

## Infrastructure Investment and Jobs Act Summary of Key Programs and Provisions

August 13, 2021

The Infrastructure Investment and Jobs Act (the “bill”) makes available \$1.2 trillion in funding for infrastructure programs across various sectors, including transportation, energy and water through a combination of grants, loans and tax incentives. Of the \$1.2 trillion in spending, \$550 billion is new spending not previously authorized. The bill also reauthorizes the highway, public transportation and rail programs for five years. The bill passed the Senate on August 10, 2021, by a vote of 69 to 30. The House has recessed until after Labor Day. After the House returns from its recess, it will turn to infrastructure. The timing and whether the House considers the Senate bill versus insisting on a conference to reconcile the Senate and House-passed bills or for simultaneous consideration of a budget reconciliation package of “social infrastructure” programs, remains unclear. It is, however, likely that Congress appears headed to passing the transformational infrastructure bill this year.

This summary largely focuses on competitive grants, loan programs and tax incentives, and in particular programs that are new or that the bill significantly reforms. All of the funding specified below is the total over five years.

### Department of Transportation

#### Key Highway Programs

The bill makes available \$219.6 billion over five years for the Federal-Aid Highway Program and \$110 billion in supplemental funds for roads, bridges and major projects. Many of the programs are the same programs authorized in previous laws with more significant funding. Of note, a number of programs have expanded eligibility for electric vehicles and alternative fuel charging infrastructure, resiliency projects and projects in low-income neighborhoods. We note new programs and notable changes to existing programs. Also, note, many grant programs have a nonfederal match requirement.

- **Nationally Significant Freight and Highway Projects program (also known as “INFRA”).** \$8 billion is made available for a program authorized in current law that funds highway and rail projects of regional and national significance. Of this funding, \$4.8 billion is an authorization, and therefore subject to appropriation, while the additional \$3.2 billion is appropriated. The bill makes modest changes to current law such as providing pre-award authority to incur costs after award and before the

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Department of Transportation (DOT) and the government enter into a grant agreement, clarifying eligibility of resiliency projects and establishing a pilot program to give priority for some of the funding to applicants that provide a higher non-federal funding match. The bill also increases the cap on multimodal projects, such as those on port property, to 30 percent of the annual funding available.

- **Bridge Investment Program.** The bill appropriates \$12.5 billion for a new competitive grant program for bridge investments to assist state, local, federal and tribal entities in rehabilitating or replacing bridges.
- **Congestion Relief Program.** \$250 million is appropriated for a new competitive grant program. States, metropolitan planning organizations and cities with a population of more than one million may apply. Eligible projects reduce congestion, including implementing or enforcing high-occupancy vehicle (HOV) lanes, toll lanes, cordon pricing, parking pricing and congestion pricing, deploying and operating mobility services and implementing incentive programs that encourage nonhighway travel and travel during nonpeak times.
- **Rural Surface Transportation Grant Program.** The bill appropriates \$2 billion for a new competitive grant program to increase connectivity, improve safety and reliability of the movement of people and freight, generate regional economic growth and improve quality of life in rural areas. States and local government entities are eligible applicants.
- **Promoting Resilient Operations for Transformative, Efficient and Cost Savings Transportation (PROTECT) Grant Program.** The bill authorizes a new formula and competitive grant program. There is \$7.3 billion available for formula funding and \$1.4 billion for competitive grants for infrastructure projects that make resilience improvements to address vulnerabilities to current and future weather events and natural disasters and changing conditions, including sea level rise. States may use formula funds for highway projects, transit facility and port facility projects. State and local governments can apply for competitive grants.
- **Grants for Reduction of Truck Emissions at Port Facilities Program.** The bill provides \$400 million for a new program to reduce idling at port facilities.
- **Healthy Streets Program.** The bill appropriates \$500 million for a new competitive grant program that funds grants to states, local governments and tribes to deploy cool pavements and porous pavements and to expand tree cover.
- **Charging and Fueling Infrastructure Competitive Grants.** The bill appropriates \$2.5 billion for a new competitive grant program to deploy publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure and natural gas fueling infrastructure along designated alternative fuel corridors. States, local governments, transit agencies, port authorities and territories may apply for grants. DOT will prioritize grants to rural areas, low to moderate income neighborhoods and communities with low ratios of private parking or high ratios of multihousing units. Fifty percent of grants each year are available for community grants to install charging infrastructure on public roads, schools, parks and publicly accessible parking facilities.
- **National Electric Vehicle Formula Program.** The bill also provides \$5 billion to carry out a new National Electric Vehicle Formula Program for states to deploy electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access and reliability.

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- **Carbon Reduction Formula Program.** The bill appropriates approximately \$6.4 billion for a new carbon reduction formula program. States may use funds for projects that reduce transportation emissions, including traffic management, public transportation, trails and paths for bicyclists and pedestrians, advanced transportation congestion management technologies, intelligent transportation systems, projects to deploy alternative fuel vehicles, including charging infrastructure, zero emission construction equipment and vehicles and supportive facilities, diesel engine retrofits and projects that reduce transportation emissions at ports. States must develop carbon reduction plans and coordinate and consult with urbanized and rural areas.
- **Wildlife Crossings Pilot Program.** The bill creates a new competitive grant program for projects to reduce wildlife vehicle collisions. State and local governments are eligible applicants and may partner with nonprofits and foundations. The bill appropriates \$350 million for the program.
- **Reconnecting Communities Pilot Program.** \$1 billion is made available for a new competitive grant pilot program of which \$250 million is for planning grants and \$750 million is for construction grants. This program is a priority of the Biden-Harris administration and funds projects that remove, retrofit or mitigate previously constructed barriers to mobility, access or economic development to restore community connectivity. State and local governments are eligible applicants.
- **Active Transportation Infrastructure Investment Program.** The bill authorizes \$1 billion for a new competitive grant program for infrastructure improvements that create safe and connected active transportation facilities, including adding sidewalks, bikeways and pedestrian trails. Eligible entities include government entities. The program's funds are subject to appropriation.
- **Safe Streets and Roads for All Competitive Grant Program.** Subject to appropriation, the bill authorizes \$1 billion for a new competitive grant program for local governments to implement "vision zero" plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians. The bill also provides an additional \$5 billion in supplementary appropriations.
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program.** Subject to appropriation, the bill authorizes \$500 million for a new competitive grant program for demonstration projects that implement advanced smart city or community technologies and systems to improve transportation efficiency and safety. The bill also provides an additional \$500 million in supplementary appropriations. The program is an authorization, subject to appropriation. States, local governments, public transit agencies, public toll authorities and tribes are eligible for funding. The bill directs the Secretary to consider the extent to which a project will use advanced data, technology and applications to: (1) reduce congestion; (2) improve safety for pedestrian, bicyclists and the broader public; (3) increase job access; (4) connect or expand access to underserved communities; (4) contribute to economic competitiveness; (5) improve reliability of the transportation facilities and systems; (6) promote connectivity between transportation modes; (7) incentive private investment and partnerships; (8) improve energy efficiency, increase resiliency; and (9) improve emergency response. The program encourages private sector innovation and will fund a variety of projects, including coordinated automation, connected vehicles, intelligent sensor-based infrastructure, systems integration, commerce delivery and logistics,

leveraging innovative aviation technology such as unmanned aircraft systems, smart grids and smart technology traffic signals.

- ***Culvert Removal, Replacement and Restoration Grant Program.*** The bill appropriates \$1 billion for a new competitive grant program for states to remove, replace and restore culverts to address the flow of water through roads, bridges, railroad tracks and trails. Subject to appropriation, the bill authorizes an additional \$4 billion to support the grant program.

## **Passenger and Freight Rail Programs**

The bill appropriates \$66 billion in new spending for passenger and freight rail programs. The following summarizes new programs or current programs that the bill has expanded in scope.

- ***Consolidated Rail Infrastructure and Safety Improvements Grants (CRISI).*** There is \$5 billion appropriated for this program, which exists in current law. The bill expands eligibility to projects that prevent trespassing, incorporate innovative rail technologies and improve hazardous material response plans. The bill authorizes an additional \$5 billion, which is subject to appropriations.
- ***Railroad Crossing Elimination Program.*** The appropriates \$3 billion for a new competitive grant program to eliminate at-grade railroad crossings, add gates or signals, relocate tracks and install bridges. Subject to appropriations, the bill also authorized \$2.5 billion to support this program, including a set aside for contracts or grants to carry out a highway-rail grade crossing safety information and education program.
- ***Federal-State Partnership for Intercity Passenger Rail Grants.*** The bill provides \$36 billion for this competitive program, with an additional \$7.5 billion authorized. While it is an existing program, the bill significantly expands funding and program scope to reflect President Biden's focus on passenger rail investment. The bill expands eligibility to projects that improve performance or expand or establish new intercity passenger rail, including privately operated passenger rail service if an eligible applicant is involved. Governmental entities, Indian tribes and Amtrak are eligible applicants. DOT is required to consider project selection criteria, including a comparison of costs to benefits, safety, economic development, private sector participation in the financing, construction and operation of a project and whether the applicant has the legal, financial and technical capacity to carry out the project. At least 45 percent of the funding must go to the Northeast Corridor. DOT can enter into multiyear phased funding agreements for project.
- ***Local and Regional Project Assistance (the RAISE/BUILD program).*** Subject to appropriation, the bill authorizes \$7.5 billion for a new competitive grant program to fund projects that will have a significant local or regional economic impact and improve transportation infrastructure. Eligible applicants are states, local governments, transit agencies and tribes. Eligible projects are highways and bridges, public transit, passenger or freight rail, port infrastructure, surface transportation components of airport projects, infrastructure projects on tribal land, projects to replace culverts or prevent stormwater runoff and other infrastructure projects the Secretary determines are necessary to advance the program's objectives.

- **National Infrastructure Project Assistance Program.** Subject to appropriation, the bill authorizes \$10 billion for a new competitive grant program to fund large-scale projects that are likely to generate national or regional economic, mobility or safety benefits and are cost-effective. The new program is subject to appropriations. Eligible projects include highway, bridge, freight intermodal (including at public ports), railway-highway grade separation or elimination projects, intercity passenger rail projects and public transportation projects. Eligible projects must have a cost of at least \$500 million unless they are in a rural area. The Secretary is required to rate applications as highly recommended, recommended or not recommended, enter into multiyear grant agreements for funding and report on awards to Congress.

## Airport Programs

The bill appropriates \$25 billion over five years in supplemental funding for airports as described above. This is on top of the funds authorized for airports under existing law. In addition, the bill makes airport projects eligible for low cost financing from DOT as discussed below.

- **Airport Infrastructure Grants.** The bill includes \$15 billion in supplemental funding available under the Airport Improvement Program (AIP) formula. Of the \$15 billion, up to \$2.48 billion annually is for primary airports, up to \$500 million is for general aviation and commercial service airports that are not primary airports and \$20 million is available for competitive grants to airports participating in the contract tower program and contract tower cost share program.
- **Airport Terminal Program.** There is \$5 billion available for a new competitive grant program for airport terminal development projects. The bill directs the Secretary to issue a notice of funding opportunity within 60 days after the President signs the bill into law. Of the funding, up to 55 percent is available for large hub airports, up to 20 percent is available for medium hub airports and no less than 10 percent is for non-hub and nonprimary airports. Terminal development includes multimodal projects and projects for on-airport rail access. The bill requires the Secretary to give consideration to projects that increase capacity and passenger access, replace aging infrastructure, expand access for people with disabilities, improve airport access to historically disadvantaged persons and improve energy efficiency,
- **Facilities and Equipment Funding.** There is \$5 billion available for airport facilities and equipment.

## Public Transportation Programs

The bill appropriates \$106.9 billion for Federal Transit Administration (FTA) programs over five years. This includes \$69.9 billion in contract authority and \$15 billion in general funds for the Capital Investment Grant Program; \$750 million for the Washington Metropolitan Area Transit Authority (WMATA) and \$21.25 billion in supplemental appropriations for specified transit programs. The bill reauthorize FTA programs but, unlike the highway and rail titles, includes very few substantive changes to existing programs. Key programs include:

- \$33.5 billion for the §5307 Urbanized Area Formula and 5336 State of Good Repair formula programs.

- \$2.1 billion for the Transit Accessibility for Seniors and Persons with Disabilities Grant program.
- \$4.58 billion for rural program grants.
- \$192.8 million for public transit innovation.
- \$62 million for technical assistance for workforce development.
- \$18.4 billion for \$5337 State of Good Repair grants, which is a new competitive grant program to replace rail rolling stock that is past its useful life.
- \$5.5 billion for bus and bus facilities grants of which \$3.16 billion is for formula grants, \$2.34 billion for competitive grants for buses and bus facilities and \$374.6 million for low-no emission competitive grants.
  - The bill encourages innovative procurements of buses. The bill makes at least 25 percent of the funds available for the Lo-No program available for lower emission vehicles, including natural gas vehicles. The bill further requires applicants for zero-emission vehicle grants to submit a zero-emission fleet transition plan to the FTA that includes a workforce transition plan and provides funding for such efforts. Recipients of funds for zero emissions vehicles must use 5 percent of the funding for workforce development training.
- \$24 million for the Coordinated Access and Mobility program.
- \$3.88 billion for the growing and high-density states formula program.
- \$23 billion for Capital Investment Grants (CIG).
  - Allows bundling of projects to enable a project sponsor to move multiple projects through the CIG pipeline simultaneously.
- \$5.25 billion for the Low-No (emission) vehicle discretionary grant program.
- \$68.8 million for the Transit Oriented Development Planning Pilot Program for projects around fixed guideway programs.
- \$400 million for the passenger ferry program and for low-emission ferries.
- \$1.5 billion for a new competitive railcar replacement grant program to replace rail rolling stock.
- \$1.75 billion for ADA accessibility improvements at rail stations.
- The bill also makes changes to the safety program (49 USC 5329), including enhanced requirements for safety plans, improved safety training, training regarding de-escalation to reduce assaults on transit workers and measures to reduce vehicle and pedestrian accidents involving buses.

## Port Funding

- **Port Infrastructure Development Program.** The bill includes an additional \$2.25 billion for the Port Infrastructure Development Program (PIDP), which is a competitive grant program under current law that funds infrastructure projects at ports. Public ports and government entities are eligible applicants for these funds.
- **Army Corps of Engineers.** The bill appropriates \$9.55 billion in supplemental funding for Army Corps of Engineers projects.

## Environmental Streamlining

The bill includes several provisions intended to streamline project delivery and provide for an expedited process to advance projects through the environmental review process. The following provisions are worthy of note:

- **Codification of One Federal Decision Policy.** The bill codifies the One Federal Decision policy put into effect by the Trump administration. The purpose of the policy is to facilitate more collaboration between the Lead Agency and Participating Agencies and provide guidelines and a schedule for undertaking environmental reviews of major projects. The bill requires DOT to publish a proposed rule and seek comment within a year after the law goes into effect. The bill also makes the FAST-41 permitting process permanent, sets a two-year goal for permitting covered projects and encourage federal agencies to use one document to track permitting decisions (One Federal Decision).
- **Streamlining of Section 4(f) Reviews.** The bill streamlines Section 4(F) reviews by requiring the Secretary to give participating agencies 30 days to comment and then allows the Secretary to assume there is no objection if the participating agency does not comment within 15 days.
- **Reimbursement of Costs for Early Utility Relocation Work in Advance of Completing Environmental Review Process.** The bill authorizes sponsors of surface transportation projects to relocate utilities before completion of the National Environmental Policy Act (NEPA) on a transportation project and be reimbursed provided the early utility relocation is incorporated into the larger transportation project and does not influence the NEPA review for the transportation project.
- **Eligibility for Categorical Exclusion.** The bill increases the threshold for projects with minimal federal funds to be eligible for a Categorical Exclusion from \$6 million to \$35 million.

## Innovative Financing for Transportation Projects

The bill reauthorizes and funds the Transportation Infrastructure Finance and Innovation Act (TIFIA) and the Railroad Rehabilitation Infrastructure Finance (RRIF) programs and makes changes to those programs. Through these programs, DOT provides low interest loans and loan guarantees with attractive repayment terms to government and private sector borrowers to undertake transportation infrastructure projects.

On a general note, the bill requires sponsors of projects over \$750 million that are public private partnerships (P3) to conduct a Value for Money (VFM) analysis to evaluate the benefits of pursuing a P3 approach versus a public sector delivery model. The bill requires certain reporting for projects with an estimated cost of \$100 million that are undertaken through P3s, including reporting regarding the private partner's satisfaction of the terms of the P3 agreement not later than three years after the date of the opening of the project.

The bill also increases the cap for Private Activity Bonds for surface transportation projects from \$15 billion to \$30 billion—providing increased capacity for the private sector to secure DOT approval for pursuing tax-exempt bond financing through a conduit government issuer. Finally, as discussed below, the bill establishes a new program for DOT to provide technical assistance to government entities considering

entering into concession agreements with private entities to finance and operate infrastructure projects.

The following are changes to the TIFIA and RRIF programs:

- **TIFIA Program.** Changes to the program include:
  - \$1.25 billion is available over five years to pay the subsidy costs for the program.
  - Extends the deadline for financial close of contingent commitments for projects under a master credit agreement from three years to five years.
  - Expands eligibility to (1) airport projects; (2) transit-oriented development involving private sector investment, including commercial and residential development, and related infrastructure and activities that are ready to proceed and have a high probability of reducing the need for federal financial assistance; and (3) projects for the acquisition of plant and wildlife habitat pursuant to a conservation plan.
  - Increases the amount of a loan requiring an investment grade rating from one rating agency to at least two rating agencies from \$75 million to \$150 million.
  - Requires the Secretary to give applicants an estimated timeline for approval or disapproval of a loan and to make efforts to provide such approval or disapproval within 150 days after the date on which the applicant submits a letter of interest.
  - Extends the final maturity date for secured loans where the capital asset has an estimated useful life of more than 50 years, to the lesser of 75 years after the date of substantial completion of the project or 75 percent of the estimated useful life of the asset.
  - Allows a government entity borrower to forego prepaying a secured loan or credit instrument with excess revenues remaining after it satisfies its scheduled debt service requirements and deposit requirements under the terms of a trust agreement, bond resolution or similar agreement, if the borrower agrees to use the revenues for eligible purposes under the federal highway or transit program.
  - Requires the Secretary to establish a process for expediting loans to government entities in the following circumstances: (1) the secured loan is made on terms and conditions that substantially conform to conventional terms and conditions established by the National Surface Transportation Innovative Finance Bureau; (2) the secured loan is rated A or higher; (3) the TIFIA program share of eligible project costs is 33 percent or less; (4) the applicant demonstrates a reasonable expectation the contracting process can begin within 90 days after the date on which the TIFIA credit instrument is obligated; and (5) the NEPA review is complete.
  - Requires the Secretary to notify an applicant in writing within 180 days after the date on which the National Surface Transportation Innovative Finance Bureau has commenced the creditworthiness review of the project whether the Secretary has approved or disapproved the application.
- **RRIF Program.** Changes to the program include:
  - Codifies the RRIF program in title 49 of the U.S. Code.
  - Appropriates \$250 million over five years to pay the credit subsidy.



- Reserves no less than 50 percent of the amounts appropriated for short line railroads.
- Makes projects to develop landside port infrastructure for seaports serviced by landside port infrastructure eligible for loans and loan guarantees.
- Makes transit-oriented development permanently eligible.
- Authorizes the Secretary to accept as collateral operating or tenant charges, facility rents, or other fees paid by transportation service providers or operators for access to, or the use of, infrastructure, including rail lines, bridges, tunnels, yards or stations.
- Allows the Secretary to consider revenue from projected freight or passenger demand based on regionally developed economic forecasts, including projections of any modal diversion resulting from the project.
- Authorizes the Secretary to pay the credit risk premium with interest on loans issued before the enactment of the FAST Act.
- Establishes procedures for applicants to propose tangible and intangible assets as collateral, exclusive of goodwill. Requires the Secretary to accept a net liquidation value of collateral. Clarifies that where an applicant provides a blanket pledge or assignment of an entire operating asset or basket of assets as collateral, the Secretary may consider the market value of the assets, or the market value of the going concern, considering (1) inclusion in the pledge of all assets necessary for the independent operational utility of the collateral (i.e., tangible assets such as real property, track and structure, motive power, equipment and rolling stock, stations, systems and maintenance facilities and intangible assets such as long-term shipping agreements, easements, leases and access rights such as for trackage and haulage); (2) interchange commitments; and (3) the value of an asset as determined through the cost or market approaches, or the market value of the going concern, with the latter considering discounted cash flows for a period not to exceed the term of the direct loan or loan guarantee.
- Requires DOT to repay the credit risk premium and interest accrued when all obligations of a loan or loan guarantee are satisfied.
- Requires a borrower to repay a loan or loan guarantee within the lesser of (1) 75 years after substantial completion of the project; (2) the estimated useful life of the project with consideration of long term risk; or (3) for projects with an estimated useful life greater than 35 years, the sum of 35 years and the product of the difference between the estimated useful life and 35 years multiplied by 75 percent.
- Requires the Secretary to develop a streamlined application process for loans or loan guarantees the value of which do not exceed \$150 million and meet other criteria.
- Makes \$50 million available annually to subsidize the credit risk premium of loans up to \$20 million per loan.
- Requires DOT to refund premiums upon repayment of the loan.
- **Asset Concessions.** The bill makes available \$100 million over five years for DOT to establish a program to provide technical assistance to governmental entities that

own, control or maintain infrastructure assets and are interested in entering into contracts to transfer ownership, maintenance, operations, revenues or other benefits and responsibilities. DOT will provide technical assistance grants and experts services for governmental entities to evaluate opportunities for P3s and asset concessions. The full amount of any asset concession payment less any amount in transaction costs must be used to pay infrastructure costs of the eligible entity and the terms of any concession may not result in any increase in costs being shifted to taxpayers the annual household income of which is less than \$400,000 per year, including through taxes, user fees, tolls or any other measure for use of the approved asset. This requirement may limit the utility of this program depending on the user fee mechanism and type of project.

## Research and Innovation

The bill includes \$735 million over five years for the Highway Research and Development. The bill also authorizes the establishment of an Advanced Research Projects Agency-Infrastructure (ARPA-I) program to fund research and development on advanced transportation infrastructure technologies through grants, contracts and cooperative agreements. ARPA-I is based on similar programs at the Department of Energy (ARPA-E) and Department of Defense (DARPA); however, no funding is authorized for the program in this bill and would have to be separately appropriated.

The principal transportation research programs are funded as follows:

- \$550 million for the Technology and Innovation Deployment Program.
- \$127.5 million for Training and Education.
- \$550 million for Intelligent Transportation Systems.
- \$405 million for University Transportation Centers.

Additionally, the bill directs the Secretaries of Transportation and Energy jointly to establish and lead a 25-member electric vehicle working group, comprising of federal and nonfederal stakeholders. The working group will make recommendations regarding the development, adoption and integration of electric vehicles into the transportation and energy systems across the country. The working group will also develop a series of reports to Congress on barriers to electric vehicle adoption and possible opportunities and solutions.

## Energy Programs

The bill provides funding for grant and loan programs focused on grid reliability and security, renewable energy innovation and deployment and ensuring supply chains critical for energy innovation. We describe key programs below.

### Grid Resilience

There is \$27.65 billion appropriated for grid infrastructure, resiliency and reliability programs. Key programs include the following:

- **Grid Infrastructure Reliability Competitive Grants.** The bill authorizes \$5 billion and directs the Secretary to establish a new competitive grant program within 180 days after the bill becomes law whereby the Secretary of Energy will make grants to eligible entities to carry out activities to make grids more resilient and reliable in the face of extreme weather or natural disasters. Grid operators, electricity storage

operators, electricity generators, transmission owners and operators, distribution providers, fuel suppliers and other entities as determined by the Secretary may compete. No less than 30 percent of the funds must go to entities that sell 4 million megawatt hours or less of energy per year.

- **Energy Infrastructure Federal Financial Assistance Program.** The bill authorizes \$5 billion and appropriates the same amount for a new competitive grant program known as the “Program Upgrading Our Electric Grid and Ensuring Reliability and Resiliency.” The bill directs the Secretary to award grants through a competitive process to eligible entities to demonstrate innovative approaches to transmission, storage and distribution infrastructure to harden and enhance resilience and reliability and demonstrate new approaches to enhance regional grid resilience, implemented through states by public and rural electric cooperatives on a cost-shared basis. States, Indian tribes, units of local government and public utility commissions are eligible to apply.
- **Energy Improvement in Rural or Remote Area.** The bill authorizes and appropriates \$1 billion for a new program to provide financial assistance to rural and remote areas to improve the resilience, safety, reliability and availability of energy and ensure the energy generation does not harm the environment.
- **Transmission Facilitation.** The bill authorizes the Secretary to establish a Transmission Facilitation Program to facilitate construction of electric power transmission lines and related facilities. The bill authorizes and appropriates \$50 million over the course of the bill for the program. The Secretary may facilitate projects by entering into capacity contracts, provide loans for carrying out a project and participate with an eligible entity in designing, developing, constructing operating, maintaining or owning a project. Capacity contracts can be for no more than 40 years and not more than 50 percent of the total proposed transmission capacity of the project. The Secretary can also enter into contracts with third parties to market transmission capacity; however, the Secretary must seek to terminate a contract as soon as practicable after determining sufficient transmission capacity has been secured to ensure long term financial viability of the project. Entities are required to repay the cost of any facilitation activities over time; however, if at the end of the useful life of a project, or the termination of a capacity contract, there is a balance owned to the Treasury, the balance will be forgiven. The Secretary will fix the interest rate for loans taking into account market yields on outstanding marketable obligations of the U.S. of comparable maturities. This program also authorizes the Secretary to participate in public-private partnerships under certain circumstances.

## Supply Chains for Clean Energy Technologies

There is \$7.712 billion available for supply chains for clean energy technologies. Key programs are as follows:

- **Battery Processing Grants.** The bill authorizes \$3 billion and directs the Secretary to establish a Battery Material Processing Grant program within 180 days of enactment of the bill. The Secretary is authorized to award grants to eligible entities to carry out one or more demonstration programs to process of battery materials; construct new commercial-scale battery material processing facilities in the U.S. and to retool, retrofit or expand existing battery material processing facilities in the U.S. The Secretary is required to prioritize grants to entities located and operated in

the U.S., are owned by U.S. entities, deploy North American owned intellectual property and content, represent consortia and content, represent consortia and industry partnerships and will not use batteries supplied by or originating from a foreign entity of concern. The Secretary will also consider whether a project will provide job opportunities in low and moderate-income communities, engage with universities and laboratories, engage with Indian tribes and reduce greenhouse gas emissions.

- **Battery Manufacturing and Recycling Grants.** The bill authorizes and appropriates \$3 billion and directs the Secretary within 180 days to establish a program to award grants to carry out demonstration projects for advanced battery component manufacturing, advanced battery manufacturing and recycling; construction of one or more new commercial-scale advanced battery component manufacturing, advanced battery manufacturing or recycling facilities in the U.S.; and to retool, retrofit or expand existing facilities located in the U.S.
- **Battery Recycling Research, Development and Demonstration Grants.** The bill authorizes \$60 million for multiyear grants for research, development and demonstration projects to create innovative and practical approaches to increase the reuse and recycling of batteries. Universities, national laboratories, federal and state research agencies, nonprofits, industrial entities, manufacturing entities, private battery collection entities, state and municipal governments, battery producers, battery retailers and consortium are eligible.
- **Electric Drive Vehicle Battery Recycling and Second-Life Applications Program.** There is \$200 million authorized and appropriated for the Secretary to award grants for research, development and demonstration of second-life applications for electric drive vehicle batteries that have been used to power electric drive vehicles and technologies and processes for final recycling and disposal of the devices.
- **Advanced Energy Manufacturing and Recycling Grant Program.** The bill authorizes and appropriates \$750 million for the Secretary to establish a new grant program to fund projects to re-equip, expand or establish a manufacturing or recycling facilities for the production or recycling of advanced energy property or re-equip an industrial or manufacturing facility with equipment designed to reduce greenhouse gas emissions of that facility substantially below greenhouse gas emissions under current best practices through installation of (1) low or zero carbon process heat systems; (2) carbon capture, transport, utilization and storage systems; (3) technology related to energy efficiency and reduction in waste from industrial processes; or (4) any other industrial technology that significantly reduces greenhouse gas emissions and has a reasonable expectation of commercial viability. The bill requires the Secretary to prioritize projects in low-income census tracts and that will create jobs for persons previously employed in coal power plants or coal mining and give preference to eligible entities that are minority owned.
- **Critical Minerals Mining and Recycling Research.** There is \$500 million authorized for grants to study mining methods, efficient use and reuse, commercialization, workforce and private industry innovation and technology transfer from federally-funded science and technology. Institutions of higher education, national laboratories and non-profits are eligible recipients.

## Fuels and Technology Infrastructure Investment

There is \$27.853 billion appropriated for fuels and technology infrastructure investment. Below is a summary of key programs.

- **Carbon Utilization Grant Program.** The bill authorizes and appropriates about \$310 million for a new grant program whereby the Secretary will make grants to states, local governments or public utilities or agencies to procure and use commercial and industrial products that use or are derived from anthropogenic carbon dioxides and demonstrate significant net reductions in lifecycle greenhouse gas emissions compared with incumbent technologies, processes and products.
- **Carbon Capture Technology Program.** There is \$100 million authorized and appropriated for the front-end engineering and design program under the previously authorized DOE Carbon Capture Technology Program.
- **Carbon Dioxide Transportation Infrastructure Finance and Innovation.** The bill establishes a new lending program within DOE. The program, known as “CIFIA,” is modeled after the TIFIA program within DOT. There is \$2.1 billion appropriated for the program. Under the program, the Secretary will make secured loans, provide loan guarantees and award grants to projects for common carrier carbon dioxide transportation infrastructure or associated equipment, including pipelines, shipping, rail or other transportation infrastructure and associated equipment that will transport or handle carbon dioxide captured from anthropogenic sources or ambient air. Key elements of the program include the following:
  - Applicants may be public and private sector entities.
  - Projects must have a total cost of at least \$100 million.
  - The maximum amount of a secured loan is 80 percent of project costs.
  - The interest rate is the Treasury rate.
  - The maturity date on a loan is 35 years after the date of substantial completion of the project except that if the useful life of the capital asset is less than 35 years, the term is the period of the useful life of the asset.
  - The Secretary must determine an applicant/project is creditworthy such that there is a reasonable prospect of repayment of the principal and interest on the federal credit instrument. In making a creditworthiness determination, the Secretary is required to consider certain factors, including the strength of the contractual terms of the eligible project; the forecast of noncontractual cash flows supported by market projections and cash sweeps or other structural enhancements; the projected financial strength of the obligor at the time of loan close and throughout the loan term, including after the project is completed; the financial strength of the investors and strategic partners of the obligor; and other financial metrics relevant and relied on by the lending community and nationally recognized credit rating agencies.
  - The credit instrument must be repayable in whole or part with (1) user fees; (2) payments owing to the obligor under a public-private partnership; or (3) other revenue sources that also secure or fund the project obligations.
  - A secured loan may not be subordinated to the claims of any holder of project obligations in the event of a bankruptcy, insolvency or liquidation of the obligor

except for a public agency borrower that has preexisting debt that is A rated and is secured with pledged revenues not affected by project performance.

- The Secretary may enter into master credit agreements for a program of projects providing contingent commitments for future projects.
- To be eligible for assistance, the applicant must be able to demonstrate it reasonably can begin the contracting process for construction within 90 days after the credit instrument is obligated.
- Federal requirements, including Buy America and environmental review laws, apply to this program.
- The applicant must pay all or a portion of the federal government’s costs in providing the credit instrument up to a maximum of \$3 million if sufficient funds covering such costs are not appropriated.
- The Secretary will set repayment terms based on projected cash flow from project revenues and the useful life of the project.
- Repayment must begin no later than five years after substantial completion of the project. The Secretary may defer payments at his or her discretion.
- The Secretary may award Future Growth Grants to pay a portion of the cost differential with respect to any future increase in demand for carbon dioxide transportation by an infrastructure project. The maximum amount of the grant would be 80 percent of the cost of the additional capacity.
- The Secretary is required to report to Congress on how it will calculate subsidy rates and an analysis and timeline for developing draft regulations.
- **Carbon Storage Validation and Testing.** There is \$2.5 billion appropriated and authorized for the Secretary to establish a new commercialization program and fund the development of new or expanded commercial large-scale carbon sequestration projects and associated carbon dioxide transport infrastructure.
- **Regional Direct Air Capture Hubs.** The bill directs the Secretary to establish a program to fund projects that contribute to the development of four regional direct air capture hubs, authorizing \$3.5 billion over five years. The bill defines a regional direct air capture hub as a network of direct air capture projects, potential carbon dioxide utilization off-takers, connective carbon dioxide transport infrastructure, subsurface resources and sequestration infrastructure located within a region. Eligible hubs must facilitate the deployment of direct air capture projects, have the capacity to capture, sequester and utilize at least 1 million metric tons of carbon dioxide from the atmosphere annually from a single unit or multiple interconnected units.

## Hydrogen Research and Development Programs

The bill provides new investments to accelerate research, development, demonstration and deployment of hydrogen from clean energy sources, and establishes a clean hydrogen strategy and roadmap for the U.S. The following are some of the key programs authorized by the bill:

- **Clean Hydrogen Research and Development Program.** The bill creates and expands DOE’s hydrogen research and development program to demonstrate and commercialize the use of clean hydrogen in the transportation, utility, industrial,

commercial and residential sectors in direct partnership with the private sector. Additionally, no later than six months after the bill's enactment into law, the Secretary is directed to establish targets for the program to address near-, mid- and long-term challenges to the advancement of clean hydrogen systems and technologies.

- **Regional Clean Hydrogen Hubs.** The bill authorizes \$8 billion to develop four regional clean hydrogen hubs in geographically diverse areas. The Secretary will fund the development of clean hydrogen hubs that demonstrate the capture, processing, delivery and sequestration or end-use of captured carbon and help facilitate a clean hydrogen economy. The hubs will demonstrate the end-use of clean hydrogen in the electric power generation, industrial, residential and commercial heating, and transportation sectors.
- **National Clean Hydrogen Strategy and Roadmap.** The bill directs the Secretary of Energy to create a technologically and economically feasible national strategy and roadmap to facilitate the wide-scale production, processing, delivery, storage and use of clean hydrogen in the U.S.
- **Clean Hydrogen Manufacturing Initiative.** The bill invests in clean hydrogen manufacturing by providing multiyear grants for research, development and demonstration projects to advance new clean hydrogen production, processing, delivery, storage and use equipment manufacturing technologies and techniques. The bill directs the Secretary to prioritize projects that increase efficiency and cost-effectiveness in the manufacturing process, use of resources, including existing energy infrastructure, and support domestic supply chains for materials and components, among other considerations. Additionally, the bill directs the Secretary to provide multiyear grants for research, development and demonstration projects to create innovative and practical approaches to increase the reuse and recycling of clean hydrogen technologies. The bill authorizes \$500 million over five years to support both grant programs.
- **Clean Hydrogen Electrolysis Program.** The bill directs the Secretary to establish a new demonstration program to commercialize, improve the efficiency, increase the durability and reduce the cost of producing clean hydrogen using electrolyzers. The goal of the program is to reduce the cost of hydrogen produced using electrolyzers to less than \$2 per kilogram of hydrogen by 2026. \$1 billion is authorized to implement the program.
- **Clean Hydrogen Production Qualifications.** Within six months of the bill's enactment into law, the Secretary of Energy, in consultation with the Environmental Protection Agency (EPA) Administrator and input from industry and other stakeholders, is directed to develop an initial standard for the carbon intensity of clean hydrogen production from renewable, fossil fuel with carbon capture, utilization and storage (CCUS) and other fuel sources. Additionally, the Secretary is charged with defining "clean hydrogen" beginning at 2 kilograms carbon dioxide per kilogram hydrogen, adjusted after five years, and accounting for technological and economic feasibility to be applied to the activities above.

## **Nuclear Energy Infrastructure**

- **Infrastructure Planning for Micro and Small Modular Nuclear Reactors.** The bill directs the Energy Secretary to submit to the relevant committees of jurisdiction a report that describes how DOE could enhance energy resilience and reduce carbon

emissions with the use of micro-reactors and small modular reactors. Additionally, the bill requires the Secretary to offer financial and technical assistance to entities to conduct feasibility studies to identify suitable locations for the deployment of micro-reactors, small modular reactors and advanced nuclear reactors in isolated communities.

- **Civil Nuclear Credit Program.** There is \$6 billion authorized and appropriated for the Secretary to establish a civil nuclear credit program to evaluate nuclear reactors projected to cease operation due to economic factors and select certified nuclear reactors to be allocated credits.

## Hydropower

- **Hydroelectric Production Incentives.** The bill authorizes \$125 million for fiscal year 2022 for hydroelectric production incentives until expended.
- **Hydroelectric Efficiency Improvement Incentives.** The bill authorizes \$75 million for fiscal year 2022 for hydroelectric production incentives until expended.
- **Maintaining and Enhancing Hydroelectricity Incentives.** The bill authorizes \$553.6 million for the Secretary to make incentive payments to owners or operators of qualified hydroelectric facilities for capital improvements directly related to improving grid resiliency, dam safety and reducing environmental impacts.
- **Pumped Storage Hydropower Wind and Solar Integration and System Reliability Initiative.** The bill directs the Secretary to establish a demonstration project for a pumped storage hydropower project to facilitate the long-duration storage of intermittent renewable electricity no later than September 30, 2023. There is \$10 million authorized and appropriated for this program over five years.

## Miscellaneous

The bill provides funding for a number of renewable energy demonstration projects authorized in prior laws, including the following:

- **Clean Energy Demonstration Program on Current and Former Mine Land.** The bill establishes a program to demonstrate the viability of carrying out clean energy projects on current and former mine land. The bill authorizes the Secretary to award up to five demonstration projects. The Secretary is required to prioritize grants that have the greatest potential to create jobs and economic development in distressed areas and the greatest reduction in greenhouse gas emissions. The bill authorizes \$500 million and appropriates an additional \$100 million for the program.
- **Energy Storage Demonstration Pilot Grant Program.** There is \$355 million appropriated for this program authorized under the Energy Act of 2020.
- **Long Duration Demonstration Initiative.** There is \$150 million appropriated for the Long-duration Demonstration Initiative and Joint Program authorized under the Energy Act of 2020.
- **Advanced Reactor Demonstration Program.** There is \$2.48 billion appropriated for the Advanced Reactor Demonstration Program authorized under the Energy Policy Act of 2005.
- **Carbon Capture Large-Scale Pilot Projects.** There is \$937 million appropriated to carry out the Carbon Capture Large-scale Pilot Projects authorized in the Energy Policy Act of 2005.



- **Carbon Capture Demonstration Projects Program.** There is \$2.5 billion appropriated for this program authorized in the Energy Policy Act of 2005.
- **Industrial Emission Demonstration Projects.** There is \$500 million appropriated for this program as authorized in the Energy Independence and Security Act of 2007.
- **Solar Energy Research and Development.** The bill authorizes \$80 million for solar energy research and development as authorized under the Energy Act of 2020.

## DOE Loan Program

The bill makes changes to the DOE Loan Programs. The bill clarifies what DOE can consider in evaluating an applicant's creditworthiness—similar to the CIFIA program. The bill also expands the eligibility of the Advanced Technology Vehicle Manufacturing Loan Program to include medium and heavy-duty vehicles, trains, locomotives, maritime vessels, aircraft and Hyperloop technology. The bill makes projects that increase the domestically produced supply of critical minerals, including through production, processing, manufacturing, recycling or fabrication of mineral alternatives, eligible for DOE loans. Finally, the bill makes certain Alaska natural gas transportation programs and systems eligible for loan guarantees.

## Energy Efficiency and Building Infrastructure

The bill makes funding available for a variety of grant and loan programs to encourage investment in and deployment of energy-efficient improvements:

- **Energy Efficiency Revolving Loan Fund Capitalization Grant Program.** The bill directs the Secretary to establish a revolving loan fund capitalization grant program within the State Energy Program within one year of the bill's enactment. The Secretary will provide funding to states to capitalize revolving loan programs. States can use the funding to make low interest loans to recipients to conduct commercial energy audits and residential energy audits and make energy upgrades or retrofits. There is \$250 million authorized for fiscal year 2022 for the program.
- **Grants for Energy Efficiency Improvements and Renewable Energy Improvements at Public Schools.** The bill authorizes \$500 million for the Secretary to award competitive grant to public schools to make energy efficiency, renewable energy upgrades and purchase alternative fuel vehicles and infrastructure.
- **Weatherization Assistance Program.** The bill authorizes \$3.5 billion for fiscal year 2022 for the weatherization assistance program.
- **Energy Efficiency and Conservation Block Grant Program.** The bill authorizes \$550 million for fiscal year 2022 for the program. It also expands eligibility to programs that finance energy efficiency and other clean energy capital investments, projects, loan programs and performance contracting programs.
- **Assisting Federal Facilities with Energy Conservation Technologies Grant Program.** The bill authorizes \$250 million for fiscal year to provide funding to federal agencies that they can leverage with private capital to make energy and water efficiency upgrades to federal buildings.

## Environmental Protection Agency

The bill includes \$55 billion for various new water infrastructure programs. The following are some of the key programs authorized by the bill:

- **Capitalization of State Drinking Water and Clean Water Revolving Loan programs.** The bill provides distinct appropriations to capitalize the Drinking Water and Clean Water Revolving Loan programs for different purposes.
  - *Drinking Water Revolving Loan Program*
    - \$11.713 to capitalize loan program for eligible purposes. Forty-nine percent of funds are for grants or forgivable loans to disadvantaged communities.
    - \$15 billion to capitalize loan program and be used to subsidize lead service pipe replacement. Forty-nine percent of funds are for grants or forgivable loans to disadvantaged communities.
    - \$4 billion to capitalize the loan program and be used to address emerging contaminants, including perfluoroalkyl and polyfluoroalkyl (PFAS). Funds shall be provided to eligible applicants as forgivable loans or grants with no matching requirement.
  - *Clean Water Revolving Loan Program*
    - \$11.713 to capitalize loan program for eligible purposes. Forty-nine percent of funds can go to grants or forgivable loans to disadvantaged communities.
    - \$1 billion to capitalize loan program and be used to address emerging contaminants, including PFAS. Funds shall be for forgivable loans or grants with no matching requirement.
- **Emerging Contaminants.** The bill makes \$5 billion available for a grants to states to address emerging contaminants in disadvantaged communities. There is no matching requirement for the funds.
- **Underground Injection Control Grant.** There is \$50 million available for Underground Injection Control grants for activities.
- **Assistance to Small Disadvantaged Communities.** The bill includes \$250 million for competitive grants to states to distribute to small disadvantaged communities for drinking water infrastructure improvements.
- **Reducing Lead in Drinking Water.** The bill appropriates \$500 million to replace lead drinking water service lines with priority going to disadvantaged communities. The bill includes \$10 million for a Lead Inventory Utilization Grant Program for municipalities served by a community water system or a nontransient noncommunity water system in which not less than 30 percent of the pipes are or are suspected to contain lead to inventory and carry out lead reduction projects. Priority is to be given to projects in disadvantaged communities.
- **Operational Sustainability of Small Public Water Systems.** The bill establishes a grant program to improve the operational sustainability of small water systems through the identification and prevention of potable water loss due to leaks, breaks and other metering or infrastructure failures. The term small system means a system that serves fewer than 10,000 people and is owned by a governmental entity, public corporation, nonprofit corporation, public trust, cooperative association

or Indian Tribe. The federal share for grants will be 90 percent. The bill authorizes \$50 million (over five years) and is subject to appropriation.

- **Midsize and Large Drinking Water System Infrastructure Resilience and Sustainability Program.** The bill authorizes \$250 million for a grant program to plan, design, construct, implement, operate and maintain programs or projects that increase resilience to natural hazards and extreme weather events or reduce cybersecurity vulnerabilities. Eligible entities are public water systems that serve communities with populations of 10,000 or more. The bill requires the Secretary to award 50 percent of the funding to entities that serve populations greater than 10,000 and fewer than 100,000 and 50 percent to entities that serve populations greater than 100,000. The program's funds are subject to appropriation.
- **Rural and Low-Income Water Assistance Pilot Program.** Subject to the availability of funding, the EPA Administrator is directed to establish a pilot program within two years after the bill becomes law to award grants to entities to develop and implement programs that assist qualifying households with need in maintaining access to drinking water and wastewater treatment.
- **Wastewater Efficiency Grant Pilot Program.** The bill makes \$100 million available for a new pilot program to award grants to owners or operators of publicly owned treatment works to carry out projects that create or improve waste-to-energy systems. The maximum grant is \$4 million, with all funds subject to appropriation.
- **Pilot Program for Alternative Water Source Projects.** The bill reauthorizes \$125 million for the pilot program, which exists in current law. The bill expands eligibility to treatment of stormwater in addition to water and wastewater. All funds are subject to appropriation.
- **Sewer Overflow and Stormwater Reuse Municipal Grants.** The bill reauthorizes \$1.4 billion for this program that exists in current law whereby funds go to the states, with all funds subject to appropriation. The bill requires states to report to Congress on how they distributed grant funding.
- **Clean Water Infrastructure Resiliency and Sustainability Program.** The bill establishes a new grant program whereby the Administrator will award grants for the purpose of increasing resiliency of publicly owned treatment works for a natural hazard or cybersecurity vulnerabilities. Funds can be used for planning, design or construction. The federal portion of the grant shall not exceed 75 percent except grants to projects in small or disadvantaged communities can be for up to 90 percent of the costs (or 100 percent at the Administrator's discretion). The bill authorizes \$125 million to support this new program and is subject to appropriation.
- **Small Publicly Owned Treatment Works Efficiency Grant Program.** The bill establishes a program within 180 days of the bills enactment to make grants to owners of small publicly owned treatment works (that serve a population of not more than 10,000 or is in a disadvantaged community) or non-profits for the replacement or repair of equipment that improves water or energy efficiency of small publicly owned treatment works as identified in an efficiency audit. The program is an authorization and subject to the availability of appropriations.
- **Connection to Publicly Owned Treatment Works Grant Program.** The bill authorizes \$200 million and requires the Administrator to establish a competitive grant program to award grants to assist individuals in covering costs incurred by the individual in connecting the household to a publicly owned treatment works.

- **Water Infrastructure Finance and Innovation Act (WIFIA).** The bill authorizes \$250 million and appropriates \$75 million for the WIFIA program through which EPA makes loans and loan guarantees to water infrastructure projects. The bill eliminates the requirement for an applicant to obtain final rating opinion letters from two rating agencies and requiring an opinion from only one rating agency. Of the \$75 million, \$64 million is for loans and loan guarantees for safety projects to maintain, upgrade and repair dams identified in the Inventory of Dams with a primary owner type of state, local government, public utility or private.
- **Stormwater Control Infrastructure Project Grants.** The bill establishes a new grant program for state and local government, local, regional or other public entities that manage stormwater or wastewater resources or other water infrastructure carry out stormwater control infrastructure projects that incorporate new and emerging but proven stormwater control technologies. The Administrator is required to prioritize applications submitted on behalf of a community that has municipal combined storm and sanitary sewers in the collection system of the community or is a small, rural or disadvantaged community or will use not less than 15 percent of the grant to provide service to a small, rural or disadvantaged community. The bill authorizes \$50 million (over five years) and is subject to appropriation.
- **Brownfields.** \$1.5 billion is appropriated for brownfields activities of which \$1.2 billion is available for competitive grants for the remediation of contaminated properties.

## Bureau of Reclamation

The bill authorizes \$8.3 billion for the Bureau of Reclamation to fund western water infrastructure projects. The Bureau of Reclamation has the authority to fund projects in Washington, Oregon, Idaho, Montana, North Dakota, South Dakota, Nebraska, Wyoming, California, Nevada, Utah, Colorado, Kansas, Oklahoma, Texas, New Mexico and Arizona. Funding includes:

- **Water Storage, Ground Water Storage and Conveyance Projects.** \$1.15 billion is available for grants of which \$100 million is for small surface water and groundwater storage projects. This program funds feasibility studies and construction projects for large scale projects that Congress authorized in prior law or this bill. The bill also requires the Bureau of Reclamation to establish a competitive grant program for small water storage and groundwater storage projects. Projects in the water reclamation states and Alaska and Hawaii are eligible. Eligible projects must have water storage capacity of not less than 2,000 acre-feet and not more than 30,000 acre-feet and increase surface water or groundwater storage or convey water directly or indirectly to or from surface water or groundwater storage. The bill directs the Secretary of Interior to issue guidelines for feasibility studies within 60 days of enactment of the bill into law. The Secretary is required to send feasibility studies to Congress. Once a project sponsor completes a feasibility study, it can submit an application for construction funding to the Secretary. The maximum federal share is 25 percent of the total project cost or \$30 million, whichever is less.
- **Water Recycling and Reuse Projects.** The bill appropriates \$450 million for a competitive grant program for large scale water recycling and reuse projects. Eligible applicants are state and local governments, Indian tribes, water districts, wastewater districts and other organizations with water or power delivery authority.

Eligible projects are those that (1) reclaim and reuse municipal, industrial, domestic or agricultural wastewater; or (2) impaired groundwater or surface water; and have a total cost of \$500 million or more. The Secretary is required to consider a number of factors in making awards, including, among other criteria, water supply benefits to drought stricken states. Priority given to projects that are more likely to provide a more reliable water supply; are likely to increase water management flexibility; are regional; have multiple stakeholders; or provide multiple benefits. The federal share for projects is 25 percent. The Secretary is required to issue guidance on implementing the program within one year of enactment of the bill into law.

- **Dam Safety Program.** The bill authorizes \$500 million for the dam safety program authorized in prior law.
- **WaterSmart Grants.** The bill appropriates an additional \$400 million for WaterSmart grants of which \$100 million is for projects that improve the condition of a natural feature or nature-based feature.
- **Multi-Benefit Projects to Improve Watershed Health.** The bill appropriates \$100 million for a new competitive grant program to design, implement and monitor conservation outcomes of habitat restoration projects that improve watershed health in a river basin adversely affected by a Bureau of Reclamation water project. Funding is capped at 50 percent of project costs.
- **Federal Assistance for Groundwater Recharge, Aquifer Storage and Water Substitution Projects.** The bill authorizes the Bureau of Reclamation to provide technical and financial assistance for groundwater recharge projects, aquifer storage and recovery projects, or water source substitution for aquifer protection projects. Projects that have a total cost of \$500 million or more must be authorized for construction by an act of Congress.

## Broadband

The Senate-approved version of the bipartisan infrastructure bill includes approximately \$65 billion to improve and expand the nation's broadband infrastructure. Most of the money will be made available through grants to states for qualifying infrastructure, mapping and adoption projects. Funds will be available until expended. Funding allocations include:

- \$42.45 billion for the formula-based "Broadband Equity, Access, and Deployment" grant program to the all states, the District of Columbia, Puerto Rico, American Samoa, Guam, the U.S. Virgin Islands and the Northern Mariana Islands for broadband deployment. This program is to be administered by the National Telecommunications and Information Administration (NTIA). The program is technology-neutral.
  - Directs NTIA to issue a Notice of Funding Opportunity (NOFO) within 180 days after the bill is enacted, establishing a process for states to submit a letter of intent, a single initial proposal and a single final proposal for funding.
  - Each state would receive a minimum initial allocation of \$100 million. Another \$100 million would be separately allocated to and divided equally among the U.S. Virgin Islands, Guam, American Samoa and the Northern Mariana Islands. The remainder of the \$42.45 billion would be allocated in accordance with a formula that considers the number of unserved and high-cost locations in the state, as compared to other states.

- Projects receiving funds must build out service to meet a minimum download/upload speed of 100/20 megabits per second.
- Includes a 10 percent set-aside for high-cost areas.
- All funding recipients have an obligation to offer a low-cost plan as a condition of receiving funding.
- The bill requires local coordination on the part of the state. Specifically, the bill requires the state to submit a “5-year action plan” as part of its proposal, which “shall be informed by collaboration with local and regional entities.”
- States may use funds to competitively award sub-grants for:
  - Unserved service projects (defined as an area that lacks access or access to 25/3 speed and latency sufficient to support real-time, interactive applications) and underserved service projects (defined as an area that lacks access to 25/100 speed and a latency sufficient to support real-time, interactive applications).
  - Connecting eligible community anchor institutions, which is defined as an entity such as a school, library, health center, hospital or other medical provider; public safety entity; institution of higher education; and public housing organization or community support organization that facilitates greater use of broadband service by vulnerable populations, including low-income individuals, unemployed individuals and aged individuals.
  - Data collection, broadband mapping and planning.
  - Installing broadband infrastructure or providing reduced-cost services within a multifamily residential building, with priority given to a building that has a “substantial share” of unserved households or in a designated poverty area.
  - Broadband adoption.
- \$14.2 billion in additional funding for state and territorial grants, to be administered by NTIA, to the Federal Communications Commission’s (FCC) renamed Affordable Connectivity Fund (formerly known as the Emergency Broadband Benefit (EBB) Program), which subsidizes broadband service for eligible households. Builds on the EBB, making the benefit permanent and expanding eligibility to help more low-income households.
  - Reduces monthly subsidy (voucher) to \$30 from original \$50 on the earlier of December 31 or the date on which the FCC certifies to Congress that the initial \$3.2 billion appropriated for the EBB Program has been fully expended. A voucher can be used for any internet service plan of their choosing.
  - Directs the FCC to adopt consumer protection rules barring, among other things, inappropriate upselling or downselling by participating providers, inappropriate requirements that a consumer opt in to extended service as a condition of participation and imposing restrictions on a consumer’s ability to switch providers.
- \$2.75 billion to fund the Digital Equity Act, for competitively awarded grants to be administered by NTIA to promote digital equity nationwide.

- Creates two grant programs for promoting digital equity, support digital inclusion activities and building capacity at the state level for increased broadband adoption.
  - Five-year \$300 million per year formula grant for states to fund the creating and implementation of comprehensive digital equity plans in each state.
  - Five-year \$250 million per year competitive grant program to support digital equity projects undertaken by individual groups, coalitions and/or communities of interest.
- Focuses on key needs outside of broadband deployment—funding could be used for such things as laptops and devices for students and digital literacy classes for adults.
- Tasks NTIA with evaluating digital equity projects and providing policy-makers at local, state and federal levels with detailed information about which projects are most effective.
- NTIA shall issue a NOFO not later than 180 days after funds are made available, and awards shall be made not later than 270 days after issuing the NOFO.
- \$1.926 billion for Rural Utility Service ReConnect program and \$74 million for broadband loans to be administered by the Department of Agriculture.
  - Provides loans and grants to fund construction, acquisition or improvement of facilities and equipment that provide broadband service in rural areas.
  - ReConnect funding is for areas where at least 50 percent of households to be served by a project receiving a loan or grant shall be in a rural area without sufficient access to broadband, which is defined as having not less than 25/3 mbps download/upload speeds.
  - Sets aside 10 percent of funding for projects that will serve areas where at least 90 percent of households lack such broadband access.
  - Allows support to be used for pole attachment fees and replacement poles charged by electric utility cooperatives for shared pole use.
- \$2 billion in additional funding for grants to the Tribal Broadband Connectivity Program. Grants will be made available to eligible Native American, Alaska Native and Native Hawaiian entities for broadband deployment, digital inclusion, workforce development, telehealth and distance learning.
- \$1 billion Middle Mile state grant program to be administered by NTIA for the construction, improvement or acquisition of middle-mile infrastructure, which is defined as “any infrastructure that does not connect directly to an end-user location, including an anchor institution.” Eligible entities include telecommunications companies, technology companies, electric utilities and utility cooperatives. Grant program is authorized for five years, from fiscal year (FY) 2022 through FY 2026. Grants would be subject to interconnection and nondiscrimination requirements.
- Creates an interagency online mapping tool for federally funded broadband projects, with cooperation among the FCC, NTIA, the Treasury and others that provide funding for broadband deployment.
- Requires federal funding recipients to offer at-least one low-cost broadband service option for eligible subscribers.

- Requires display of broadband consumer labels disclosing information about broadband internet service plans, including among other things price, data allowances, speeds, management practices and whether offered price is an introductory rate, and if so, the price the consumer will be required to pay following the introductory period.
- Requires FCC not later than two years after enactment to adopt rules to facilitate equal access to broadband internet access service, including ending “digital discrimination” of access based on income level, race, ethnicity, color, religion or national origin.
- Requires the federal government to establish a single website where consumers could determine whether they are eligible for low-cost broadband.
- Requires the FCC not later than 30 days of enactment to commence a proceeding on how to achieve universal service goals for broadband.

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DATE: August 26, 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
<b>Federal</b>			
1.	Federal Highway Administration (FHWA) – Nationally Significant Federal Lands and Tribal Projects (NSFLTP)	Up to <b>\$300 million</b> ; projects of at least <b>\$25 million</b>	First deadline is December 18, 2018, applications accepted on a Quarterly Rolling Basis.
<b>Regional</b>			
1.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
2.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$7,000</b> rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
3.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately <b>\$5,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
4.	PG&E Charge! Program	Pays to install 7,500 chargers in PG&E area	Due On First-Come, First-Served Basis
5.	California Energy Commission- CalEVIP Program	Up to <b>\$17.5 million</b> dollars available for EV chargers	Solicitation Period opened May 18 <sup>th</sup> , 2021
<b>State</b>			
1.	Volkswagen Mitigation Trust for Light Duty Vehicle Electrification Infrastructure	Up to <b>\$5 Million</b> with a minimum grant ask of <b>\$1 Million</b>	Solicitation period opened May 12 <sup>th</sup> , 2021

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

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DATE: August 31, 2021  
TO: STA Board  
FROM: Johanna Masiclat, Clerk of the Board  
RE: 2021 STA Board and Advisory Committees Meeting Schedule

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**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 <sup>nd</sup> Wednesday of Every Month
Consortium:	Meets Last Tuesday of Every Month
TAC:	Meets Last Wednesday of Every Month
BAC:	Meets 1 <sup>st</sup> Thursday of every <i>Odd</i> Month
PAC:	Meets 1 <sup>st</sup> Thursday of every <i>Even</i> Month
PCC:	Meets 3 <sup>rd</sup> Thursday of every <i>Odd</i> Month
SR2S-AC:	Meets Quarterly (Begins Feb.) on the 3 <sup>rd</sup> Wed.

DATE	TIME	DESCRIPTION	LOCATION	STATUS
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 <sup>nd</sup> 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