

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

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**Public Comments:**

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

**Americans with Disabilities Act (ADA):**

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 Masiclat, 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

- 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. AUTHORIZATION FOR REMOTE TELECONFERENCE MEETINGS PURSUANT TO AB361** Bernadette Curry  
Recommendations:  
 Adopt STA Resolution 2021-16 authorizing remote teleconference STA Board of Directors meetings for the next 30 days, as a result of the continuing COVID-19 pandemic state of emergency.  
**Pg. 9**
- 4. APPROVAL OF THE AGENDA**
- 5. OPPORTUNITY FOR PUBLIC COMMENT**  
 (6:05 – 6:10 p.m.)
- 6. EXECUTIVE DIRECTOR'S REPORT** Daryl Halls  
 (6:10 – 6:15 p.m.)  
**Pg. 13**
- 7. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)** MTC Commissioner Jim Spring  
 (6:15 – 6:20 p.m.)
- 8. STA PRESENTATIONS**  
 (6:20 – 6:50 p.m.)
- A. Presentations:**
- i. SR 37 Corridor Update** Janet Adams
  - ii. SR 37 Fairgrounds Interchange Design** Janet Adams
- B. Announcement of STA's 24<sup>th</sup> Annual Awards Nominees** Vincent Ma
- C. Priority Development Area (PDA) Presentations**
- i. City of Fairfield** David Gassaway, City of Fairfield
  - ii. City of Suisun City** John Kearns, City of Suisun City
- D. Department Directors Reports:**
- i. Projects – Solano Connected Mobility Implementation Plan Update/Public Outreach Plan** Anthony Adams
  - ii. Planning**
  - iii. Programs – Solano Mobility Employer Program Annual Report FY 2020-21** Katelyn Costa
- 9. CONSENT CALENDAR**  
Recommendation:  
 Approve the following consent items in one motion.  
 (Note: Items under consent calendar may be removed for separate discussion.)  
 (6:50 – 6:55 p.m.)
- A. Meeting Minutes of the STA Board Meeting of September 8, 2021** Johanna Masiclat  
Recommendation:  
 Approve the Minutes of the STA Board Meeting of September 8, 2021.  
**Pg. 19**

- B. Draft Minutes of the STA TAC Meeting of September 29, 2021** Johanna Masielat  
Recommendation:  
 Approve the Draft Minutes of the STA TAC Meeting of September 29, 2021.  
**Pg. 29**
- C. STA’s Fiscal Year (FY) 2021-22 Proposed Budget Revision** Susan Furtado  
Recommendation:  
 Approve the STA’s FY 2021-22 Proposed Budget Revision as shown in Attachment A.  
**Pg. 33**
- D. Fiscal Year (FY) 2021-22 Transportation Development Act (TDA) Matrix –October 2021 - The City of Vacaville (City Coach) and STA/Suisun City** Ron Grassi  
Recommendation:  
 Approve the following:
1. The October 2021 TDA Matrix for FY 2021-22 which includes the TDA Claim for the City of Vacaville (City Coach) and STA on behalf of the City of Suisun City as shown in Attachment B; and
  2. STA Resolution No. 2021-17 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.
- Pg. 39**
- E. 2022 Paratransit Coordinating Council (PCC) Draft Work Plan, 2022 PCC Draft Outreach Plan and 2022 PCC Meeting Locations** Debbie McQuilkin  
Recommendation:  
 Approve the 2022 PCC Draft Work Plan as shown in Attachment A.  
**Pg. 51**
- F. Paratransit Coordinating Council (PCC) Membership Update** Debbie McQuilkin  
Recommendation:  
 Re-appoint James Williams, Member at Large and Richard Burnett, MTC Policy Advisory Council Representative to additional 3-year terms.  
**Pg. 55**
- G. Vehicle Share Program Annual Report for Fiscal Year (FY) 2020-21** Brandon Thomson  
Recommendation:  
 Receive and file.  
**Pg. 57**
- H. Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) EV Call for Project** Brent Rosenwald  
Recommendation:  
 Authorize the Executive Director to issue a Call for Projects for \$30,000 of FY 2021-22 YSAQMD Clean Air Funds.  
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**I. Contract Amendment – State and Federal Legislative Advocacy Services**

Vincent Ma

Recommendation:

Authorize the Executive Director to:

1. Execute contract amendment #10 to the State Lobbying Consultant Services Agreement with Shaw Yoder Antwih Schmelzer & Lange for a two-year term in an amount not-to-exceed \$145,000;
2. Enter into an agreement with SolTrans to reimburse STA \$40,000 for state lobbying consultant services provided by Shaw Yoder Antwih Schmelzer & Lange;
3. Enter into a two year contract amendment #7 and extension with Akin Gump Strauss Hauer & Feld LLP;
4. Contract with the Cities of Fairfield, Vacaville, and Vallejo, and SolTrans to provide federal advocacy services in pursuit of federal funding for the STA’s priority projects through December 31, 2023 at a total cost not-to-exceed \$240,000;
5. Approve the expenditure of \$105,000 to cover the STA’s contribution for two year agreement with Shaw Yoder Antwih Schmelzer & Lange; and
6. Approve the expenditure of \$49,999.92 to cover the STA’s contribution for two year agreement with Akin Gump Strauss Hauer & Feld LLP.

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**J. Contract Extension for Elizabeth Richards Consulting to Complete Veteran’s Mobility Assessment**

Debbie McQuilkin

Recommendation:

Approve the following:

1. Allocate \$15,000 in State Transit Assistance Fund (STAF) for FY 2021-22 to contract for Veteran’s Mobility Assessment Project; and
2. Authorize the Executive Director to execute a first amendment to the contract with Elizabeth Richards Consulting for an amount not-to-exceed \$30,000 to cover The Veteran’s Mobility Assessment Project and extend the contract to June 30, 2022.

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**K. STA Building Service Contracts**

Janet Adams

Recommendation:

Approve the delegated authority to the Executive Director to enter into services contracts for components/systems associated with the new building by utilizing previous solicitation processes completed by Solano County and the City of Suisun City.

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**L. Amended Purchase Agreement of Land for Suisun City Mobility Hub**

Janet Adams

Recommendation:

Authorize the Executive Director to proceed to execute all documents necessary to complete the purchase of 526 School Street and accepting a deed restriction on the property.

**Pg. 81**

- M. 2022 Surface Transportation Improvement Program (STIP) Programming** Janet Adams  
Recommendation:  
 Program the 2022 STIP PPM with \$233,000 in total PPM funding, with \$116,000 in FY 2025-26 and \$117,000 in FY 2026-27.  
**Pg. 85**
- N. Amendment to the Solano Active Transportation Plan (ATP)/ Call for Projects** Brent Rosenwald  
Recommendation:  
 Approve the following:  
 1. Authorize the Executive Director to issue a Call for Projects to amend the Solano 2020 Active Transportation Plan; and  
 2. Approve ATP Amendment Criteria of connectivity, school access, transit access, safety, equity, secured funding, comfort, recreational access and proximity to MTC designated geographies for New Projects.  
**Pg. 89**
- O. Fiscal Year (FY) 2021-22 Transportation Development Act Article 3 (TDA-3) Countywide Coordinating Claim** Brent Rosenwald  
Recommendation:  
 Approve the following STA Resolutions for TDA Article 3 funds for Fiscal Year 2021-22:  
 1. STA Resolution 2021-18 for STAs 3-Year Bicycle Wayfinding Sign Program as shown in Attachment A; and  
 2. STA Resolution 2021-19 for the Solano Countywide Coordinated Claim for TDA Article 3 funding allocation as shown in Attachment B.  
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**10 ACTION NON-FINANCIAL ITEMS**

- A. Transition from Two Transit Operators to One Transit Operator for Solano Express Service, Final Transition Framework and Schedule** Daryl Halls  
Ron Grassi  
Recommendation:  
 Approve the Final Framework of Solano Express Transition Plan and Implementation Schedule as shown in Attachment A.  
 (7:00 – 7:10 p.m.)  
**Pg. 103**
- B. Lyft First/Last Mile and Local Taxi Program Modifications for Suisun City** Lloyd Nadal  
Recommendation:  
 Authorize the STA Executive Director to make program modifications for Suisun City for the following:  
 1. Lyft First-Last Mile Model as a transition service effective November 1, 2021 until the completion of Suisun City’s CBTP and the citywide microtransit service can be implemented; and  
 2. Administer the Local Taxi Program for Suisun City and coordinate with Suisun City for the Intercity Taxi Program to continue to provide local taxi service within Suisun City effective January 1, 2022.  
 (7:10 – 7:15 p.m.)  
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## 11. ACTION FINANCIAL ITEMS

### A. **Suisun City Mobility Hub Implementation**

Janet Adams

#### Recommendation:

Approve the following:

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

(7:15 – 7:20 p.m.)

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### B. **Programming of State Transit Assistance Funds (STAF) for Solano Express Electrification Capital and Service**

Ron Grassi

#### Recommendation:

Approve the following:

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

(7:20 – 7:25 p.m.)

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### C. **Allocation of Tranche 2 Federal American Rescue Plan (ARP) Funds**

Ron Grassi  
Mary Pryor

#### Recommendation:

Approve the Allocation of Tranche 2 Federal ARP Funds as specified in Attachment B.

(7:25 – 7:30 p.m.)

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## 12. INFORMATIONAL – NO DISCUSSION

### A. **SR 37 Fairgrounds Drive Improvement Project – Phase 1 Implementation**

Janet Adams

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### B. **Solano Connected Mobility Implementation Plan Update/Public Outreach Plan**

Anthony Adams

**Pg. 163**

### C. **Clean California Local Grant Program – Grant Opportunity**

Kathrina  
Gregana

**Pg. 165**

### D. **Legislative Update**

Vincent Ma

**Pg.167**

E. **Summary of Funding Opportunities**  
**Pg. 181**

Brent Rosenwald

F. **2021 STA Board and Advisory Committee Meeting Schedule**  
**Pg. 183**

Johanna Masielat

**13. BOARD MEMBERS COMMENTS**

**14. ADJOURNMENT**

No meeting in November due to the STA's 24<sup>th</sup> Annual Awards Ceremony. The STA Board's next regularly scheduled virtual meeting via Zoom is at **6:00 p.m., Wednesday, December 8, 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: October 6, 2021  
TO: STA Board  
FROM: Bernadette Curry, STA Legal Counsel  
Johanna Masiclat, STA Clerk of the Board  
RE: Authorization for Remote Teleconference Meetings Pursuant to AB361

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**Background/Discussion:**

Assembly Bill (AB) 361 (regarding teleconferencing for open and public meetings of state and local agencies during a state of emergency) was recently signed by the Governor of the State of California and immediately went into effect. It amends the Brown Act to allow local legislative bodies to continue having virtual meetings (with no in person option) using teleconferencing and virtual meeting technology without complying with current Brown Act requirements for such meetings as long as there is a gubernatorial “proclaimed state of emergency,” and either (1) state or local officials impose or recommend measures that promote social distancing or (2) the legislative body finds that meeting in person would present an imminent safety risk to attendees.

Since beginning of the COVID-19 pandemic, the STA Board has met via teleconference with certain Brown Act teleconferencing exemptions in place as authorized by Executive Orders N-29-20 and N-08-21. The key differences between Executive Order N-08-21, which expired September 30, 2021, and AB 361, is that 1) AB 361 imposes particular requirements with respect to public comment in that no business of the legislative body can continue if the public’s means of participating in the meeting is disrupted (e.g., Zoom link is interrupted) and 2) the legislative body must either make findings by majority vote that the state of emergency still exists and continues to directly impact the ability of the members to meet safely in person, or that health officials continue to impose or recommend measures to promote social distancing. (Government Code § 54953(e)(1)(B)). STA’s current practices with respect to live public comment via Zoom already satisfy all of the new requirements in AB 361. Determinations by the local agency that the emergency impacts the ability to meet safely in person must be re-visited every 30 days.

Resolution No. 2021-16, as shown in Attachment A, may be adopted if the Board wishes to continue virtual meetings through some or all of the pandemic and satisfies the appropriate findings required by AB 361. A new resolution using similar language would need to be brought back to the Board every thirty days, or at the next Board meeting when a regular meeting is cancelled if virtual meetings are desired.

**Recommendations:**

Adopt STA Resolution 2021-16 authorizing remote teleconference STA Board of Directors meetings for the next 30 days, as a result of the continuing COVID-19 pandemic state of emergency.

Attachment:

A. Resolution No. 2021-16 Authorizing Remote Teleconference Meetings

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**RESOLUTION NO. 2021-16**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY BOARD OF DIRECTORS AUTHORIZING REMOTE TELECONFERENCE MEETINGS FOR THE PERIOD OF OCTOBER 13 THROUGH NOVEMBER 12, 2021, AS A RESULT OF THE CONTINUING COVID-19 PANDEMIC STATE OF EMERGENCY**

WHEREAS on March 4, 2020, Governor Newsom issued a Proclamation of State of Emergency in response to the COVID-19 pandemic; and

WHEREAS the proclaimed state of emergency remains in effect; and

WHEREAS on March 17, 2020, Governor Newsom issued Executive Order N-29-20 that suspended the teleconferencing rules set forth in the California Open Meeting law, Government Code section 54950 et seq. (the “Brown Act”), provided certain requirements were met and followed; and

WHEREAS on June 11, 2021, Governor Newsom issued Executive Order N-08-21 that clarified the suspension of the teleconferencing rules set forth in the Brown Act, and further provided that those provisions would remain suspended through September 30, 2021; and

WHEREAS on September 16, 2021, Governor Newsom signed AB 361 that provides that a legislative body subject to the Ralph M. Brown Act (“Brown Act”) may continue to meet without fully complying with the teleconferencing rules in the Brown Act provided the legislative body determines that meeting in person would present imminent risks to the health or safety of attendees, and further requires that certain findings be made by the legislative body every thirty (30) days; and

WHEREAS California Department of Public Health (“CDPH”) and the federal Centers for Disease Control and Prevention (“CDC”) caution that the Delta variant of COVID-19, currently the dominant strain of COVID-19 in the country, is more transmissible than prior variants of the virus, may cause more severe illness, and that even fully vaccinated individuals can spread the virus to others resulting in rapid and alarming rates of COVID-19 cases and hospitalizations (<https://www.cdc.gov/coronavirus/2019-ncov/variants/delta-variant.html>); and

WHEREAS the CDC has established a “Community Transmission” metric with four tiers designed to reflect a community’s COVID-19 case rate and percent positivity; and

WHEREAS Solano County currently has a Community Transmission metric of “high” which is the most serious of the tiers; and

WHEREAS in the interest of public health and safety, as affected by the emergency caused by the spread of COVID-19, this Solano Transportation Authority Board of Directors deems it necessary to continue to find that meeting in person would present imminent risks to the health or safety of attendees, and thus intends to invoke the provisions of AB 361 related to teleconferencing provided that all teleconferenced meetings are conducted in such a manner that protects the statutory and constitutional rights of the parties and the public appearing before this legislative body.

NOW, THEREFORE, BE IT RESOLVED, by the Solano Transportation Authority Board of Directors as follows:

1. The recitals set forth above are true and correct.
2. The Solano Transportation Authority Board of Directors finds that meeting in person would present imminent risks to the health or safety of attendees and therefore, shall conduct its meetings in accordance with Government Code section 54953(e) and all other applicable provisions of the Brown Act.
3. This Resolution shall take effect immediately upon its adoption and shall be effective until the earlier of (i) November 12, 2021, or such time the Board of Directors adopts a subsequent resolution in accordance with Government Code section 54953(e)(3) to extend the time during which the Solano Transportation Authority Board of Directors may continue to teleconference without compliance with paragraph (3) of subdivision (b) of section 54953.

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Ron Rowlett, Chair,  
Solano Transportation Authority

Passed by the Solano Transportation Authority Board of Directors on this 13th day of October 2021, by the following vote:

Ayes: \_\_\_\_\_  
Noes: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_  
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 held this 13<sup>th</sup> day of October.

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Daryl K. Halls, Executive Director  
Solano Transportation Authority



DATE: October 5, 2021  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – October 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.

**24<sup>th</sup> Annual STA Awards Nominees \***

The 24<sup>th</sup> Annual STA Awards are scheduled to be held virtually via Zoom on Wednesday, November 10<sup>th</sup> at 6pm. There are 24 deserving nominees in nine categories with award winners to be announced by members of the STA Board, and the event has seven private sector sponsors. The names of the 24 nominees will be announced at the October 13<sup>th</sup> STA Board meeting.

**Public Input Process for Connected Mobility Plan to Begin \***

In June of this year, the STA 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 County based transit operators, to proactively address the 27 recommendations developed by MTC's Blue Ribbon Transit Recovery Task Force (BRTRTF). This plan will assess the Solano Express service and options for continuing to restore service and ridership and providing better connections to regional transit services such as BART, Capital Corridor and the San Francisco Bay Ferry. It will also consider options for providing better local connections to Solano Express and regional services such as First Last Mile, Micro-transit and improved active transportation options. The STA staff and consultant team of TMD/ Circlepoint will summarize the start of the public input process for the Plan.

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

At the STA Board meetings of July and September, the STA Board provided direction to staff for STA to transition from a two operators model to a one transit operator model for contracting for Solano Express service. In addition, the STA Board designated STA to contract with Solano County Transit (SolTrans) to operate all four Solano Express routes following the development of a transition plan by STA. 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). Based on a series of meetings with SolTrans' management and operations staff, a two phased transition schedule is recommended with the Green Express service to be transitioned to SolTrans by April of 2022 and the Blue Line to be transitioned to SolTrans by August of 2022. STA transit staff is currently coordinating with both SolTrans and FAST staff in support of the transition of the Solano Express service. STA staff will provide periodic updates to the STA Board on the progress being made.

**Allocation Recommendation for Tranche 2 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 Spering, STA staff prepared an expenditure plan to fund a combination of Solano Express partial service restoration in FY 2022-23 and FY 2023-24 and local service restoration in FY 2021-22 and FY 2022-23. The initial allocation of the first tranche of funding of \$6.5 million was approved by the STA Board in September. The second tranche of the remaining \$4.4 million of federal ARP funds was originally scheduled to be allocated in December of 2021, but this past month, MTC opted to advance the allocation of the second tranche for the Bay Area and has requested STA take action by the end of October. STA transit staff has met with all three eligible 5307 claimants and developed a recommended allocation for the remaining \$4.4 million of federal ARP funds that strikes a balance between partial restoration for Solano Express service and local service restoration for SolTrans and FAST.

**State Route 37/Fairgrounds Interchange \***

STA project staff has partnered with the City of Vallejo and County of Solano to advance the design for the SR 37/Fairgrounds Interchange. This project will provide improved and safer access for autos, express buses, bikes and pedestrians accessing Six Flags, the Solano 360 Development, and the adjacent neighborhoods. STA is also partnered with MTC, Caltrans, the county transportation agencies from Marin, Napa and Sonoma to advance improvements on SR 37. Staff will provide updates to both projects at the Board meeting.

**Allocation of STAF Funds for Solano Express Buses and Service\***

With the partial restoration of the Solano Express service in August, STA staff is recommending the STA Board authorize the programming of \$5 million for the purchase of five electric buses for purchase by SolTrans for the Solano Express Yellow Line and \$400,000 to provide contingency funding for the operation of Solano Express service in FY 2022-23.

**Funding Agreement for Suisun City Mobility Hub \***

STA staff is also recommending the STA Board authorize the Executive Director to enter into a four years, \$3 million funding agreement with the City of Suisun City to fund the Suisun City Mobility Hub to be located adjacent to the new STA office building and in close proximity to the Solano Rail Hub (Suisun City Amtrak Station). This project will serve several mobility purposes including accommodating STA's Vehicle Share Program vans, Suisun City's future micro-transit vehicles, STAs' electric vehicles and Safe Routes to School Program van and trailer, and provide parking for STA and Suisun City's community events.

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**Expansion of Lyft First Last Mile Program and Taxi Programs to Suisun City \***

This month, Suisun City has requested that STA expand its Lyft/First Last Mile Program to include the entire City of Suisun City. Currently, the program provides First Last Mile service to and from just the Suisun Amtrak Station. This request for this program service expansion is similar to the recent expansion of the program in the City of Benicia and is requested to begin as soon as November 1, 2021. This is prior to the termination of local FAST routes 5 and 6 by December 31, 2021 that serve Suisun City. In addition, Suisun City has requested to contract directly with STA for the provision of the Intercity Taxi Card Program and local taxi program that serve Suisun City residents. This is requested to take place on January 1, 2022.

**PDA Presentations By Fairfield and Suisun City \***

In preparation for the allocation of federal One Bay Area Grant (OBAG 3) funds in 2022, STA staff has invited the cities to provide short presentations on the status of their Priority Development Areas (PDAs) planning and implementation. At least fifty percentage of OBAG funds are required by MTC to be allocated within PDA. The Cities of Fairfield and Suisun City have been invited to provide presentations to the STA Board this month.

**STA's Solano Mobility Employer Program Annual Report\***

Katelyn Costa, Program Coordinator II, has completed the Solano Mobility Employer Program Annual Report for FY 2020-21. She has been partnering this past year with Solano EDC staff to expand the participation of Solano County employers and their employees in the various mobility options and incentives available through STA's Solano Mobility programs. Currently, 78 Solano County employers are participating in Solano Mobility's programs.

**STA to Host Virtual Board Meetings in October and December Until New STA Office Opens in January 2022 \***

STA staff and legal counsel is recommending the Board adopt a resolution allowing the STA Board to continue to meet virtually via Zoom in October and December until the STA moves into its new office building. The new STA office building is currently under construction and remains on schedule for staff to move in during the month of December 2021 and be open to the public in January 2022. STA will continue to occupy the current office at One Harbor Center during the month of December until the move is completed. The first STA Board meeting in the new office is scheduled for in person on Wednesday, January 12, 2022 at 6:00 p.m. with an option for the public to participate via Zoom. The various STA technical and citizen's advisory committee meetings will also be meeting in the new office, beginning in January, in one of the conference rooms recently named by the STA Board after iconic or geographical Solano County landmarks (Mankas Corners, Mare Island, Nut Tree, Pena Adobe, and Twin Sisters).

**STA Staff Update**

STA's new Projects Assistant is Lacey Bradley. Ms. Bradley is a resident of the City of Vacaville and she is scheduled to start working with STA on October 12<sup>th</sup>. She will be working in the Projects Department and will be supervised by Senior Project Manager Anthony Adams. STA has initiated a recruitment to fill a vacant, part-time Safe Routes to School Coordinator position.

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
<b>D</b>		<b>N</b>	
CTA	California Transit Agency	NCTPA	Napa County Transportation & Planning Agency
CTC	California Transportation Commission	NEPA	National Environmental Policy Act
CTP	Comprehensive Transportation Plan	NHS	National Highway System
CTSA	Consolidated Transportation Services Agency	NOP	Notice of Preparation
<b>E</b>		NVTA	Napa Valley Transportation Authority
DBE	Disadvantaged Business Enterprise	<b>O</b>	
DOT	Department of Transportation	OBAG	One Bay Area Grant
<b>E</b>		OPR	Office of Planning and Research
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	OTS	Office of Traffic Safety
EIR	Environmental Impact Report	<b>P</b>	
EIS	Environmental Impact Statement	PAC	Pedestrian Advisory Committee
EPA	Environmental Protection Agency	PCA	Priority Conservation Area
EV	Electric Vehicle	PCC	Paratransit Coordinating Council
		PCI	Pavement Condition Index

PCRP	Planning & Congestion Relief Program	SRTP	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**  
**September 8, 2021**

**1. CALL TO ORDER**

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

**MEMBERS**

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

**MEMBERS**

**ABSENT:**

**STAFF**

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

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

Nigel Browne	Fairfield and Suisun Transit (FAST)
Lois Cross	District Representative, Congressman Garamendi
Diane Feinstein	FAST
George Gwynn	Member of the Public
Paul Kaushal	City of Fairfield
Beth Kranda	Solano County Transit (SolTrans)
John Peterson	Caltrans
Nolan Sullivan	Vacaville Vice Mayor and Alternate Board Member
Shaun Vigil	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 Wilson, the STA Board approved the agenda with the following amendments:

At the request of STA Board Chair Rowlett, agenda items will be presented in the following order:

Agenda Item 7.A

MTC's Blue Ribbon Transit Recovery Task Force's 27 Recommendations for Bay Area's Transit Operators

Agenda Item 9.C

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

Agenda Item 10.A

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

Agenda Item 10.B

Solano Express Budget for FY 2022-23

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

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

NAYS: None

ABSENT: Spering

ABSTAIN: None

**4. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

**5. EXECUTIVE DIRECTOR'S REPORT**

- Transition Plan Framework for Solano Express Service
- Allocation Recommendation for Tranche 1 of Federal American Recovery Plan (ARP) Funding for Transit
- Draft Solano Express Budget for FY 2022-23
- Solano Express 2 for 1 Ridership Incentive
- STA Policy for Naming of Office Conference Rooms
- Safe Routes to Schools Program Annual Report
- STA Update

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

*Board Member Spering arrived at the meeting.*

7. **STA PRESENTATIONS**

- A. **MTC's Blue Ribbon Transit Recovery Task Force's 27 Recommendations for Bay Area's Transit Operators** *presented by Daryl Halls*
- B. **Department Reports:**
1. **Projects**
    - a. **SR 12 and SR 29 SHOPP Funded Complete Highway Projects Update**  
*Presented by Anthony Adams*
  2. **Planning**
  3. **Programs**
    - a. **Walk or Wheel Wherever Week Promotional Campaign – October**  
*Presented by Amy Antunano*
    - b. **Solano Safe Routes to School (SR2S) Program Annual Report Fiscal Year (FY) 2020-21**  
*Presented by Karin Bloesch*

8. **CONSENT CALENDAR**

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

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

NAYS: None

ABSENT None

ABSTAIN None

A. **Meeting Minutes of the STA Board Meeting of July 14, 2021**

Recommendation:

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

B. **Draft Minutes of the STA TAC Meeting of August 25, 2021**

Recommendation:

Approve the Draft Minutes of the STA TAC Meeting of August 25, 2021.

C. **Fiscal Year (FY) 2021-22 Indirect Cost Allocation Plan (ICAP) Rate Application for Caltrans**

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.

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

Recommendation:

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

**E. Countywide Bicycle and Pedestrian Wayfinding Pilot Funding Recommendations**  
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.

**F. Solano Rail Hub Project Study Report (PSR) Funding Agreement with Capitol Corridor Joint Powers Authority (CCJPA)**

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.

**G. Paratransit Coordinating Council (PCC) Bylaws Revision**

Recommendation:

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

**H. Paratransit Coordinating Council (PCC) Member Appointment**

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.

**I. Faith in Action Volunteer Driver Program for Seniors**

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.

**J. Consolidated Transportation Services Agency (CTSA) Work Plan for FY 2021-22 and FY 2022-23**

Recommendation:

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

**K. California State Transportation Agency (CalSTA) Master Agreement Renewal**

Recommendation:

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

**L. Contract Amendment - WSP for Electrification Project Management Services**

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.

**M. Consultant Contract Amendment - Solano Connected Mobility with TMD**

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.

**N. Proposed MTC Quick-Strike Augmentation for Solano Projects**

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.

**O. Contract Amendment - Planeteria for Consultant Services for 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.

**P. Contract Amendment - I-80/I-680/State Route12 Interchange – Engineering Services**

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.

**Q. Re-designation of STA as Abandoned Vehicle Abatement (AVA) Program Service Authority for Solano County**

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.

**R. Solano Mobility Vanpool Program Annual Report for FY 2020-21**

Recommendation:

Receive and file.

**9. ACTION FINANCIAL ITEMS**

**A. Consolidated Transportation Services Agency (CTSA) Advisory Committee – Appointment of STA Board Representative**

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

Board Member Spering made a motion nominating Solano County Supervisor Mitch Masburn to serve on the CTSA Advisory Committee. The STA Board concurred.

Board/Public Comments:

None presented.

Recommendation:

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

On a motion by Board Member Spering, and a second by Board Member Price, the STA Board appointed County Supervisor Mitch Mashburn to serve on the CTSA Advisory Committee.

The motion passed by the following roll call vote:

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

NAYS: None

ABSENT None

ABSTAIN None

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

Janet Adams reported that 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. She commented that staff is working with the construction contractor to plan for and complete a number of details pertaining to the interior of the office. She noted that one of the decisions to make prior to the move is the naming of the five conference rooms planned for the new office, and currently, STA does not have an adopted policy for naming of STA facilities.

Board/Public Comments:

None presented.

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.

On a motion by Board Member Wilson, 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, Spering, Wilson and Young

NAYS: None

ABSENT None

ABSTAIN None

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

At this time, Board Member Price read an opening statement and made a motion to table the item until the Connected Mobility Study has been completed and brought to the Consortium and TAC to get adequate input on how to best operate Solano Express. The motion failed due to a lack of a second.

Board Member Kott raised a question regarding the impact of delaying the process.

Chair Rowlett requested for STA staff to present the item prior to opening up for Board and public comment.



Board Member Spring commented and reminded that the Board took action last month to proceed with the transition process, and reiterated the amount of time and work that has been invested by MTC. He added that MTC's Programming and Allocations Committee approved the \$500,000 allocation recommended last month by the STA Board and is planning to move forward to the Commission at the end of the month. He added that these decisions are tough to make but the one factor that everyone needs to understand is that all the transit operators were not doing well before the pandemic and are doing much worse now. He noted that the one thing that is being lost in all of this are the riders who are actually using the system. He commented that our ridership is not coming back and if we do not make these tough decisions to start providing a highly coordinated and well-managed system and to utilize the funding available to us in an efficient way, this transit system gets nothing but worse in Solano County. He added that MTC's Blue Ribbon Transit Task Force Committee put confidence in this Board to start making those needed changes.

At this time, Chair Rowlett requested STA staff to proceed with the presentation then open up the item for public and Board comment.

Daryl Halls reported that at the July Board meeting, the STA Board provided direction to staff for STA to transition from a two-operator model to a one transit operator model for contracting for Solano Express service and to request Solano County Transit (SolTrans) to consider operating all four Solano Express routes via a contract with STA. He commented that at a special meeting on August 26<sup>th</sup>, 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. He also noted that 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).

At this time, Chair Rowlett opened public and Board comments.

Board/Public Comments:

George Gwynn, Jr. expressed his support for Board Spring's comment related to concerns for the riders versus the operators.

Board Member Spring asked if this item was brought to the SolTrans Board for consideration. Board Member Young responded that the SolTrans Board voted to proceed with the transition process as described.

Board Members Wilson and Young echoed and supported Board Member Spring's comments regarding the need to coordinate, collaborate, and consolidate in order to run a more efficient service and most importantly, to focus on the needs of the riders versus on the operators.

After discussion, Board Member Price requested to reinstate his motion to table this item until a future meeting. Due to a lack of a second, the motion failed.

Board Member Spring made a motion to approve staff's recommendation and *to add to the motion that staff will continue to work with the City of Fairfield on the issues that will arise from the transition process.*

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.

On a motion by Board Member Spering, and a second by Board Member Wilson, the STA Board approved the recommendation as amended shown above in ***bold italics*** by the following roll call vote:

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

NAYS: Price

ABSENT None

ABSTAIN None

## 10. ACTION NON-FINANCIAL

### A. Allocation of Tranche 1 Federal American Rescue Plan (ARP) Fund

Daryl Halls summarized the allocation process of Tranche 1 Federal ARP Funds. He explained that STA staff analyzed and then revised funding request from FAST staff for an additional \$400,000 for local transit service from the Fairfield UZA and the fiscal impact on the proposed Solano Express funding and service plan for FY 2022-23. He also discussed the funding projections for Solano Express with MTC staff. Based on this analysis, he outlined the following:

1. The additional \$400,000 in ARP tranche 1 funding is not needed for Fairfield's local transit service in FY 2021-22 as FAST has adequate funding and reserves to cover their operating cost for their local service.
2. Fairfield is scheduled to complete their Comprehensive Operation Analysis (COA) of their local transit system between October-December of 2022 and the additional ARP tranche 1 funding for local service will assist FAST in transitioning their local service based on the recommendations forthcoming from their COA heading into FY 2022-23.
3. The reduction by \$400,000 of ARP tranche 1 funds from the Fairfield UZA for Solano Express service (Blue, Green Express and Red Lines) can be accommodated for FY 2022-23 if the revenue projections are on target, but this will leave a smaller margin for error that may need to be addressed either through a future reduction of service or an increase in TDA contributions.
4. STA is recommending a transition from contracting from a two-operator model for the operation of Solano Express service (SolTrans and FAST) to a one operator model for Solano Express (SolTrans) and this may result in additional transitional costs for both FAST and SolTrans as this service is transitioned. Based on this combination of factors, STA staff is recommending the Board approve the allocation recommendation for ARP tranche 1 with the amendment to increase the Fairfield UZA allocation for Fairfield local transit service by \$400,000 and decreasing the ARP tranche 1 allocation from the Fairfield UZA for Solano Express by \$400,000 as specified in Attachment E.

### Board/Public Comments:

Board Member Spering asked if there is expectation from the City of Fairfield that they will not run up the cost during the transition process. Board Member Young shared the same concerns. Daryl Halls responded that the intent is that staff will come back at the next

meeting with more detail on the framework and schedule of the transition plan. He added that staff plans to work with Fairfield staff on the allocation process of Tranche 2 within the next 6 months allowing the STA Board another opportunity to balance Solano Express and local and regional needs in the future for City Coach, FAST, and SolTrans in FYs 2021-22 and FY 2022-23.

Board Member Price cited and assured the STA Board that FAST will continue to participate as an active and engaged member of the transportation authority/transit system.

Recommendation:

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

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

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

NAYS: None

ABSENT None

ABSTAIN None

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

Ron Grassi presented and reviewed the draft Solano Express Budget for FY 2022-23. He noted that 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. He cited that the partially restored service level was implemented by SolTrans on August 1<sup>st</sup> and by FAST on August 2<sup>nd</sup>. He also noted that 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. He added that 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. He concluded by noting that the 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.

Board/Public Comments:

None presented.

Recommendation:

Approve the FY 2022-23 Solano Express Budget and Cost Sharing Plan as specified in (**Column 3**) Attachment A.

On a motion by Board Member Wilson, and a second by Board Member Spering, the STA Board approved the recommendation (Column 3 in Attachment A) by the following roll call vote:

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

NAYS: None

ABSENT None

ABSTAIN None

**C. Solano Express Incentive Program**

Vincent Ma presented and cited that 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 which includes a buy one, get one free for either the Solano Express day pass or monthly pass option.

Board/Public Comments:

None presented.

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.

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, Spering, Wilson and Young

NAYS: None

ABSENT None

ABSTAIN None

**11. INFORMATIONAL – NO DISCUSSION**

- A. Solano Safe Routes to School (SR2S) Program Annual Report Fiscal Year (FY) 2020-21**
- B. Regional Transportation Impact Fee (RTIF) – 3<sup>rd</sup> Quarter Update FY 2020-21**
- C. Solano County Congestion Management Program (CMP)/ Vehicle Miles Traveled (VMT)**
- D. Legislative Update**
- E. Summary of Funding Opportunities**
- F. 2021 STA Board and Advisory Committee Meeting Schedule**

**12. BOARD MEMBER COMMENTS**

**13. ADJOURNMENT**

The STA Board meeting adjourned at 7:11 p.m. The next STA Board virtual meeting is scheduled at **6:00 p.m., Wednesday, October 13, 2021** via Zoom.

**Attested by:**

  
\_\_\_\_\_/Oct. 1, 2021  
Johanna Masielat, STA Clerk of the Board



**DRAFT TECHNICAL ADVISORY COMMITTEE  
Minutes for the Virtual Meeting of  
September 29, 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>	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
	Tracy Rideout	City of Vacaville
	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)*

Janet Adams	STA
Ron Grassi	STA
Kathrina Gregana	STA
Robert Guerrero	STA
Vincent Ma	STA
Johanna Masiclat	STA
Lloyd Nadal	STA
Brent Rosenwald	STA

**2. APPROVAL OF THE AGENDA**

On a motion by Paul Kaushal, and a second by William Tarbox, the STA TAC approved the agenda as amended to include Addendum Item 6.C, 2022 STIP PPM. (5 Ayes, 3 Absent).

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

**A. State Budget Update** *presented by Vincent Ma*

*Matt Tuggle, County of Solano and Scott Alman, City of Dixon joined the meeting.*

**B. Priority Development Area (PDA) Presentations**

- **City of Fairfield** *presented by Paul Kaushal*
- **City of Suisun City** *presented by John Kearns*

C. Robert Guerrero provided an overall update on MTC PDA Strategy Report and provided content for the PDAs in the upcoming OBAG 3 Process.

**D. Update on Federal ARP Plan and Solano Express Budget and Transition** *presented by Daryl Halls*

**5. CONSENT CALENDAR**

On a motion by Terrance Davis, and a second by Scott Alman, the STA TAC unanimously approved the Consent Calendar Items A through C. (7 Ayes, 1 Absent)

**A. Minutes of the TAC Meeting of August 25, 2021**

Recommendation:

Approve TAC Meeting Minutes of August 25, 2021.

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

Recommendation:

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

**C. Yolo-Solano Air Quality Management District (YSAQMD)**

**Clean Air Funds (CAF) EV Call for Project**

Recommendation:

Forward a recommendation to the STA Board to issue a Call for Projects for \$30,000 of FY 2021-22 YSAQMD Clean Air Funds.

**6. ACTION FINANCIAL ITEMS**

**A. Suisun City Mobility Hub Implementation**

Janet Adams reviewed the plan to fund and implement a new Suisun City Mobility Hub. She noted that STA and Suisun City staff have jointly developed a plan to implement this Hub with an estimated costs of \$3M. She added that Suisun City has already gone to their City Council to commit \$1M of Suisun City Transportation Development Act (TDA) fund and will be made available over 4 years, with \$250,000 committed each year beginning this year. In a separate staff report, the Suisun City TDA claim includes this first \$250,000 for this use.

Recommendation:

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

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

On a motion by Nouae Vue, and a second by William Tarbox, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent)

*Robin Borre, City of Rio Vista, joined the meeting.*

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

Ron Grassi presented the current status on electrification. He commented that STA is working to develop and implement strategies across the County and for our member agencies to have a roadmap for electrification. He summarized multiple elements including planning and implementing capital improvements to put in place charging infrastructure throughout the county. He concluded by noting that STA staff is recommending to program \$5 million of State Transit Assistance Funds (STAF) towards the purchase of 5 electric buses and \$400,000 of STAF as contingency funding for the FY 2022-23 Solano Express Operating Budget.

Recommendation:

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

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

On a motion by Tracy Rideout, and a second by Terrance Davis, the STA TAC unanimously approved the recommendation. (8 Ayes)

**C. ADDENDUM - 2022 Surface Transportation Improvement Program (STIP) Programming**

Janet Adams reported that Solano is eligible to program \$233,000 for Fiscal Years 2025-26 and 2026-27. She commented that STA staff recommends programming \$116,000 in FY 2025-26 and \$117,000 in FY 2026-27. She explained that the counties can utilize 5% of their STIP funding to go towards Planning, Programming, and Monitoring (PPM) and that the funds are not contingent on the STIP balance and are only calculated on the total amount per cycle.

Recommendation:

Forward a recommendation to the STA Board to program the 2022 STIP PPM with \$233,000 in total PPM funding, with \$116,000 in FY 2025-26 and \$117,000 in FY 2026-27.

On a motion by Matt Tuggle, and a second by Paul Kaushal, the STA TAC unanimously approved the recommendation. (8 Ayes)

**7. ACTION NON-FINANCIAL ITEMS**

**A. Amendment to the Solano Active Transportation Plan (ATP)/Call for Projects**

Brent Rosenwald reviewed the amendment process from the original plan that would include new projects. He noted that to kick start this effort, STA staff will engage all of its member agencies to capture the projects they would like to add to each of their jurisdiction's bicycle and pedestrian projects list. He added that this process will initialize with this formal Call for Projects issued at the October 2021 STA Board meeting. He commented that STA staff is envisioning a two-month window for project sponsors to make formal submissions to staff regarding the revisions they would like to make. Once the Call for Projects is closed, STA planning staff will work with representatives of the Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) to begin the process of evaluating each submitted project.

Recommendation:

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

1. Authorize the Executive Director to issue a Call for Project to amend the Solano 2020 Active Transportation Plan; and
2. Approve Criteria of; connectivity, school access, transit access, safety, equity, secured funding, comfort, recreational access and proximity to MTC designated geographies for New Projects.

On a motion by Matt Tuggle, and a second by Terrance Davis, the STA TAC unanimously approved the recommendation. (8 Ayes)

**8. INFORMATIONAL – DISCUSSION**

**A. State Route 37/Fairgrounds Drive Interchange Implementation**

Janet Adams presented two short video simulation of the SR 37 Corridor and SR 37/ Fairgrounds. She noted that once the RM3 funds become available, STA will finalize the PS&E, get a Caltrans Encroachment Permit, finalize the funding plan with the City and Solano County and be ready to seek final approval of the Project from the STA Board to advertise and award to contract.

**B. Clean California Local Grant Program – Grant Opportunity**

Kathrina Gregana reviewed the Call for Projects which is anticipated to open in December 2021. She noted that the application deadline will be in February 2022, and that Caltrans will be holding their second workshop on October 7<sup>th</sup> to finalize the program guidelines and timeline. She added that STA staff would like to engage member agencies to seek their interest in pursuing this grant opportunity. For next steps, STA will have internal discussions with each of the cities to identify projects that meet the project criteria and coordinate grant applications along with available funding opportunities.

**NO DISCUSSION**

**C. Legislative Update**

**D. 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, November 17, 2021**, tentatively scheduled as a Zoom Meeting.





DATE: September 30, 2021  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
Susan Furtado, Accounting & Administrative Services Manager  
RE: STA's Fiscal Year (FY) 2021-22 Proposed Budget Revision

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**Background:**

The Solano Transportation Authority (STA) has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. The budget is usually revised mid-year and finalized at the end of the fiscal year. When necessary, these budgets are revised to provide STA the basis for appropriate budgetary control of its financial operations for the fiscal year. In July 2021, the STA Board adopted the FY 2021-22 Revised Budget as part of the two-year annual fiscal year budget plan.

**Discussion:**

Attachment A is the Proposed Budget Revision for FY 2021-22. The FY 2021-22 Proposed Budget Revision is balanced, with the proposed changes to the approved budget modified from \$37.09 million to \$34.58 million, a reduction of \$2.51 million. These changes are due to new programs and projects added to the budget, such as the Safe Routes to School (SR2S) Program new funding from the Office of Traffic Safety (OTS), the Kid's Plate Program funded by the California Department of Public Health, and budget change to the Regional Transportation Impact Fee (RTIF) Program due to the Working Group construction delivery now scheduled for FY 2022-23.

Revenue Budget changes are summarized as follows:

1. The Office of the Traffic Safety new funding for the Safe Routes to School (SR2S) Program effective October 2021 through September 2022 in the amount of \$155,000, a pedestrian and bicycle safety program best practice strategies to reduce the number of persons killed and injured in crashes involving pedestrians and bicyclists in Solano County.
2. The Kids' Plates Program Grant from the California Department of Public Health (CDPH) in the amount of \$75,000 for FY 2021-22 is added in the budget for an initial start October 1, 2021 and the remaining amount (\$75,000) of the grant will be programmed in FY 2022-23 This funding will support the SR2S Micro Grant Program through the purchase of safety equipment and staff continued work in addressing pedestrian and bicycle safety among youth.
3. The Regional Transportation Funds for Clean Air (TFCA) from the Bay Area Air Quality Management District (BAAQMD) funding in the amount of \$184,500 is added to the budget for the Employer/Commuter Program. This funding is for the Pilot Trip Reduction Program grant along with the Napa Valley Transportation Authority (NVTA), the Sonoma County Transportation Authority (SCTA), and the Transportation Authority of Marin (TAM) to focus on reducing single-occupancy vehicle trips and congestion on the State Route (SR) 37 Corridor.
4. The Metropolitan Transportation Commission's (MTC) one-time Safe and Seamless Mobility Quick-Strike funding for the STA's Mobility Planning (\$200,000), the Safe Routes to School Program (\$600,000), and the Connected Mobility Implementation Plan/Bus Rapid Transit (BRT) (\$500,000). STA will utilize these funds for additional planning effort related to improving mobility in Solano County and projects focused on bicycle/pedestrian safety.

5. Federal Transit Administration (FTA) 5310 Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSSA) in the amount of \$37,674 is added to the budget for the One Stop Transportation Call Center Program activities.
6. Regional Measure (RM) 2 funding in the amount of \$57,302 for the West Texas Bus Stop Project.
7. The Yolo Solano Air Quality Management District (YSAQMD) funding in the amount of \$30,000 is added to the budget for the Electric Vehicle (EV) Implementation Plan capital project.
8. The MTC/Association of Bay Area Government (ABAG) funding is added to the budget in the amount of \$213,600 from the Regional Early Action Planning (REAP) funds for the continued effort on the Solano County Suburban Housing Investment Pool (SubHIP) to advance affordable housing projects.
9. Funding from the County of Solano (\$255,152) and the Cities of Benicia (\$489,208), Dixon (\$171,257), Rio Vista (\$141,565), and Suisun City (\$163,851) for the collaborative effort to provide services related to housing element updates and for the completion of the housing element for members.
10. Funding from the Transportation Development Act (TDA) Article 4 in the amount of \$250,000 is added to the budget for the Suisun City Mobility Hub capital project.

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

#### FY 2021-22 Expenditure Changes

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

1. The ***Operation and Management*** budget has no change. The STA's Operation & Administration budget expenditures and activities were reviewed, and cost projections are at the same level.
2. The ***Mobility Programs*** budget is increased by \$226,144. Changes to the budget are due to program expansion and implementation, such as the Kid's Plate Program, the SR2S Program pedestrian and bicycle safety program funded by the OTS Grant, and the FTA 5310 CRRSSA funding for the One Stop Call Center activities. Budgets to these programs and studies are adjusted to reflect anticipated program expenditures.
3. The ***Project Development*** budget is reduced by \$3.73 million to reflect the anticipated delay in the project delivery activities for the funding from the Regional Transportation Impact Fee (RTIF) due to the Working Group construction activities. The Suisun City Mobility Hub capital project is added to the budget with the TDA Article 4 fund.
4. The ***Strategic Planning*** budget is increased by \$988,458. The planning activities and studies are adjusted to reflect anticipated budget costs for the fiscal year. The Countywide Housing Land Use housing element – Solano Housing Investment Partnership (SolHIP) budget study funding from the member agencies is added to the budget to assist five local jurisdictions in updating their Housing Elements to comply with the Regional Housing Needs Allocation cycle.

The total FY 2021-22 Proposed Budget Revision is balanced for the continued delivery of STA's priority projects.

To ensure conformance with the Office of Management and Budget (OMB) Uniform Guidance (Cost Principles of State, Local, and Indian Tribal Government) and the STA's Accounting Policies and Procedures, the FY 2021-22 Proposed Budget Revision is presented with revisions to the approved budget for FY 2021-22 to reflect changes in the budget revenues and expenditures.

**Fiscal Impact:**

The STA's overall FY 2021-22 budget is \$34.58 million, a reduction of \$2.51 million. The revenues and expenditures reduction are based primarily on carryover funds into the next fiscal year for the continuation of programs and projects activities, and new project studies and programs.

**Recommendation:**

Approve the STA's FY 2021-22 Proposed Budget Revision as shown in Attachment A.

Attachments:

- A. STA FY 2021-22 Proposed Budget dated October 13, 2021
- B. FY 2021-22 Budget and Fiscal Reporting Calendar



FY 2021-22 PROPOSED BUDGET REVISION

October 13, 2021

REVENUES			EXPENDITURES		
STA Fund	Adopted FY 21-22	Proposed FY 21-22	Operations & Administration	Adopted FY 21-22	Proposed FY 21-22
Members Contribution/Gas Tax (Reserve Accounts)	113,564	113,564	Operations Management	2,000,046	2,000,046
Members Contribution/Gas Tax	247,095	233,361	STA Board of Directors/Administration	50,900	50,900
Transportation Dev. Act (TDA) Art. 4/8	601,798	601,798	Office Building	38,564	38,564
TDA Article 3	125,000	125,000	Expenditure Plan	50,000	50,000
TDA Article 4/4.5	1,041,750	1,291,750	Contributions to STA Reserve Account	75,000	75,000
State Transit Assistance Fund (STAF)	3,258,812	3,277,776	<b>Subtotal</b>	<b>\$2,214,510</b>	<b>\$2,214,510</b>
One Bay Area Grant 2 (OBAG 2)/(STP): Planning	1,961,395	1,595,562	<b>Mobility Programs</b>		
One Bay Area Grant 2 (OBAG 2): Programs	961,829	988,562	Mobility Programs Management & Administration	266,708	293,441
STIP Planning, Programming and Monitoring (PPM)	200,184	157,668	Employer/Commuter Program	358,697	371,146
Office of Traffic Safety - Older Adult Program	33,824	42,898	Solano Express Marketing	200,000	200,000
Office of Traffic Safety - SR2S Program		116,250	Transit Management Administration	75,000	75,000
California Department of Public Health		75,000	Transit Coordination/Programs	483,000	483,000
MTC - Quick Strike Funding		900,000	Community Based Transportation Plan (CBTP)	250,000	250,000
Regional Transportation for Clean Air (TFCA)		184,500	Transit Corridor Implementation/Solano Express	325,314	325,314
Transportation for Clean Air (TFCA)	528,697	301,299	Lifeline Program (City of Vallejo)	170,000	170,000
CA Public Utilities Commission (CPUC)	50,000	50,000	Transit Ridership Survey	125,000	125,000
California Air Resources Board (CARB) Grant	150,000	150,000	Suisun/Fairfield Amtrak Operation/Maintenance	130,000	130,000
FTA 5310	165,984	203,658	Safe Route to School Program (SR2S)	969,895	969,895
Bridge Toll- Admin Revenue	74,998	93,249	SoSTEP/CARB Program	150,000	150,000
Transit & Intercity Rail Capital Program (TIRCP) 2018	2,060,000	1,500,000	Paratransit Coordinating Council (PCC)	25,000	25,000
Transit & Intercity Rail Capital Program (TIRCP) 2020	980,000	1,480,000	Older Adult Safety Mobility Program	33,824	42,898
Yolo/Solano Air Quality Management District (YSAQMD)	90,000	150,347	SR2S Program - OTS Grant		116,250
Abandoned Vehicle Abatement (AVA) Program/DMV	13,500	13,500	Kid's Plate Program		75,000
State REAP Funds		213,600	Solano Intercity Taxi Card/Paratransit Program	600,000	600,000
Local Funds - Cities/County	1,307,393	2,093,474	ADA in Person Eligibility Program	316,750	316,750
Taxi Scrip Farebox Revenue	75,000	75,000	CTSA/Mobility Management Program	202,979	202,979
Partners/Sponsors	140,000	140,000	Vehicle Share Program	70,000	70,000
<b>Subtotal</b>	<b>\$14,180,823</b>	<b>\$16,167,816</b>	Medical Transports Program/GoGo Grandparent	150,000	150,000
<b>STA Office Building - Capital</b>			Countywide Travel Training/Transit Ambassador Program	234,000	234,000
Local Fund - Cities/County	6,000,000	6,000,000	One Stop Transportation Call Center Program	316,000	352,638
<b>Subtotal</b>	<b>\$6,000,000</b>	<b>\$6,000,000</b>	CPUC Access for All	50,000	50,000
<b>Transportation Funds for Clean Air (TFCA) Program</b>			Soltrans/Benicia 1st/Last Mile (Lyft) Program	100,000	50,000
Transportation for Clean Air (TFCA)	461,000	461,000	1st/Last Mile Program	10,000	10,000
<b>Subtotal</b>	<b>\$461,000</b>	<b>\$461,000</b>	Solano Local Taxi Program	100,000	100,000
<b>Abandoned Vehicle Abatement (AVA) Program</b>			Transit Coordination-Rio Vista Delta Breeze	85,084	85,084
Department of Motor Vehicle (DMV)	450,000	450,000	<b>Subtotal</b>	<b>\$5,797,251</b>	<b>\$6,023,395</b>
<b>Subtotal</b>	<b>\$450,000</b>	<b>\$450,000</b>	<b>Project Development</b>		
<b>I-80/I-680/SR 12 Interchange Project</b>			Project Management/Administration	237,658	207,175
Bridge Toll Funds	4,500,000	4,500,000	<b>Solano Express Slip Ramp (TIRCP 2018)</b>	1,000,000	1,000,000
<b>Subtotal</b>	<b>\$4,500,000</b>	<b>\$4,500,000</b>	Solano Express Electrification	500,000	500,000
<b>I-80 Express Lanes Project</b>			Countywide Electrification	225,000	225,000
Toll Bridge Funds	3,000,000	3,000,000	Transit Coordination - Equipment	275,000	275,000
<b>Subtotal</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	Connected Mobility Plan/BRT	575,000	875,000
<b>I-80 WB Truck Scales Project</b>			SR 37 Improvement Project	84,816	84,816
Toll Bridge Funds	3,000,000	3,000,000	Local Road Safety Plan (Regional Vision Zero Policy)	400,000	446,890
<b>Subtotal</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	Countywide Parking Demand Study	12,033	20,000
<b>Fairgrounds Improvement Project</b>			Solano Projects Website	16,000	16,000
Federal Earmark	300,000	300,000	FF-SS Rail Station Platform Improvement	260,000	303,500
Local Funds - County/Vallejo	200,000	200,000	West Texas Bus Stop (TIRCP 2020)	275,000	289,517
<b>Subtotal</b>	<b>\$500,000</b>	<b>\$500,000</b>	Solano Express/York Street (TIRCP 2018)	60,000	200,000
<b>Regional Transportation Impact Fee (RTIF) program</b>			Inductive Charging (TIRCP 2020)	825,000	825,000
Regional Impact Fee	5,000,000	500,000	I-80/I-680/SR 12 Interchange Project	4,500,000	4,500,000
<b>Subtotal</b>	<b>\$5,000,000</b>	<b>\$500,000</b>	Fairgrounds Improvement Project	500,000	500,000
<b>TOTAL ALL REVENUE</b>			I-80 Express Lanes Project	3,000,000	3,000,000
<b>\$37,091,823</b>	<b>\$34,578,816</b>	<b>\$36</b>	I-80 WB Truck scales Project	3,000,000	3,000,000
			Regional Transportation Impact Fee (RTIF) Program	5,000,000	500,000
			DMV Abandoned Vehicle Abatement (AVA) Program	450,000	450,000
			STA Office Building - Capital	6,000,000	6,000,000
			Suisun City Mobility Hub - Capital	250,000	250,000
			<b>Subtotal</b>	<b>\$27,195,507</b>	<b>\$23,467,898</b>
			<b>Strategic Planning</b>		
			Planning Management/Administration	239,615	228,481
			Events	25,000	25,000
			Model Development/Maintenance	41,000	41,000
			Comprehensive Transportation Plan (CTP) Implementation	351,454	351,454
			CMP/Vehicle Miles Travel (VMT)	272,849	272,849
			Rail Network Integration/Solano Rail Hub PSR/Vallejo Passenger	40,000	85,301
			Rail Feasibility Study		
			Solano Bike/Ped Maps	54,328	54,328
			<b>County Collaborative - SolHIP/LEAP</b>	289,309	1,213,600
			Electric Vehicle (EV) Implementation (Capital Project) YR1	100,000	130,000
			Moving Solano Forward Economic Strategy	10,000	10,000
			Transportation Funds for Clean Air (TFCA) Programs	461,000	461,000
			<b>Subtotal</b>	<b>\$1,884,555</b>	<b>\$2,873,013</b>
<b>TOTAL ALL EXPENDITURES</b>			<b>\$37,091,823</b>	<b>\$34,578,816</b>	



## FY 2021-22 Budget and Fiscal Reporting Calendar

<b>STA Board Meeting Schedule:</b>	
<b>OCTOBER 2021</b>	FY 2021-22 Budget Revision
<b>DECEMBER 2021</b>	FY 2020-21 Fourth Quarter Budget Report FY 2020-21 AVA Fourth Quarter Program Activity Report FY 2020-21 Comprehensive Annual Audit Report FY 2021-22 First Quarter Budget Report STA Employee 2022 Benefit Summary Update
<b>JANUARY 2022</b>	FY 2021-22 Mid-Year Budget Revision FY 2021-22 AVA First Quarter Program Activity Report
<b>APRIL 2022</b>	FY 2021-22 Second Quarter Budget Report FY 2021-22 AVA Second Quarter Program Activity Report Local Transportation Development Act (TDA) and Members Contribution for FY 2022-23
<b>May 2022</b>	FY 2021-22 Third Quarter Budget Report FY 2021-22 AVA Third Quarter Program Activity Report
<b>JUNE 2022</b>	FY 2021-22 Final Budget Revision
<b>July 2022</b>	FY 2022-23 Budget Revision and FY 2023-24 Proposed Budget
<b>SEPTEMBER 2022</b>	FY 2021-22 AVA Program Fourth Quarter Activity Report FY 2022-23 Provisionary Indirect Cost Rate Application



Solano Transportation Authority

*...working for you!*

<b>OCTOBER 2020</b>	FY 2019-20 Fourth Quarter Budget Report FY 2020-21 First Quarter Budget Report
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DATE: October 4, 2021  
TO: STA Board  
FROM: Ron Grassi, Director of Programs  
Mary Pryor, Transit Finance Consultant  
RE: Fiscal Year (FY) 2021-22 Transportation Development Act (TDA) Matrix –  
October 2021 - The City of Vacaville (City Coach) and STA/Suisun City

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**Background:**

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

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

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

**Discussion:**

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

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

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

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

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

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

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

The recommendation to approve the October 2021 TDA Matrix for FY 2021-22 which includes the TDA Claim for the City of Vacaville (City Coach) and STA on behalf of the City of Suisun City as shown in Attachment B was unanimously approved by the SolanoExpress Intercity Consortium and STA TAC at their September 2021 meetings.

### **Fiscal Impact:**

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

### **Recommendation:**

Approve the following:

1. The October 2021 TDA Matrix for FY 2021-22 which includes the TDA Claim for the City of Vacaville (City Coach) and STA on behalf of the City of Suisun City as shown in Attachment B; and
2. STA Resolution No. 2021-17 authorizing the STA's filing of a claim with MTC for the allocation of STAF and TDA funds for FY 2021-22 as shown in Attachment C.

Attachments:

- A. FY 2021-22 TDA Fund Estimate for Solano County dated July 2021
- B. FY 2021-22 Solano TDA Matrix for October 2021
- C. STA Resolution No. 2021-17 authorizing the STA's filing of a claim with MTC for the allocation of STAF and TDA funds for FY 2020-21.



**Metropolitan Transportation Commission  
Programming and Allocations Committee**

July 14, 2021

Agenda Item 21 - 21-0888

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

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

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

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

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

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

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

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

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

**3) Allocations**

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

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

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

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

**Issues:** None

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

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

  
Therese W. McMillan

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

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

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

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

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

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

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

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

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

**TDA APPORTIONMENT BY JURISDICTION**

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

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/31/21.
3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

## FY 2021-22 TDA Matrix

Date Prepared 17-Sep-21  
STA Board Action

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

## USES

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

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

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

Date Prepared 17-Sep-21  
 STA Board Action

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

## Notes

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



**STA RESOLUTION NO. 2021-17**

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

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

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

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

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

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

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

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

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

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

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

---

Ron Rowlett, Chair  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 13<sup>th</sup> day of October 2021 by the following vote:

Ayes: \_\_\_\_\_  
Nos: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_  
Johanna Masiclat  
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 13th day of October 2021.

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Daryl K. Halls, Executive Director  
Solano Transportation Authority



DATE: September 29, 2021  
TO: STA Board  
FROM: Debbie McQuilkin, Mobility Transit Coordinator  
RE: 2022 Paratransit Coordinating Council (PCC) Draft Work Plan, 2022 PCC Draft Outreach Plan and 2022 PCC Meeting Locations

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**Background:**

The Paratransit Coordinating Council (PCC) approved the 2020 PCC Work Plan at the December 2019 PCC meeting. The PCC has a focus on developing expertise and understanding of the range of transportation services for Solano older adults, people with disabilities, low income, and transit dependent passengers; as well as, outreach activities, and making funding recommendations to the STA Board of Directors and Metropolitan Transportation Commission (MTC). The PCC Work Plan is the mechanism in which this may be achieved. The PCC Work Plan is approved by the STA Board.

The PCC also approved the 2020 PCC Outreach Plan at the December 2019 PCC meeting. The Outreach Plan's purpose is to increase the awareness of the Paratransit Coordinating Council, its information and advisory functions on transportation issues concerning Solano older adults, people with disabilities, economically disadvantaged, transit dependent riders, as well as to encourage participation in the PCC as committee members and by the public in general.

**Discussion:**

At the PCC Meeting on September 16, 2022, the 2022 PCC Work Plan, Outreach Plan and Meeting Locations were discussed with the committee. Suggestions had been provided by Member at Large, Brian McLaughlin, and were incorporated into the draft documents brought before the PCC.

The 2022 Draft Work Plan (Attachment A) reflects a more concise list of activities that would be best viewed as goals to be accomplished during the calendar year.

The 2022 Draft Outreach Plan (Attachment B) is also more succinct and reflects how STA staff will support the group's efforts and involvement in the community.

Due to the continued effects of COVID-19, staff is proposing that all 2022 meetings be conducted via zoom.

The committee approved and adopted the 2022 PCC Draft Outreach Plan and to have the meetings held via zoom during 2022. The committee also approved forwarding a recommendation to the STA board to approve the 2022 PCC Draft Work Plan.

**Fiscal Impact:**

None.

**Recommendation:**

Approve the 2022 PCC Draft Work Plan as shown in Attachment A.

Attachments:

- A. 2022 PCC Draft Work Plan
- B. 2022 PCC Draft Outreach Plan

## 2022 DRAFT PCC Work Plan

#	Activity	Tasks	2022 Timeline	Member
1	Administrative	Approve and recommend <u>Paratransit Coordinating Council (PCC) Officers and voting members to the Solano Transportation Authority (STA) Board for approval.</u> <del>to the STA board for approval, PCC Officers and voting members.</del>	Ongoing	Council and STA Staff
2	Outreach	Increase community involvement and participation in the PCC by outreaching to seniors, people with disabilities, low-income individuals, and transit dependent individuals. <del>Outreach through social services, senior &amp; community centers, websites, Facebook, and other channels.</del>		Council
3	Outreach	2022 Outreach Plan	Ongoing	STA Staff
4	Projects	Participate in studies, evaluate current <del>programs/projects</del> <u>programs, projects, and plans,</u> and recommend solutions <u>to the STA Board which address the transportation needs of that impact</u> <del>transportation for</del> older adults, people with disabilities, low-income individuals, transit dependent individuals, <del>along with increasing accessibility to medical appointments.</del>		Council and STA Staff
4	Projects	Coordinate <del>between STA and with</del> Solano County Transit Operators to <u>identify provide</u> opportunities <u>for community presentations by the STA of available transit service, changes to transit services, and solicit feedback.</u> <del>for in-person outreach for transit services and policy changes.</del>		Transit Operators (Non-Members), Council and STA Staff
6	Funding	<del>Review and r</del> Recommend <del>to</del> the <u>Metropolitan Transportation Commission (MTC) approve the Transportation Development Act (TDA) allocation of funds based on the annual TDA matrix prepared by the STA, which includes claims by cities, STA, and SolTrans. Article 4 through 8 claims for cities, STA, and SolTrans for allocation of funds.</u>		Council

## 2022 DRAFT PCC Outreach Plan

Purpose:

- ~~To increase the awareness of the Paratransit Coordinating Council and its information and advisory functions on transportation issues concerning Solano seniors, people with disabilities, the economically disadvantaged, and transit dependent riders.~~
- ~~To encourage participation in the PCC as committee members and by the public in general.~~

**To increase the awareness of the Paratransit Coordinating Council and its information and advisory functions on transportation issues concerning Solano seniors, people with disabilities, the economically disadvantaged, and transit dependent riders, and to encourage participation in the PCC as committee members and by the public in general, STA staff will:**

1. Update ~~and print the Paratransit Coordinating Council~~ PCC Flyer as needed.
2. ~~Continue distribution of Paratransit Coordinating Council~~ Distribute PCC Flyers
  - a. ~~Make flyers available to all Paratransit providers for distribution on their vehicles~~
  - b. ~~Continue to distribute flyers at all relevant locations in each city in Solano County, particularly where Solano Mobility programs are outreach and presentations are held.~~
    - a. Provide flyers to all Paratransit Providers for distribution on their vehicles
    - b. Distribute to all relevant locations within Solano County
  - c. Post to ~~Social Media~~ social media
3. Outreach ~~Program targeting to~~ Older Adult and People with Disabilities ~~interest groups~~ Community
  - ~~3.a.~~ Conduct bi-monthly meetings – via zoom (or in person as permitted by COVID-19 protocols)
  - a. ~~Hold a PCC meeting at a different location throughout the year Currently via Zoom – potentially publicize to broader audience/stakeholders~~
  - ~~b.a.~~ b. Publicize meetings
    1. Distribute agenda to Board Clerk at all Cities/County
    2. Flyers on Paratransit vehicles in the city the meeting will be held
    3. Older Adult and People with Disabilities Centers of the city where the meeting will be held
    4. Post on STA website
    5. Post in Newspaper

6. Post on Social Media Platforms
  7. Use PowerPoint Presentations by STA Staff to promote PCC awareness during community meetings
  8. Other
- e.b. Improve PCC presence on the internet by linking improved STA website pages to Older Adults and People with Disabilities interest groups via weblinks.
- ~~d. Location of Meetings (depending on availability)~~
1. ~~Currently Via Zoom~~

DRAFT



DATE: September 29, 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 shall be three years. A member may continue to serve through reappointment by the STA Board.

The Solano Transportation Authority's (STA) Paratransit Coordination Council (PCC) By-Laws stipulate that there are eleven (11) 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:**

The terms for both MTC Policy Advisory Council Representative Member Richard Burnett and Member at Large James Williams' will be expiring in December 2021. Both members confirmed interest in re-appointment. While Mr. Burnett is awaiting re-appointment to the MTC PAC before he can move forward as MTC's representative to the PCC, the committee members voted to forward re-appointment recommendations for both members to the STA Board. It is anticipated that Mr. Burnett will be receiving his MTC PAC re-appointment prior to his term expiring in December 2021.

**Fiscal Impact:**

None.

**Recommendation:**

Re-appoint James Williams, Member at Large and Richard Burnett, MTC Policy Advisory Council Representative to additional 3-year terms.

Attachment:

- A. PCC Membership Status

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

Member	Jurisdiction	Agency	Appointed	Term Expires	Chair/Vice-Chair Appointment
James Williams	Member at Large		December 2003	December 2021	
Brian McLaughlin Chair*	Member at Large		December 2019	December 2022	January 2022 Ends: Dec 2024
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 2024	
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	Ends: Dec 2021
Cynthia Tanksley Vice-Chair**	Transit User		September 2018	September 2024	January 2022 Ends: Dec 2024
Ernest Rogers Chair	Transit User		June 2014	September 2023	Ends: Dec 2021
Katherine Richter	Transit User				

\* Chair Elect

\*\* Vice Chair Elect





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

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**Background:**

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

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

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

**Discussion:**

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

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

**Fiscal Impact:**

None at this time.

**Recommendation:**

Receive and file.

Attachment:

- A. List of Participating CBOs/Non-profits

## Vehicle Share Van Mid-year Usage

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

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DATE: September 29, 2021  
TO: STA Board  
FROM: Brent Rosenwald, Planning Assistant  
RE: Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) EV Call for Projects

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**Background:**

The Yolo Solano Air Quality Management District (YSAQMD) provides funding for projects that reduce motor vehicle air pollution in the Yolo Solano Air Basin through the YSAQMD Clean Air Funds program. Proposed projects are classified in one of four categories: Clean Vehicle Technology, Alternative Transportation, Transit Services, and Public Education. Funding for this program is collected through a \$4 fee on all motor vehicle registrations within the Air District's boundaries, as well as a special property tax assessed on Solano County properties located in the YSAQMD. The Solano County communities eligible to apply for YSAQMD Clean Air Funds are the Cities of Dixon, Rio Vista, and Vacaville, as well as the northeastern half of unincorporated Solano County.

**Discussion:**

The objective of the EV Implementation Plan is to implement solutions to improve Solano County's readiness to deploy plug-in electric vehicles by significantly increasing the amount of publicly available EV charging infrastructure.

Since the inception of this plan in 2018, STA has used a variety of funding sources to provide funds for the installation of new EV chargers on the Cal Maritime campus, Suisun City Hall, Suisun Train Depot Park & Ride, and Vallejo parking structure(s). Seeing the success STA had in utilizing these funds, in January of 2020, the STA board approved a 4 year, \$100,000 dollar a year allocation of TFCA funds to support the STA EV implementation plan within the BAAQMD portion of Solano County. Within the last two years, STA staff has used these funds to solicit an annual call for projects and subsequently awarded proposals from SolTrans, Vallejo, Cal Maritime, and Six Flags.

Most of the funding provided for EV infrastructure has occurred within the BAAQMD portion of Solano County. In order to ensure a more equitable distribution of EV funds within Solano County, STA staff successfully procured \$30,000 of CAF to support the EV Implementation Plan within the YSAQMD portion of the County. STA staff will look to emulate the success of the approach taken on the BAAQMD side of Solano County in order to grow both public and private interest in grant money for installing electric vehicle chargers.

The \$30,000 provided by YSAQMD will allow STA staff to issue a call for projects for any interested applicants within the YSAQMD area looking to install EV infrastructure. As part of this effort, STA will conduct outreach to eligible applicants and will solicit project applications. The STA staff will then conduct an internal review of projects and subsequently provide a project approval recommendation to the STA Board. Following STA's project selections, both

parties will enter into an agreement requiring the awardee to complete the project within the timeline provided by the Air District. Ultimately, STA staff is aiming to complete the evaluation and grantee award process by Spring 2022.

**Fiscal Impact:**

\$30,000 is available for EV charging infrastructure through the YSAQMD Clean Air Funds Program.

**Recommendation:**

Authorize the Executive Director to issue a Call for Projects for \$30,000 of FY 2021-22 YSAQMD Clean Air Funds.



DATE: September 30, 2021  
TO: STA Board  
FROM: Vincent Ma, Marketing and Legislative Program Manager  
RE: Contract Amendment – State and Federal Legislative Advocacy Services

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**Background:**

Each year, the STA Board reviews and adopts a legislative platform and a list of legislative priorities for both the state and federal levels. The STA contracts with both state and federal lobbying firms to help secure state and federal funding for STA’s priority projects and to monitor legislation affecting transportation.

The STA’s current state lobbyist is the firm of Shaw Yoder Antwih Schmelzer & Lange (SYASL) which consists of Josh Shaw, Paul Yoder, Andrew Antwih, Jason Schmelzer, Karen Lange, and Matt Robinson as partners in the firm. Matt Robinson provides the STA with day-to-day contact for legislative support. SYASL also provides lobbying services for the County of Solano and the California Transit Association. SYAS has advocated on behalf of the STA since 2000. The initial contract term was from April 12, 2000 to September 30, 2002, and extended under several amendments to December 31, 2021.

STA entered into a contract in 2008 with Akin Gump Strauss Hauer & Feld LLP (Akin Gump) to perform the services that STA needs to be effective and to meet STA’s needs in Washington, D.C. The initial contract term was from February 16, 2008 through February 15, 2010. Subsequent amendments have extended the contract through December 31, 2021. The team, including Susan Lent, former counsel to the House Transportation Committee and a partner at the firm, and Vic Fazio, a former member of Congress from Solano County, provides strategic advice and has been engaged with members of Congress on STA’s behalf.

**Discussion:**

Historically, both SYASL’s and Akin Gump’s advocacy efforts on behalf of the STA have proven effective and productive. In addition to successfully advocating for funding and helping STA secure passage of legislation important to transportation in Solano County, both firms serve as a communication conduit for the STA Board and staff with Solano County’s four federal legislators, four state legislators, transportation and budget committees in both the Assembly and the Senate, the US Department of Transportation, the Federal Transit Administration (FTA), the California Transportation Commission (CTC), California State Transportation Agency (CalSTA), and the California Department of Transportation (Caltrans).

In the upcoming year, STA’s will require the assistance of both SYASL and Akin Gump advocate or seek funding for the following:

- \$5-6 million for SolanoExpress EV infrastructure
- \$4 million for SolanoExpress EV Buses
- I-80 Westbound Truck Scales Project
- I-80 Managed Lanes Project (Dixon Gap)
- I-505/Vaca Valley Multi-Modal Interchange Project

- SR37/Fairgrounds Parkway Interchange project
- Jepson Parkway Segment 2C
- Water Emergency Transpiration Authority (WETA) Appointment
- SolanoExpress exemption with California Highway Patrol (CHP)
- Buses and Bus Facilities Program
- Low or No Emission Vehicle Program
- Senate Bill 1 (SB1): Trade Corridor Enhancement Program

### *State Advocacy*

SYASL has continued to provide the STA with high caliber representation in Sacramento for an affordable price. SYASL's accomplishments during their most recent agreement period have been summarized (Attachment A). The current agreement expires on December 31, 2021. Staff has been satisfied with the services provided by SYASL and is planning to organize advocacy trips in 2022 to Sacramento for meeting with state legislative delegation, key state agencies such as CalSTA, Caltrans, the California Department of Housing and Community Development (HCD), and the California Strategic Growth Council. WETA Board Member Anthony Intintoli's term as the Governor's Appointee will expire at the end of 2021 and SYASL is working with the STA to nominate Board Member Intintoli's replacement. SYASL is also working on behalf of STA, Fairfield and Suisun Transit (FAST), and Solano County Transit (SolTrans) to pre-inspect buses and allow SolanoExpress to bypass the California Highway Patrol (CHP) weight stations in Fairfield.

Staff recommends approval of contract amendment #10 for a two-year agreement for state legislative advocacy services as outlined in the Scope of Work (Attachment B) between the STA and Shaw Yoder Antwih Schmelzer & Lange through December 31, 2023. Staff recommends maintaining the current contract amount of \$145,000 for the two-year period. SolTrans has participated in the STA contract with SYASL the past few years and wishes to continue participation with the contract extension.

### *Federal Advocacy*

Akin Gump provides valuable assistance to STA staff and the Board on federal matters and provides services that include researching grant opportunities for funding STA projects and following up with agency staff (such as Department of Transportation) to advise STA on strategies for pursuing competitive grants. Akin Gump is in regular communication with STA, keeping staff apprised of developments as they occur. Akin Gump is also experienced with transportation law and routinely recommends strategies for achieving STA's objectives. Attachment C is a list of their efforts and areas where they have assisted throughout the current contract. STA staff will meet with representatives of all three participating cities regarding mutual federal legislative advocacy services and will discuss setting project priorities for federal funding, specifically the three Congressional Member Designated Projects: 1) I-505/Vaca Valley Multi-Modal Interchange Project, 2) SR37/Fairgrounds Parkway Interchange Project, 3) Jepson Parkway Segment 2C, which could still be funded through the \$3.5 trillion "Reconciliation" bill. Additionally, Akin Gump will assist with staff to seek funding for the electrification of SolanoExpress with the Low/No Emissions and the Bus and Bus Facility grant programs to purchase \$4 million of EV buses and \$5-6 million for the installation of EV infrastructure.

The current two-year contract for federal legislative advocacy services with Akin Gump is for the annual amount of \$120,000 inclusive of all expenses in a monthly retainer of \$10,000. The costs for the contract are distributed to four participating agencies (Cities of Fairfield, Vacaville, and Vallejo, and STA) in the amount of \$24,999.96 per year, with SolTrans paying \$19,999.92 per year. STA staff recommends that the STA Board approve Contract Amendment #7 with Akin Gump for the period January 1, 2022 – December 31, 2023 in the amount of \$240,000 for the two-year period.



**Fiscal Impact:**

The annual fiscal impact of the SYASL agreement to STA is \$52,500 per year for two years with funding provided by agency member contributions and SolTrans' contribution of \$20,000 per year for two years. The two year total for STA and SolTrans is \$105,000 and \$40,000 respectively, for a grand total of \$145,000.

The annual fiscal impact of the Akin Gump agreement to STA is \$24,999.96 per year for two years, with the Cities of Fairfield, Vacaville, and Vallejo contributing \$24,999.96 per year and SolTrans contributing \$19,999.92 per year. The two year total for STA, Cities of Fairfield, Vacaville, and Vallejo is \$49,999.92 per entity and \$39,999.84 for SolTrans, and a grand total of \$240,000.

These contract amounts are included in the Fiscal Year (FY) 2021-22 and FY 2022-23 General Operations Services Budget.

**Recommendation:**

Authorize the Executive Director to:

1. Execute contract amendment #10 to the State Lobbying Consultant Services Agreement with Shaw Yoder Antwih Schmelzer & Lange for a two-year term in an amount not-to-exceed \$145,000;
2. Enter into an agreement with SolTrans to reimburse STA \$40,000 for state lobbying consultant services provided by Shaw Yoder Antwih Schmelzer & Lange;
3. Enter into a two year contract amendment #7 and extension with Akin Gump Strauss Hauer & Feld LLP;
4. Contract with the Cities of Fairfield, Vacaville, and Vallejo, and SolTrans to provide federal advocacy services in pursuit of federal funding for the STA's priority projects through December 31, 2023 at a total cost not-to-exceed \$240,000;
5. Approve the expenditure of \$105,000 to cover the STA's contribution for two year agreement with Shaw Yoder Antwih Schmelzer & Lange; and
6. Approve the expenditure of \$49,999.92 to cover the STA's contribution for two year agreement with Akin Gump Strauss Hauer & Feld LLP.

Attachments:

- A. Shaw Yoder Antwih Schmelzer & Lange Accomplishments 2020-2021
- B. 2022-2023 Scope of Work for State Legislative Advocacy Services
- C. Akin Gump Federal Legislative Advocacy Efforts for STA

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## Solano Transportation Authority

### Shaw Yoder Antwih Schmelzer & Lange Accomplishments – 2020 & 2021

- Over the course of 2020 and 2021, we **reviewed every introduced and amended bill for possible impact on STA and referred significant bills to STA staff** for further review and possible action by the Board. In that process, we also:
  - Provided analysis and background research as needed to STA staff, to facilitate action as appropriate on individual bills by the STA Board, and drafted letters for STA staff once positions were adopted.
  - Successfully testified on and lobbied members of the legislature, legislative staff, and the Administration, relative to the STA board’s position on a variety of bills. In 2020-21, SYASL actively lobbied more than a dozen bills on STA’s behalf and weighed in on several others, including but not limited to –
    - SB 44 (Allen) – CEQA Judicial Review
    - SB 288 (Wiener) – CEQA Exemptions
    - SB 339 (Wiener) – Road User Charge
    - SB 1408 (Dodd) – State Route 37
    - ACA 1 (Aguiar-Curry) – Lower-Vote Threshold
    - AB 43 (Friedman) – Safer Speed Limits
    - AB 455 (Wicks) – Bay Bridge Fast Forward Program
    - AB 629 (Chiu) – Seamless Bay Area
    - AB 1499 (Daly) – Design-Build
    - AB 3145 (Grayson) – Mitigation Fee Cap
- SYASL continuously **represented STA’s interests in legislative and Administration negotiations around evolving transportation funding legislation, policy documents and guidelines, including the Climate Action Plan for Transportation Infrastructure**. We particularly monitored and reported to STA on the impact to transportation funding of the COVID-19 health pandemic and different solutions and opportunities discussed in the Capitol. As well, we discussed STA’s opportunities for new transportation funding, in the context of the 2021 State Budget surplus.
- SYASL successfully planned and participated in **two STA Board virtual “Lobby Days” and two STA staff pre-briefings with legislative staff in Sacramento**, including facilitating preparation for and participation in meetings between STA board members and staff with key Administration officials, legislative delegation members, and with other key legislators and legislative staff, all with the goal of providing insight and information to our delegation and other key decision-makers about STA’s project and funding priorities. We also set up and participated in meetings with CalSTA Secretary Kim, Caltrans Director Omishakin, CTC Director Weiss, as well as several CTC Commissioners.
- SYASL worked with STA staff, CTC, CalSTA, and Caltrans to **successfully ensure the award of competitive grants for the following projects**: Solano I-80 Managed Lanes (\$123 million from the Trade Corridors Enhancement Program); I-80 Westbound Truck Scales (\$24 million from the Trade Corridors Enhancement Program); Solano Regional Transit Improvements (\$10.4 million from the Transit and Intercity Rail Capital Program).

- SYASL successfully **maintained regular communications with the members and staff in the STA legislative delegation**, focusing on the bills most affecting STA.
- SYASL arranged for a **successful meeting with high-level staff at the California Department of Housing and Community Development** to help Solano County and its cities address issues with the Regional Housing Needs Assessment (RHNA).
- SYASL assisted STA staff in **developing annual State Legislative Programs** for board adoption.
- SYASL regularly **briefed the STA board’s Executive Committee** via conference call meetings, and, **presented to the STA board** in person as requested, and provided regular **phone and email updates to STA staff** as needed, on the latest developments in Sacramento.
- SYASL wrote and provided to STA staff and board **monthly activity reports and summaries of significant legislative and fiscal developments**, reflecting our work in that period, as well as providing updates on the legislative and funding issues highlighted above.
- SYASL monitored **MTC’s Blue Ribbon Transit Recovery Task Force** and advised Task Force Chair and member of the STA Board of Directors Jim Spering and STA staff on developments in the Capitol relative to legislation that might implement the Task Force’s recommendations, particularly with regard to AB 629 (Chiu) and the possibility of transit agency consolidation (and as that effort related to SolTrans’ efforts to form a special transit district; see below).
- SYASL **engaged CHP and CalSTA on behalf of STA and SolTrans to document the impacts of a new policy requiring commuter buses operating on I-80 to pull into the commercial vehicle enforcement facility, located at Cordelia – Eastbound**. Additionally, we have worked to identify alternative approaches for meeting CHP’s safety goals without compromising the viability of commuter bus service in Solano County.

## Solano County Transit

### Shaw Yoder Antwih Schmelzer & Lange Accomplishments – 2020 & 2021

- Over the course of 2020 and 2021, we **reviewed every introduced and amended bill for possible impact on SolTrans and referred significant bills to SolTrans staff** for further review and possible action by the Board. In that process, we also provided analysis and background research as needed to SolTrans staff.
- SYASL worked with SolTrans staff to **scope and pursue placement of SolTrans special district legislation** in 2020 and 2021.
- SYASL monitored **MTC’s Blue Ribbon Transit Recovery Task Force** and advised SolTrans staff on developments in the Capitol relative to legislation that might implement the Task Force’s recommendations, particularly with regard to AB 629 (Chiu) and the possibility of transit agency consolidation and how that effort would affect the prospects for SolTrans’ efforts to form a

special transit district.

- SYASL **elevated to SolTrans staff the introduction and modification COVID-19-related regulations and guidance**, impacting transit operations.
- SYASL continuously **represented SolTrans’s interests in legislative and Administration negotiations around evolving transportation funding legislation, policy documents and guidelines**. We particularly monitored and reported to SolTrans on the impact to transportation funding of the COVID-19 health pandemic and different solutions and opportunities discussed in the Capitol. As well, we monitored and reported to SolTrans on opportunities for new public transit funding, in the context of the 2021 State Budget surplus.
- SYASL successfully **maintained regular communications with the members and staff in the SolTrans legislative delegation**, focusing on the bills and funding opportunities most affecting SolTrans.
- SYASL **engaged CHP and CalSTA on behalf of STA and SolTrans to document the impacts of new policy requiring commuter buses operating on I-80 to pull into the commercial vehicle enforcement facility, located at Cordelia – Eastbound**. Additionally, we have worked to identify alternative approaches for meeting CHP’s safety goals without compromising the viability of commuter bus service in Solano County.

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## State Legislative Advocacy Services 2022-2023 Scope of Work January 1, 2022 through December 31, 2023

The scope of work is a general guide to the work the Solano Transportation Authority (STA) expects to be performed by the state lobbyist and is not a complete listing of all services that may be required.

1. Research and monitor legislation that directly or indirectly affects STA and provide guidance as appropriate, including land-use and housing legislation affecting the region.
2. Research funding categories to identify alternative funding opportunities in support of STA's projects, including the use of public-private partnerships.
3. Consistently inform STA about relevant activities in the State arena.
4. Advise STA of the political and financial feasibility of the legislative platform and develop appropriate strategies in consultation with STA staff.
5. Submit monthly written updates to STA staff concerning progress of pertinent legislation & budgetary items, including a description or analysis of any specific impacts to Solano County & STA of those proposals.
6. Meet with STA staff and make brief presentations to the STA Board. Participate frequently via teleconference with staff and the STA Executive Committee.
7. Participate in crafting itineraries, facilitating and attending annual meetings with the delegation, key committee members and state agency staff in Sacramento and/or Solano legislative district offices.
8. Assist STA staff in preparing draft support/opposition letters, letters of request for assistance, and other materials needed to ensure the success of STA's goals and objectives.
9. Work closely with STA to develop a specific plan for face-to-face lobbying activities.
10. Represent STA in Sacramento in terms of communicating STA's legislative platform to the appropriate elected representatives, key Committee members, state agency staff and other entities as needed. It is anticipated that STA's 2022-2023 highest priorities might include, amongst others, legislation impacting SB 1, toll facilities, regional transit, housing & land-use, sea-level rise, public-private partnerships, alternative procurement methods and local transportation funding shares.
11. Establish and maintain effective and positive relationships with the Northern California legislative delegation, key Committee members and state agency staff to keep those offices focused regarding STA's agenda.
12. Assist STA in maintaining and enhancing relationships with key coalition partners, insofar as those relationships involve or affect state-level policy and funding decisions. Such partners would include, but not be limited to, other Bay Area CMAs, the Metropolitan Transportation Commission, the California Transit Association, and the California Association of Councils of Governments (CALCOG).

In addition to the foregoing, the parties agree that Solano County Transit (“SolTrans”) is a third-party beneficiary to this Agreement and may request services from Consultant in accordance with the general tasks listed above or the specific tasks related to SolTrans as follows:

13. Establish a legislative program, priorities and strategies that support, protect and maximize SolTrans’ ability to deliver and fund transportation services and programs.
14. Establish an outreach plan for Solano County elected officials in Sacramento to increase state-level awareness of the SolTrans organization and its legislative priorities.
15. Monitor and inform staff of legislative efforts of peer agencies and those of the California Transit Association that may impact or benefit SolTrans.



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

September 21, 2021

**To:** Solano Transportation Authority  
**From:** Akin Gump Strauss Hauer & Feld LLP  
**Re:** Summary of Accomplishments

We have greatly appreciated the opportunity to provide federal legislative advocacy services to STA and hope to continue to provide such services. Akin Gump is a full service law firm with one of the largest government relations practices in Washington. Susan Lent, a partner in the firm who heads the firm's transportation practice and previously was a counsel to the House of Representatives Committee on Transportation and Infrastructure, is responsible for the representation. Key members of the firm's more than 75-member public law and policy team available to support the representation include former Congresswoman Ileana Ros-Lehtinen, former Senator Joe Donnelly, former Chief of Staff to Senate Majority Leader Mitch McConnell Hunter Bates, former Chief of Staff to current Senior Advisor to President Joe Biden Virgil Miller and former senior policy advisor to Speaker Nancy Pelosi Arshi Siddiqui.

Because of our long-standing representation of STA, we have an in-depth understanding of STA and its members' federal priorities. We have close relationships with members of the Solano County congressional delegation as well as with the members of Congress who sit on the House and Senate transportation committees and their staffs. Susan Lent is an experienced transportation lawyer and lobbyist who routinely advises STA regarding changes to transportation laws and regulations, their impact and how to advocate for changes to laws and regulations.

The COVID-19 pandemic has brought about upheaval and uncertainty. Our firm has provided consistent guidance to STA regarding securing federal funding to address COVID expenses and advance STA priorities. Akin Gump makes STA aware of transportation developments in Washington and identifies opportunities for STA to secure federal funding and influence law and policy. We are in regular communication with STA, keeping staff apprised up developments as they are occurring.

This is an exciting time in Washington with Congress on the verge of passing historic infrastructure legislation that would provide substantial funding increases for highway, public transportation and rail programs and establish several new competitive grant programs that should be of interest to STA, including programs focused on resiliency, safety, goods movement and emissions reduction. There also may be additional funding for public transportation through

Solano Transportation Authority  
September 21, 2021  
Page 2

a grant program administered jointly by the Department of Housing and Urban Development and the Federal Transit Administration (FTA). We provided a detailed report on funding programs to STA.

We will continue to monitor developments with infrastructure legislation, including final passage and enactment. Once President Biden signs the bill into law, we will work with STA to identify grant opportunities. We will meet with STA to discuss current priorities and identify which projects are candidates for the various federal grant programs, including the many new programs. We will monitor DOT's implementation of these programs and changes to law. We will apprise STA of the effect of new laws and policies on it and its members.

We plan to schedule meetings with Department of Transportation and FTA officials to brief them on STA projects and seek input from DOT on how STA projects would fare under the different grant programs. We also will brief Congressman John Garamendi and Congressman Mike Thompson and Senators Dianne Feinstein and Alex Padilla on STA priorities and seek support for grant proposals from members of Congress.

While the COVID-19 pandemic has limited in-person meetings, we are hopeful that we are able to meet in person later this year or early next year. We are also hopeful we can schedule in person meetings with members of Congress, congressional committees and DOT and FTA officials early next year.

A significant development this year is that Congress decided to include earmarks in legislation. We worked closely with STA staff to develop earmark requests, advocate for funding and ensure that STA projects were included in the House-passed transportation bill. We will continue to identify opportunities for STA to secure earmarks for its projects, assist with drafting funding proposals and schedule meetings with members of Congress to brief them on earmark requests.

We look forward to advancing STA's interests in the coming years. We have summarized our accomplishments over the past two years below:

- Assist STA annually with developing its federal platform, including identifying federal funding opportunities and strategies for pursuing funding.
- Made presentations to the STA Board and participate in telephone conferences to provide updates and strategic advice.
- Drafted monthly reports regarding developments in Washington and opportunities for transportation and other federal funding.

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September 21, 2021  
Page 3

- Attended hearings and markups of relevant congressional committees and provide written reports to STA.
- Scheduled meetings for Solano County mayors, Daryl Halls, Beth Kranda and STA staff with members of Congress and their staff and congressional committee staff regarding STA federal priorities and earmark requests.
- Assisted STA staff with developing earmark requests.
- Secured the following earmarks in the House-passed INVEST In America Act:
  - \$7,460,000 for Jepson Parkway Vanden Road Complete Streets Project to Travis Air Force Base Fairfield.
  - \$4,000,000 for State Route 37 and Fairgrounds Drive Interchange Improvements Vallejo.
  - \$4,000,000 for I-505 Vaca Valley Parkway Corridor Multimodal Improvements Project Vacaville.
- Monitored COVID-19 relief legislation and provided in-depth analyses of funding distribution and program requirements.
- Advocated for members of Congress to support passage of COVID-19 relief legislation.
- Monitored notices of funding opportunity and made STA aware of funding opportunities.
- Advised STA regarding funding eligibility under the Federal Lands Access Program (FLAP) grant program.
- Provided frequent updates regarding advancement of infrastructure legislation and prepared a detailed report summarizing the grant programs in the legislation.

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DATE: October 4, 2021  
TO: STA Board  
FROM: Debbie McQuilkin, Transit Mobility Program Coordinator II  
RE: Contract Extension for Elizabeth Richards Consulting to Complete Veteran's Mobility Assessment

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**Background:**

The STA last completed a countywide study addressing the transportation needs of older adults and people with disabilities in 2019. The current effort to create an updated plan included the key step of conducting wide-ranging, in-depth community outreach throughout Solano County. This project used multiple strategies to solicit public input. The most visible were the seven city and one countywide Mobility Summits for Older Adults and People with Disabilities.

Based on the findings in this study, in March 2019, the STA Board approved \$250,000 in State Transit Assistance funds (STAF) for priority programs identified by the Solano Mobility Study for Older Adults and People with Disabilities. Subsequently, the STA Board allocated \$50,000 for management of the new Vehicle Share Program, a priority of the Consolidated Transit Services Agency Advisory Committee (CTSA-AC). Also, an allocation of \$75,000 for the Solano Older Adult Medical Trips Concierge pilot program was approved by the STA Board, which left a balance of \$125,000 for additional projects to be prioritized for recommendation to the STA Board by the CTSA-AC from the STA's Solano Mobility Study.

At the October 22, 2020 CTSA meeting, 12 potential projects were presented for a discussion about allocating the remaining \$125,000 of STAF in FY20-21. After prioritization by the members, the top 7 were brought back to a special CTSA meeting on December 3, 2020 for final discussion and project approval. Six were chosen to receive funding. One of those priority projects was the Veteran's Mobility Study/Assessment. Elizabeth Richards Consulting was selected to conduct the Veteran's Mobility Assessment. The contract term was from April 1, 2021 through October 30, 2021 in the amount of \$15,000.

**Discussion:**

Elizabeth Richards Consulting and STA staff completed the Veteran's Mobility Assessment in September 2021. This assessment and the findings were to be presented to the CTSA-AC at the September 23, 2021 meeting. Due to unforeseen conflicting meeting, this meeting was cancelled and the next scheduled CTSA meeting will be held on January 22, 2022, which is outside of Ms. Richard's contracted timeframe. To allow for the presentation of the assessment to the CTSA, and opportunity to explore additional opportunities to assist Solano County Veterans, STA staff would like to extend Ms. Richard's contract to June 30, 2022 and add more budget to provide additional outreach to veterans.

**Fiscal Impact:**

The cost to amend the contract with Elizabeth Richards Consulting is \$15,000 for a total of \$30,000. This is proposed to be funded by STAF funds allocated in FY 2021-22 budget.

**Recommendation:**

Approve the following:

1. Allocate \$15,000 in State Transit Assistance Fund (STAF) for FY 2021-22 to contract for Veteran's Mobility Assessment Project; and
2. Authorize the Executive Director to execute a first amendment to the contract with Elizabeth Richards Consulting for an amount not-to-exceed \$30,000 to cover The Veteran's Mobility Assessment Project and extend the contract to June 30, 2022.



DATE: October 1, 2021  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: STA Building Service Contracts

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**Background:**

In January 2020, the Board approved the contracts and budget for a new STA Office Building at 423 Main Street, Suisun City. Since that time, significant progress has been made on the building construction with a scheduled move-in date for December 2021. The three story, 22,000 SQFT building includes Board Chambers, Solano Mobility Program customer's service window, conference rooms, solar system and staff space. With the building construction completion in sight, it is now time to look ahead at the service needs of the new building

**Discussion:**

The service needs of the building include maintenance and required certifications of components/systems within the building. These include: Heating, ventilation, and air conditioning (HVAC), fire suppression, fire alarm, security, elevator, janitorial, pest control and fire extinguishers. Staff is seeking to use existing procurement processes used by Solano County and the City of Suisun City to enter into contracts for these regular maintenance and certifications of the various systems associated with the new building.

**Fiscal Impact:**

The cost for these service contracts has been estimated in the Fiscal Year 2021-22 budget to begin in December 2021.

**Recommendations:**

Approve the delegated authority to the Executive Director to enter into services contracts for components/systems associated with the new building by utilizing previous solicitation processes completed by Solano County and the City of Suisun City.

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DATE: October 1, 2021  
TO: STA Board  
FROM: Bernadette Curry, STA Legal Counsel  
Janet Adams, Deputy Executive Director/Director of Projects  
RE: Amended Purchase Agreement of Land for Suisun Mobility Hub

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**Background:**

In October 2019, the STA Board authorized staff to purchase properties necessary for the new STA Building. This included a one-acre site at 526 School Street (APN 0032-081-110) along with two properties that the new building is currently being constructed on. This one-acre site was to be used by the STA for our parking needs. Due to the direct proximity (Attachment A), it is an ideal location for our parking needs. While the STA doesn't need the full acre for our parking needs, the location was the driver to moving forward. The STA building construction has made significant progress and will be ready for staff to begin the process of moving into the new office in December 2021.

**Discussion:**

While the Board authorized the purchase of 526 School Street, the actual purchase has been delayed by the Water Board mandated clean-up of the site. The site is contaminated with chemical compounds resulting from prior truck cleaning operations. Remedial work continues on site as of the original date of value. As we understand it, the clean-up has not progressed as hoped for. The original purchase price assumed the site had been cleaned to residential standards. While the owner has been actively remediating the site with Water Board oversight, the site has not reached a clean-up level to close the site with unrestricted uses. The original purchase price agreed on the site, \$630,000, between the two parties had this requirement as part of the purchase. The requirement being that site be cleaned-up with no use restrictions. However, while the actual "dirty spot" is not on the actual property, it has been transported easterly, this site is not cleaned-up to an unrestricted use state. However, STA's intended use is for parking, storing mobility vehicles and not housing or commercial occupancy.

Concurrently, the STA has been in discussions with the City of Suisun City for the development of a Suisun Mobility Hub. The implementation of this is part of a separate staff report on the agenda for the Board. This one-acre lot is the proposed site for the Mobility Hub.

With the progress of the building and the STA/City of Suisun City staff agreement of the implementation of the Mobility Hub, staff recommends to move forward with the development of this site. With the concurrence of the STA Building Oversight Committee and the property owner, STA has had the appraisal updated on the site to determine a market value of the property with a hypothetical condition that the site is deed restricted to be used as a parking garage, mobility hub or other similar uses.

Staff is proposing to enter into an amended Purchase and Sale Agreement with Sheldon Oil for the acquisition of the site that would include a deed restriction to limit the use of the site to a parking garage or similar.

As mentioned above, staff engaged the services of Valbridge Property Advisors to prepare the updated appraisal report for the property.

Total acquisition cost are estimated as follows:

Negotiated Purchase Price of: 526 School Street:	\$480,000
<u>Est. Closing Costs</u>	<u>\$6,000</u>
Est. Total Acquisition Costs	\$486,000

Staff is recommending that the Executive Director be authorized to execute the amended Purchase and Sale Agreement with a deed restriction for the parcel.

Once title to the parcels have transferred, and the Board approves the previously referenced Implementation and funding plan of the Suisun Mobility Hub, staff will begin the process of preparing the bid package for the design and construction of the Mobility Hub. Staff anticipates returning in the Spring of 2022 to the STA Board to award the construction contract.

**Fiscal Impact:**

The cost to purchase the property at \$630,000 was previously approved by the STA Board and this amount is currently in escrow for the site. Therefore, no additional funds will be required for this site.

**Recommendations:**

Authorize the Executive Director to proceed to execute all documents necessary to complete the purchase of 526 School Street and accepting a deed restriction on the property.

Attachment:

- A. Map of Suisun Mobility Hub

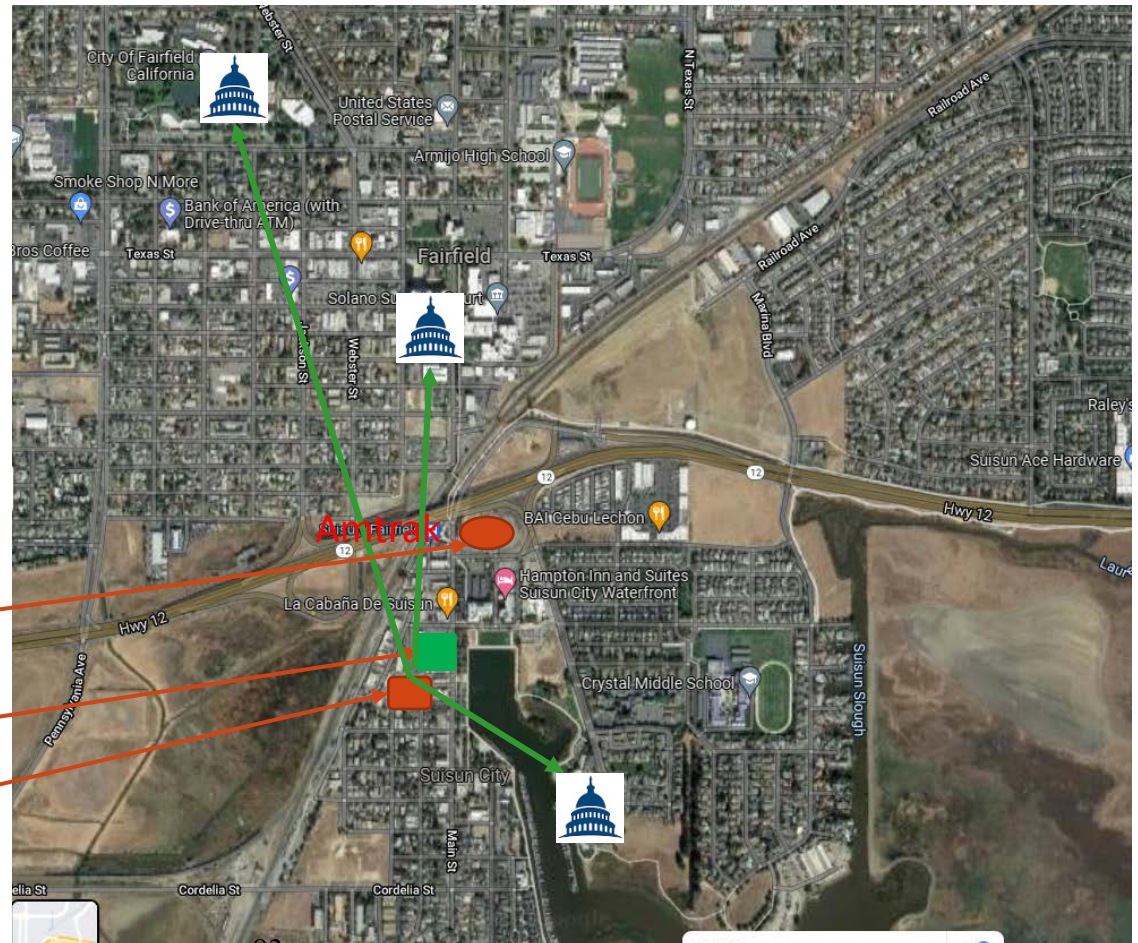
# Downtown Suisun Mobility Hub

**0.2 miles** from the Suisun-Fairfield Amtrak Station with  **Solano Express** and **FAST** connections!

**0.4 miles** from Suisun City Hall

**0.7 miles** from the County Administration Building

**1.1 miles** from Fairfield City Hall



Train Station Mobility Hub

New STA Building

Downtown Suisun Mobility Hub

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DATE: October 4, 2021  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
Anthony Adams, Senior Project Manager  
RE: 2022 Surface Transportation Improvement Program (STIP) Programming

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**Background:**

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

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

**Discussion:**

*STA Board Approved STIP Funding Priorities and 2020 Programming*

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

To provide a local match for Trade Corridor Enhancements program for the I-80 Managed Lanes, STA Board approved the following programming of the 2020 STIP at their November 2019 meeting:

- \$5M: SR37 Fairgrounds Dr. Interchange Improvements - FY 2021-22 (STA Project Sponsor)
- \$4M: Solano I-80 Managed Lanes Project in Fairfield and Vacaville – FY 2021-22 (Caltrans Project Sponsor)
- \$13.3M in Advanced STIP Shares: Solano I-80 Managed Lanes Project in Fairfield and Vacaville – FY 2021-22 (Caltrans Project Sponsor)
- \$16.7M in Advanced STIP Shares: I-80/I-680/SR12 Interchange phase 2 - FY 2021-22
- \$152K Planning, Programming, and Monitoring (FYs 2023-24 and 2024-25)
- \$98K Vine Trail – Calistoga to St. Helena

### *STIP 2022 Programming*

Due to the COVID pandemic, gas tax revenues were down relative to historic averages. This resulted in a much lower STIP amount than normal. STA normally averages \$10M over 2 years, while the 2022 STIP estimate was only \$6.7M. Due to previous programming actions from 2020 STIP for the advancement of the I-80 Managed Lanes Project (construction scheduled to begin 2022) and the I-80/I-680/SR 12 Interchange (currently under construction), Solano County's STIP is currently \$29M in arrears (owes) for the program. This means STA will not be able to program STIP funds until this balance is positive.

Counties can utilize 5% of their STIP funding to go towards Planning, Programming, and Monitoring (PPM). PPM funds are not contingent on the STIP balance and are only calculated on the total amount per cycle. For the 2022 STIP cycle, Solano is eligible to program \$233,000 for Fiscal Years 2025-26 and 2026-27. STA staff recommends programming \$116,000 in FY 2025-26 and \$117,000 in FY 2026-27.

At the September TAC meeting, this item was unanimously recommended for approval.

#### **Fiscal Impact:**

\$233,000 in total PPM funding, with \$116,000 in FY 2025-26 and \$117,000 in FY 2026-27

#### **Recommendation:**

Program the 2022 STIP PPM with \$233,000 in total PPM funding, with \$116,000 in FY 2025-26 and \$117,000 in FY 2026-27.

**2022 RTIP Fund Estimate County Targets**

8/31/2021

All numbers in thousands

Table 1: County Share Targets

Draft	Through FY 2026-27 New Distrib.	Advanced, Carryover, and Lapsed	Regional Set-aside*	MTC PPM** FY 2025-26 & FY 2026-27	2022 STIP CTA Target***
Alameda	22,035	0	(5,063)	(355)	16,617
Contra Costa	15,118	45,890	(31,090)	(230)	29,688
Marin	4,131	(22,406)	(571)	(65)	0
Napa	2,724	(19,683)	(376)	(40)	0
San Francisco	11,202	1,548	(1,548)	(180)	11,022
San Mateo	11,415	3,912	(1,598)	(186)	13,543
Santa Clara	26,162	5,932	(3,632)	(414)	28,048
Solano	6,854	(29,263)	(945)	(109)	0
Sonoma	8,423	231	(4,577)	(131)	3,946
<b>County Totals</b>	<b>108,064</b>	<b>(13,839)</b>	<b>(49,400)</b>	<b>(1,710)</b>	<b>102,864</b>

Note: Counties with negative balance have a "\$0" new share.

\* Regional set-aside includes \$31M from ARRA/Caldecott payback, \$15M from SFOBB Bike/Ped Access projects, and \$3.4M from MSN B2 payback (SON)

\*\* Assumes 2% Escalation Rate for New Fys (reduced from 3.5%)

\*\*\* Does not include new CTA PPM programming

Table 2: Planning, Programming, and Monitoring Amounts  
FY 2022-23, FY 2023-24

	PPM Limit FY 2022-23 through FY 2023-24	MTC PPM FY 2022-23 through FY 2023-24	Programmed CTA PPM Current Share Period		PPM FY 2022-23 through FY 2023-24 CTA Share
			FY 2022-23	FY 2023-24	
Alameda	327	327	0	0	0
Contra Costa	636	212	356	68	0
Marin	61	61	0	0	0
Napa	139	37	51	51	0
San Francisco	472	167	259	46	0
San Mateo	481	173	262	46	0
Santa Clara	494	382	112	0	0
Solano	288	100	159	29	0
Sonoma	398	120	278	0	0
<b>County Totals</b>	<b>3,296</b>	<b>1,579</b>	<b>1,477</b>	<b>240</b>	<b>0</b>

Note: Counties may redistribute PPM amounts across both fiscal years

Table 3: Planning, Programming, and Monitoring Amounts  
FY 2024-25, FY 2025-26, FY 2026-27

	PPM Limit FY 2024-25 through FY 2026-27	MTC PPM FY 2024-25 through FY 2026-27	Programmed CTA PPM FY25 to FY28 Share Period			PPM Available for FY25 to FY28 Share Period CTA Share***
			FY 2024-25	FY 2025-26	FY 2026-27	
Alameda	1,668	527	394	0	0	747
Contra Costa	1,143	342	275	0	0	526
Marin	313	97	74	0	0	142
Napa	206	60	50	0	0	96
San Francisco	847	268	199	0	0	380
San Mateo	863	277	201	0	0	385
Santa Clara	1,978	615	469	0	0	894
Solano	518	162	123	0	0	233
Sonoma	637	194	153	0	0	290
<b>County Totals</b>	<b>8,173</b>	<b>2,542</b>	<b>1,938</b>	<b>0</b>	<b>0</b>	<b>3,693</b>

Note: Counties may redistribute and program PPM share across all three fiscal years

\*\*\* CTA PPM share has not been subtracted from 2022 STIP CTA target identified in Table 1

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DATE: September 29, 2021  
TO: STA Board  
FROM: Brent Rosenwald, Planning Assistant  
RE: Amendment to the Solano Active Transportation Plan (ATP)/Criteria for New Projects

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**Background:**

The Comprehensive Transportation Plan (CTP) serves as STA’s primary long range planning document that guides and prioritizes the STA’s investments in transportation. An element of the CTP is the Active Transportation Element, which guides STA’s investment in bike and pedestrian related projects and programs. The STA Board adopted the current Solano ATP in April of 2020.

The Solano ATP is meant to be viewed as a guiding document and will be used by STA staff as the basis from which future bike and pedestrian projects are selected and prioritized by STA for grant funding sources like Transportation Development Act (TDA) Article 3. Additionally, the Solano ATP will be a living document that can be amended periodically with new projects and priorities based on the requests of the seven cities and the county. A digital copy of the Solano 2020 Active Transportation Plan (ATP) is available at the following link: [https://sta.ca.gov/documents\\_and\\_report/solano-countywide-active-transportation-plan/](https://sta.ca.gov/documents_and_report/solano-countywide-active-transportation-plan/)

**Discussion:**

In light of recently adopted 2020 Active Transportation Plan, STA staff has conducted outreach to its member agencies to determine each agency’s priority bike and pedestrian projects for TDA Article 3 funding and other forthcoming grants. The goal of this outreach was to formulate a 5-year ATP vision program that would align the goals of STA and its member agencies to create a transparent funding and implementation timeline. During these discussions, member agency staff have frequently identified several local projects that they would like to advance for TDA Article 3 and other funding sources that are not included in the ATP. Due to the fact that their exclusion from the plan deems them ineligible for TDA funds, STA staff has determined that amending the original plan to include new projects is necessary. Additionally, STA staff has noted that the ATP contains some discrepancies between the individual jurisdiction’s projects lists and the countywide SR2S projects list. Due to the fact that most of the projects on the SR2S list inherently enhance bicycle and pedestrian infrastructure, the proposed amendment process will look to establish consistency between both documents.

To kick start this effort, STA staff will engage all of its member agencies to capture the projects they would like to add to each of their jurisdiction’s bicycle and pedestrian projects list. This process will initialize with this formal Call for Projects issued at the October 2021 STA Board meeting. STA staff is envisioning a two-month window for project sponsors to make formal submissions to staff regarding the revisions they would like to make. Once the Call for Projects is closed, STA planning staff will work with representatives of the Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) to begin the process of evaluating each submitted project.

In order to evaluate each submission, STA will use the same criteria for scoring that was included in the 2020 ATP. These criteria are: connectivity, school access, transit access, safety, equity, secured funding, and comfort. Following conversations with both regional partners at the Metropolitan Transportation Commission (MTC) and local members of the BAC and PAC, STA staff recommends including recreational access and proximity to MTC designated geographies (PDA, PPA, PCA) as two new scoring categories.

Once all the evaluations are finalized, STA will bring the revisions to the BAC, PAC, STA TAC and subsequently the STA Board for final adoption. STA staff is aiming for Board action in early Spring of 2022 so that any additional projects will be eligible for the next round of TDA Article 3 funding.

By undertaking the process of amending the ATP, STA staff is looking to create a document that accurately captures each member agencies current active transportation priorities and will encourage member agencies to adopt it.

The aforementioned criteria was recommended for approval at the September meeting of the STA TAC.

**Fiscal Impact:**

None.

**Recommendation:**

Approve the following:

1. Authorize the Executive Director to issue a Call for Project to amend the Solano 2020 Active Transportation Plan; and
2. Approve ATP Amendment Criteria of connectivity, school access, transit access, safety, equity, secured funding, comfort, recreational access and proximity to MTC designated geographies for New Projects.



DATE: September 28, 2021  
TO: STA Board  
FROM: Brent Rosenwald, Planning Assistant  
RE: Fiscal Year (FY) 2021-22 Transportation Development Act Article 3 (TDA-3)  
Countywide Coordinating Claim

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**Background:**

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

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

**Discussion:**

Over the last two TDA Article 3 funding cycles, STA has completed a comprehensive reassessment of its priority projects list in light of the recently adopted 2020 Active Transportation Plan. The goal of this undertaking was to formulate a 5-year TDA-3 vision program that would align the goals of STA and its member agencies to create a transparent funding and implementation timeline. The program list is designed to be fluid in order to provide a level of confidence for project sponsors to anticipate future TDA Article 3 funding. It provides time for them to finish design, environmental documents or obtain matching funds. Projects may advance or be pushed back in the 5-year list if they do not complete those tasks. All of the projects included in the 5-year program are considered by the BAC and PAC, but only projects included in year one are formally recommended for approval.

Recently, STA staff met with each of the seven cities and the County to discuss priorities in order to formulate the proposed funding schedule for this program and develop recommendations for this funding cycle. In addition, these projects have been discussed at the Solano Project Delivery Working Group (PDWG), at previous BAC and PAC meetings, and were identified as immediate priorities during the project outreach sessions conducted by STA. All of the projects included in the 5-year program are identified in STA's recently adopted Active Transportation Plan. Project sponsors have indicated that they will be able to deliver these projects in a manner consistent with the time requirements of the funding.

The TDA-3 FY 2021-22 preliminary fund estimate from MTC is \$431,683. Based on the aforementioned efforts, STA staff convened a joint meeting of its countywide BAC and PAC on June 3<sup>rd</sup> where both Committees voted to recommend funding the following projects to both the TAC and STA Board. These projects will serve as the recommended FY 2021-22 TDA Article 3 allocation:

1. STA 3-Year Wayfinding Sign Program  
STA planning staff is requesting \$25,000 as part of the second year of its 3-year bicycle wayfinding sign program.
2. Military West Bike and Pedestrian Project (Benicia)  
The City of Benicia is seeking \$200,000 for bicycle restriping and the closure of a large sidewalk gap on Military West between 3<sup>rd</sup> Street and 5<sup>th</sup> Street.
3. Benicia Road Complete Streets (Solano County)  
Solano County is seeking \$133,590 for the striping of class II bike lanes and streetscape improvements on Benicia Road from Beach Street to Lincoln Road.
4. Sacramento Street Road Diet (Vallejo)  
The City of Vallejo is seeking \$73,093 for pedestrian ramp improvements and the installation of class II buffered bike lanes on Sacramento Street from Tennessee Street to Capital Street.

STA staff presented the proposed funding strategy for the FY 2021-22 TDA Article 3 program to the TAC at the June 2021 meeting. The TAC members voted to forward a recommendation for the STA Board to approve funding for these projects. STA staff brought the TDA funding recommendations to the July 2021 STA Board meeting where they were approved. Following this, staff needs to formalize this allocation by submitting two resolutions to Board for approval. Resolution 2021-18 is the funding allocation for the STA 3-Year Wayfinding Sign Program as seen in Attachment A. Resolution 2021-19 is the countywide allocation of TDA funds and is seen in Attachment B.

**Fiscal Impact:**

The total TDA funding recommendation is \$431,683.

**Recommendation:**

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

1. STA Resolution 2021-18 for STAs 3-Year Bicycle Wayfinding Sign Program as shown in Attachment A; and
2. STA Resolution 2021-19 for the Solano Countywide Coordinated Claim for TDA Article 3 funding allocation as shown in Attachment B.

Attachments:

- A. STA Resolution 2021-18 for STAs 3-Year Wayfinding Sign Program
- B. STA Resolution 2021-19 for the Solano Countywide Coordinated Claim for TDA Article 3 Funding Allocation

**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION NO. 2021-18**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY'S  
SAFE ROUTES TO SCHOOL PROGRAM APPROVING THE REQUEST TO THE  
METROPOLITAN TRANSPORTATION COMMISSION FOR ALLOCATION OF  
TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PEDESTRIAN AND BICYCLE  
PROJECT FUNDING FOR FISCAL YEAR 2021-22**

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No.4108, entitled "Transportation Development Act, Article 3, Pedestrian and Bicycle Projects," which delineates procedures and criteria for submission of requests for the allocation of "TDA Article 3" funding; and

WHEREAS, MTC Resolution No. 4108 requires that requests for the allocation of TDA Article 3 funding be submitted as part of a single, countywide coordinated claim from each county in the San Francisco Bay region; and

WHEREAS, the Solano Transportation Authority desires to submit a request to MTC for the allocation of TDA Article 3 funds to support the projects described in Attachment B to this resolution, which are for the exclusive benefit and/or use of pedestrians and/or bicyclists; now, therefore, be it

RESOLVED, that the Solano Transportation Authority declares it is eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code, and furthermore, be it

RESOLVED, that there is no pending or threatened litigation that might adversely affect the project or projects described in Attachment B to this resolution, or that might impair the ability of the Solano Transportation Authority to carry out the project; and furthermore, be it

RESOLVED, that the project has been reviewed by the Bicycle Advisory Committee (BAC) of Solano County  
; and furthermore, be it

RESOLVED, that the Solano Transportation Authority attests to the accuracy of and approves the statements in Attachment A to this resolution; and furthermore, be it

RESOLVED, that a certified copy of this resolution and its attachments, and any accompanying supporting materials shall be forwarded to the congestion management agency, countywide transportation planning agency, or county association of governments, as the case may be, of Solano County for submission to MTC as part of the countywide coordinated TDA Article 3 claim.

The Solano Transportation Authority's Safe Routes to School Program adopted this resolution on the 13<sup>th</sup> day October 2021

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Ron Rowlett, Chair  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 13<sup>th</sup> day October 2021 by the following vote:

Ayes: \_\_\_\_\_  
Nos: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_  
Johanna Masiclat  
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 13<sup>th</sup> day of October 2021.

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Daryl K. Halls, STA Executive Director  
Solano Transportation Authority

**Findings**  
Page 1 of 1

1. That the Solano Transportation Authority is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 funds, nor is the Solano Transportation Authority legally impeded from undertaking the project(s) described in “Attachment B” of this resolution.
2. That the Solano Transportation Authority has committed adequate staffing resources to complete the project(s) described in Attachment B.
3. A review of the project(s) described in Attachment B has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in Attachment B have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project(s) described in Attachment B comply with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.).
6. That as portrayed in the budgetary description(s) of the project(s) in Attachment B, the sources of funding other than TDA are assured and adequate for completion of the project(s).
7. That the project(s) described in Attachment B are for capital construction and/or design engineering; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by the Solano Transportation Authority within the prior five fiscal years.
8. That the project(s) described in Attachment B is included in a locally approved bicycle, pedestrian, transit, multimodal, complete streets, or other relevant plan.
9. That any project described in Attachment B that is a bikeway meets the mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual.
10. That the project(s) described in Attachment B will be completed before the funds expire.
11. That the Solano Transportation Authority agrees to maintain, or provide for the maintenance of, the project(s) and facilities described in Attachment B, for the benefit of and use by the public.

**TDA Article 3 Project Application Form**

Fiscal Year of this Claim: 2021-22 Applicant: Solano Transportation Authority

Contact person: Robert Guerrero

Mailing Address: One Harbor Center, Suite 130

E-Mail Address: rguerrero@sta.ca.gov Telephone: (707) 399-3211

Secondary Contact (in event primary not available) Brent Rosenwald

E-Mail Address: brosenwald@sta.ca.gov Telephone: (707) 399-3214

**Short Title Description of Project: Solano Transportation Authority 3 Year Wayfinding Sign Program**

Amount of claim: \$25,000

**Functional Description of Project:**

STA is seeking \$25,000 as part of the second year of its 3-year, \$75,000 wayfinding sign program. Financially committing to a wayfinding program county is a crucial investment in supporting active transportation usage throughout the county. By installing this infrastructure, Solano County residents will more easily be able to locate and access the bicycle and pedestrian projects that all Solano County agencies have invested in. The first year of this program was a success as planning staff engaged a variety of member agencies about the establishment of a consistent Solano Countywide wayfinding sign design. Planning staff has used the budget for this program to finalize a design and will now use future funds for the construction of signage.

**Financial Plan:**

List the project elements for which TDA funding is being requested (e.g., planning, engineering, construction, contingency). Use the table below to show the project budget for the phase being funded or total project. Include prior and proposed future funding of the project. Planning funds may only be used for comprehensive bicycle and pedestrian plans. Project level planning is not an eligible use of TDA Article 3.

**Project Elements: Small scale Infrastructure projects (installing signs) around bicycle and pedestrian facilities in Solano County**

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3	\$25,000	\$25,000	\$25,000		\$75,000
list all other sources:					
1.					
2.					
3.					
4.					
<b>Totals</b>					\$75,000

Project Eligibility:	YES? /NO?
<b>A.</b> Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	YES
<b>B.</b> Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	Yes
<b>C.</b> For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ).	N/A
<b>D.</b> Has the project been reviewed by a Bicycle Advisory Committee (BAC)? (If "NO," provide an explanation). Enter date the project was reviewed by the BAC: _____	Yes
<b>E.</b> Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	N/A



<b>F.</b> Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) <u>Fall 2022</u>	Yes
<b>G.</b> Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name:	Yes



**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION NO. 2021-19**

**SUBMITTAL OF COUNTYWIDE COORDINATED CLAIM TO THE  
METROPOLITAN TRANSPORTATION COMMISSION FOR THE  
ALLOCATION OF FISCAL YEAR 2021-22 TDA ARTICLE 3  
PEDESTRIAN/BICYCLE PROJECT FUNDS TO  
CLAIMANTS IN SOLANO COUNTY**

**WHEREAS**, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 *et seq.*, authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 4108, which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funds; and

**WHEREAS**, MTC Resolution No. 4108 requires that requests from eligible claimants for the allocation of TDA Article 3 funds be submitted as part of a single, countywide coordinated claim, composed of certain required documents; and

**WHEREAS**, the Solano Transportation Authority has undertaken a process in compliance with MTC Resolution No. 4108 for consideration of project proposals submitted by eligible claimants of TDA Article 3 funds in Solano County, and a prioritized list of projects, included as Attachment A of this resolution, was developed as a result of this process; and

**WHEREAS**, each claimant in Solano County whose project or projects have been prioritized for inclusion in the fiscal year 2021-22 TDA Article 3 countywide coordinated claim, has forwarded to the Solano Transportation Authority a certified copy of its governing body resolution for submittal to MTC requesting an allocation of TDA Article 3 funds; now, therefore, be it

**RESOLVED**, that the Solano Transportation Authority approves the prioritized list of projects included as Attachment A to this resolution; and furthermore, be it

**RESOLVED**, that the Solano Transportation Authority approves the submittal to MTC, of the Solano County fiscal year 2021-22 TDA Article 3 countywide, coordinated claim, composed of the following required documents:

- A. transmittal letter
- B. a certified copy of this resolution, including Attachment A;
- C. one copy of the governing body resolution and required attachments, for each claimant whose project or projects are the subject of the coordinated claim;
- D. a description of the process for public and staff review of all proposed projects submitted by eligible claimants for prioritization and inclusion in the countywide, coordinated claim;

This resolution was adopted by Solano Transportation Authority on October 13<sup>th</sup>, 2021.

\_\_\_\_\_  
Ron Rowlett, Chair  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 13<sup>th</sup> day of October 2021, by the following vote:

Ayes: \_\_\_\_\_  
Nos: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Abstained: \_\_\_\_\_

Attest by:

\_\_\_\_\_  
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 October 13<sup>th</sup>, 2021.

\_\_\_\_\_  
Daryl K. Halls, Executive Director  
Solano Transportation Authority

**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION NO. 2021-19**

**ATTACHMENT B**

**SUBMITTAL OF COUNTYWIDE COORDINATED CLAIM TO THE  
METROPOLITAN TRANSPORTATION COMMISSION FOR THE  
ALLOCATION OF FISCAL YEAR 2021-22 TDA ARTICLE 3  
PEDESTRIAN/BICYCLE PROJECT FUNDS TO CLAIMANTS IN SOLANO  
COUNTY**

**Prioritized List of Projects**

	<b>Short Title Description of Project</b>	<b>TDA Article 3 Amount</b>
1.	Military West Bike and Pedestrian Project (Benicia)	\$200,000
2.	Benicia Road Complete Streets (Solano County)	\$133,590
3.	Sacramento Street Road Diet	\$73,093
4.	STA 3 Year Wayfinding Sign Pilot Program	\$25,000
	<b>Totals</b>	<b>\$431,683</b>

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DATE: October 5, 2021  
TO: Solano Transportation Board  
FROM: Daryl Halls, Executive Director  
RE: Transition from Two Transit Operators to One Transit Operator for Solano Express Service, Final Transition Framework and Schedule

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**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 35 express buses operated and maintained by SolTrans (16 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.

### **STA Board Discussion and Direction:**

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.

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.

**Discussion:**

Concurrently, STA staff and consultant has developed the framework of a transition plan to help guide the transition from contracting with two transit operators to one transit operator for the future provision of Solano Express service. The final transition framework and recommended schedule implementationis included as Attachment A. The transition framework was provided to staff from both SolTrans and FAST for review and feedback. Based on discussions with SolTrans, both STA and SolTrans are recommending a two phased schedule with the Green Express transitioning to SolTrans in April 2022 and the Blue Line in August 2022.

**Recommendation:**

Approve the Final Framework of Solano Express Transition Plan and Implementation Schedule as shown in Attachment A.

Attachment:

- A. Final Framework of Solano Express Transition Plan

**FRAMEWORK OF SOLANO EXPRESS TRANSITION PLAN  
AND IMPLEMENTATION SCHEDULE  
(Last Updated October 5, 2021)**

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**ASSUMPTIONS**

1. SolTrans is recommended 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.

**TRANSITION SCHEDULE:**

1. Transition Green Express from FAST to SolTrans April 2022
2. Transition Blue Line From FAST to SolTrans August 2022
3. 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.

**STA BOARD APPROVALS:**

- ✓ September 8, 2021:
  - 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
  - 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.
- ✓ October 13, 2021:

Recommendation: STA Board approves final transition plan framework and implementation schedule.

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DATE : October 4, 2021  
TO: STA Board  
FROM: Lloyd Nadal, Program Services Division Manager  
Debbie McQuilkin, Transit Mobility Coordinator  
CC: Daryl Halls, Executive Director  
Lori Wilson, Suisun City Mayor  
RE: Lyft First/Last Mile and Local Taxi Program Modifications for Suisun City

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**Background:**

In 1990, the Solano Transportation Authority (STA) created the Solano Mobility program to support the transportation needs and services of all Solano County residents, employers, older adults, and people with disabilities. This work has recently expanded to include innovative programs to connect Solano County's current transportation systems (i.e. transit/rail/ferry) in efforts to make more efficient and cost effective. Through partnering with local operators, this expansion has included the use of technology for first/last mile connections and microtransit or on-demand services. Other Solano Mobility services include the Intercity Taxi Card (ITX) Program and SolTrans Local Taxi Program which subsidizes taxi rides to support ADA eligible individuals along with GoGoGrandparent providing Uber/Lyft rides to support rides for Older Adults.

*Countywide First/Last Mile Program*

In May 2017, the STA partnered with Lyft and launched the First/Last Mile Pilot Program in Solano County. Given Solano County's sprawling suburban landscape, the goal of this program was to encourage transit/rail/ferry use through first-last mile connections to/from the Transit Centers to decrease single occupancy vehicle usage, specifically among commuters that travel to/from our county. In 2019, STA modified the program to cover 80% of costs for First/Last Mile Lyft rides (with a maximum of \$25/per ride) to and from 16 hubs across Solano County. As of July 2021, there are currently 390 people registered for the First/Last Mile Program up from 81 users in 2019 with just over 6,200 rides taken to date.

*Benicia Lyft Program with SolTrans*

The Benicia Lyft program was rolled out in partnership with SolTrans as a replacement to the Benicia Dial-A-Ride program. It offers rides around Benicia to veterans, American Disabilities Act (ADA) eligible individuals, and older adults for a standard \$4 rate or \$3 low-income rate. There is also a taxi component available to individuals who are wheelchair bound or without a cell phone. The total cost for this program to date is \$9,268 in comparison to the annual cost of \$180,000 for the Benicia Dial-A-Ride service. Recently, the program included a \$5 one-way ride for anyone traveling within the Benicia city limits. Using the code "5Benicia" on the Lyft app, riders within the Benicia city limits would receive a fixed price of \$5 up to \$20 limit. This is available all days from 6:00am-9:00pm.

*Intercity Taxi Card (ITX) Program*

The ITX Program was designed for ADA eligible individuals to get subsidized taxi rides, both regular and wheelchair accessible vehicles, throughout Solano County and between cities, not within city limits. To be ADA eligible, individuals must go through an evaluation process and receive an ADA ID card. Once ADA eligible, clients can call the Solano Mobility Call Center to request a PEX card (a prepaid debit card), which can be loaded and used to pay the reduced taxi fare. Based on their city of residence, customers can only purchase taxi card funds based on limits set by each Transit Operator in their corresponding jurisdiction.

### *SolTrans Local Taxi Program*

STA has managed the SolTrans Local Taxi Program since 2019. This program utilizes the PEX card for payment and is for taxi rides within the SolTrans jurisdiction only. Purchase limits are currently at \$150 per month/per rider.

### **Description:**

On August 17, 2021 at the Suisun City City Council meeting, Suisun City Councilmembers unanimously voted on Option 1 for their resolution of approving Transportation Development Act Fund Allocations. Option 1 assumes that DART paratransit service would operate for the entire fiscal year till June 22, but that local bus (routes 5 and 6) and local taxi service would only continue through FAST through the end of this calendar year. To fill the transit gap beginning January 1, 2022, STA received a letter from Suisun City Mayor Lori Wilson requesting implementation of the Lyft First/Last Mile model in Suisun City as a transitional service starting November 1, 2021 until microtransit can be implemented. STA is currently working with Suisun City on a Community Based Transportation Plan (CBTP) that includes a microtransit analysis allowing for the city to garner appropriate public feedback through an inclusive process to create a transportation system that works best for their residents and community.

In the meantime, this transitional program would be designed similar to Benicia where the entire city will be geofenced along with areas outside of Suisun City such as the nearby hospitals based on the Mayor and city's request. The cost of rides and who's eligible for rides will be determined in partnership with Suisun City upon approval. Since Suisun City's population is similar to Benicia, STA has estimated a \$30,000 budget to operate this program until the microtransit system is in place.

The City of Fairfield currently manages the Local Taxi Program for both Fairfield and Suisun City residents. As of January 1, 2022, FAST will no longer manage this service for Suisun City residents. The City of Suisun City has also requested that STA consider managing their Local Taxi Scrip Program to ensure Suisun City residents will not experience a disruption to this essential service.

Through STA, the current Intercity Taxi Card Program is for ADA eligible individuals only. Since the current FAST local taxi program is for both residents aged 60 and older and ADA eligible residents, STA staff recommends setting up Suisun City similar to the implementation of SolTrans' Local Taxi Program which takes into account both demographics.

The proposed Suisun City Local Taxi Program would mirror the existing Intercity Taxi Card Program and changes would include the utilization of the PEX Card for payment instead of paper scrip. Patrons would be able to purchase funds for taxi fare at a 60% subsidy for non-low-income or 80% for low-income individuals. Under the current program run by FAST, patrons receive a 50% subsidy. Based on the previous experience with the SolTrans local taxi implementation, STA staff is confident Suisun City residents will experience a seamless transition and any changes/modifications will encompass multiple forms of communication with at least 1-2 months in advance notice. STA Staff also estimates approximately \$30,000 to operate the Local Taxi Program for Suisun City.

### **Fiscal Impact:**

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

**Recommendation:**

Authorize the STA Executive Director to make program modifications for Suisun City for the following:

1. Lyft First-Last Mile Model as a transition service effective November 1, 2021 until the completion of Suisun City's CBTP and the citywide microtransit service can be implemented; and
2. Administer the Local Taxi Program for Suisun City and coordinate with Suisun City for the Intercity Taxi Program to continue to provide local taxi service within Suisun City effective January 1, 2022.

Attachment:

- A. Suisun City's Request Letter from Suisun City Mayor Lori Wilson to STA Board dated October 6, 2021 regarding Expansion of Lyft First Last Mile Program to Suisun City and for STA to Provide Local and Intercity Taxi Program for Suisun City

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CITY COUNCIL

CITY COUNCIL MEETING

Lori Wilson, Mayor  
Alma Hernandez, Mayor Pro-Tem  
Jane Day  
Michael J. Hudson  
Wanda Williams

First and Third Tuesday  
Every Month

## CITY OF SUISUN CITY

701 Civic Center Blvd.  
Suisun City, California 94585

Incorporated October 9, 1868

October 5, 2021

Chair Ron Rowlett  
Solano Transportation Authority (STA)  
Mayor, City of Vacaville  
One Harbor Center, Suite 130  
Suisun City, CA 94585

RE: Request for Expansion of Lyft First Last Mile Program to Suisun City and for STA to Provide Local and Intercity Taxi Program for Suisun City

Dear Chair Rowlett:

On behalf of the City of Suisun City, I am requesting the Solano Transportation Authority (STA) consider two requests to assist Suisun City with addressing our local transportation needs as we transition our local fixed route transit service to a micro-transit service model. First is to expand the STA's Lyft First Last Mile Program to include the entire City of Suisun City. The second request is to add Suisun City to the STA's Intercity Taxi Card Program and for STA to also administer the local Taxi Program for Suisun City.

The City of Suisun City is currently partnering with the STA to update the Suisun City Community Based Transportation Plan (CBTP) that is assessing the mobility needs and priorities of Suisun City residents. Recently, the City of Suisun City authorized a reprioritizing of our local Transportation Development Act (TDA) funds to transition from local fixed transit service to a more flexible, affordable and accessible micro-transit service. As Suisun City's representative on the STA Board and as STA's representative on the Board of Directors for Solano County Transit (Soltrans), I have witnessed the success of the Lyft First Mile Program in the City of Benicia, a city similar in size to Suisun City. Currently, the First Last Mile Program is limited to serving the Suisun Amtrak Station. I would like to request the STA Board authorize the expansion of STA's Lyft First Last Mile to serve the entire City of Suisun City as soon as November 1, 2021.

In addition, Suisun City's local taxi service for older adults is provided by Fairfield and Suisun Transit (FAST) and FAST also contracts with STA for intercity taxi service for ADA eligible Suisun City residents through the STA's Intercity Taxi Card Program, utilizing Suisun City TDA funds. As part of the transition by the City of Suisun City, FAST will no longer be providing local taxi service for Suisun City effective January 1, 2022 and Suisun City will be funding its participation in the STA's Intercity Transit Card Program directly utilizing its own TDA funds. I am requesting the STA Board also authorize the STA to add Suisun City to the STA's Intercity Taxi Card Program and for STA to assume responsibility for administering both programs, including Suisun City's local taxi program, on January 1, 2022.

DEPARTMENTS: AREA CODE (707)

ADMINISTRATION 421-7300 ■ DEVELOPMENT SERVICES 421-7335 ■ BUILDING 421-7310 ■ FINANCE 421-7320  
FIRE 425-9133 ■ RECREATION & COMMUNITY SERVICES 421-7200 ■ POLICE 421-7373 ■ PUBLIC WORKS 421-7340  
SUCCESSOR AGENCY 421-7309 FAX 421-7366

Chair Ron Rowlett  
Solano Transportation Authority (STA)  
Mayor, City of Vacaville  
October 5, 2021  
Page 2

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If you have questions, please contact Greg Folsom, City Manager, Suisun City  
[gfolson@suisun.com](mailto:gfolson@suisun.com) or myself at [lwilson@suisun.com](mailto:lwilson@suisun.com).

Best Regards,



Lori D. Wilson  
Suisun City Mayor

cc: STA Board Members  
Suisun City Council Members  
Greg Folsom, City Manager, City of Suisun City  
Daryl Halls, Executive Director, STA



DATE: September 20, 2021  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
Janet Adams, Deputy Executive Director/Director of Projects  
RE: Suisun City Mobility Hub Implementation

---

**Background:**

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

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

These planning efforts also include the Fairfield and Suisun Transit (FAST) Transit Comprehensive Operational Analysis, or COA. The effort will perform an analysis of existing FAST local transit services and programs and identify future options, services, and programs to maximize post-COVID ridership within the FAST service area. This work was initiated in the December 2021 and is expected for release in October 2021. Because of the geographics and density of Suisun City, the COA is expected to also recommend Micro Transit Service for the Suisun City service area.

Another current mobility study is the STA's Solano Connected Mobility Implementation Plan. This study calls for a consultant to conduct an analysis of Solano Express and other existing transportation programs/services within Solano County and propose recommendations for improvement along a 2, 5, and 10 year time-frame. This will also look at microtransit options in multiple locations including Suisun City. Along with stakeholders, consultant will develop metrics for efficiency and effectiveness of programs/services and recommend governance changes to maximize cost/benefit. This study will be underway in November 2021.

**Discussion:**

STA and Suisun City staff have been in discussion for a plan to fund and implement a new Suisun City Mobility Hub. This Hub will be a supplement to the existing facility adjacent to the Suisun Train Depot. The STA is in escrow for a one-acre site (Attachment A) that will be the location of this new Hub. The Hub is envisioned to be a secured location to house vehicles that will be needed to implement the micro transit recommendations for Suisun City. These recommendations will take in account input from all three active plans (the FAST COA, the Suisun CBTP, and the Solano Connected Mobility Implementation Plan).

Additionally, the Hub will house the STA's Vehicle Share Program Vans. Currently the STA owns two shared vehicles, but this is likely to increase in the future. STA also plans to house its two electric vehicles and SR2S van and trailer at this location. This site will also provide parking at the new STA building and Suisun City events. As such, the Hub will need to accommodate all these needs. In a preliminary review, the site can hold 65+ vehicles. The site will be fenced, include lights, and electric changing facilities.

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

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

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

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

At the September Consortium and TAC meetings, this item was unanimously recommended for approval by the STA Board.

**Fiscal Impact:**

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

**Recommendations:**

Approve the following:

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

Attachment:

- A. Downtown Suisun Mobility Hub Site Location

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# Downtown Suisun Mobility Hub

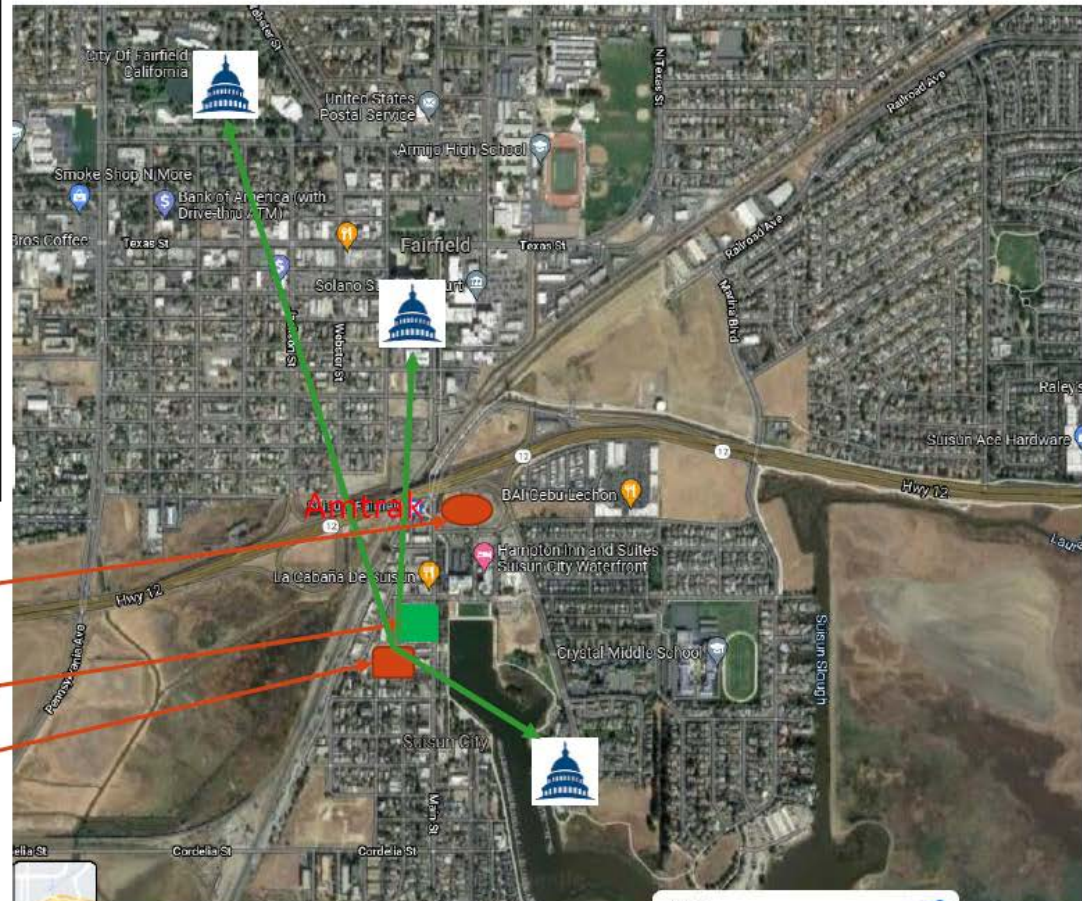
**0.2 miles** from the Suisun-Fairfield Amtrak Station with  **Solano Express** and  connections!

**0.4 miles** from Suisun City Hall

**0.7 miles** from the County Administration Building

**1.1 miles** from Fairfield City Hall

-  Train Station Mobility Hub
-  New STA Building
-  Downtown Suisun Mobility Hub



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## **TERMS OF THE HUB FUNDING PLAN**

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

**PURPOSE:**

1. To house Suisun City's Micro Transit Vehicles
2. To house STA's Vehicle Share Program Vans
3. To house STA's Vehicles
4. Provide parking for STA office building
5. Provide parking for Suisun City Events



DATE: October 4, 2021  
TO: STA Board  
FROM: Ron Grassi, Director of Programs  
Anthony Adams, Senior Project Manager  
RE: Solano Express Electrification Status and Programming of State Transit Assistance Funds (STAF)

---

**Background:**

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

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

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

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

**Discussion:**

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

***Solano Express Electrification***

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

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

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

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

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

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

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

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

The recommendation to approve programming \$5 million of State Transit Assistance Funds (STAF) towards the purchase of 5 electric buses, and \$400,000 of STAF as contingency funding for the FY 2022-23 Solano Express Budget was unanimously recommended by the Solano Express Intercity Consortium and STA TAC at their September 2021 meetings for approval by the STA Board.

### **Fiscal Impact:**

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

**Recommendation:**

Approve the following:

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

Attachments:

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

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# Solano Transit Operator Current Status on Electrification

(September 2021)

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

= Complete
  = 6 months or less
  = 1 – 2 years
  = More than 2 years

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

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

FY 22-23 Scenario

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

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

Fares estimated to be 35% of pre-pandemic levels

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

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

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

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

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





DATE: October 5, 2021  
TO: STA Board  
FROM: Ron Grassi, Director of Programs  
Mary Pryor, STA Transit Financial Consultant  
RE: Allocation of Tranche 2 Federal American Rescue Plan (ARP) Funds

---

**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 Tranche 1 of ARP funds to Solano County and estimated \$4,375,729 of ARP Funds for Tranche 2. 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).

**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.

### **Discussion:**

At the request of MTC Commissioner and County Supervisor Jim Spring, 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 and the local transit needs for FAST, SolTrans, and Vacaville.

MTC approved the Tranche 1 ARP programming on July 28, 2021, including \$6,563,592 for Solano County. On September 8, 2021, the STA Board approved the allocation of Tranche 1 of ARP funds as shown in Attachment B.

### **Tranche 2 ARP Allocations in Solano County**

Initially, MTC staff anticipated that Tranche 2 of ARP would not need to be allocated until December of 2021; however, due to the potential of additional Federal Relief Funds MTC needs to move up the timeline and approve the allocation of Tranche 2 ARP funds in October 2021. Solano County is anticipating receiving \$4,375,729 of ARP funds in Tranche 2. Of that amount, STA staff is recommending that \$2,268,190 would be allocated to support Solano Express in FY 2023-24 and \$2,107,539 would support the local Soltrans and FAST service. If the total amount of ARP available funds in Tranche 2 differs, a proportionate reduction is recommended. The draft Solano Express budget for FY 2023-24 is reflected in attachment C.

STA staff met with SolTrans on September 27, 2021, the City of Vacaville (City Coach) on September 28, 2021, and The City of Fairfield (FAST) on October 4, 2021 to review and discuss STA staff recommendations for the allocation of Tranche 2 ARP funds. All three agencies concurred with the STA staff's ARP Tranche 2 recommended allocation.

### **Fiscal Impact:**

Approval of the Tranche 2 ARP allocations will enable STA to move ahead with the draft Solano Express budget for FY 2023-24. Additionally, this action will then allow SolTrans and FAST to apply for and receive FTA ARP funds for their local transit service.

**Recommendation:**

Approve the Allocation of Tranche 2 Federal ARP Funds as specified in Attachment B subject to the final allocation by MTC.

Attachments:

- A. MTC Resolution 4481 – American Rescue Plan Act of 2021 Tranche 1 Distribution
- B. Second Tranche ARP Allocation in Solano County
- C. Solano Express approved budget for FY 2021-22, FY 2022-23, and the draft budget for FY 2023-24

## 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**

<b>Urbanized Area</b>	<b>Eligible Transit Operators<sup>†</sup></b>
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

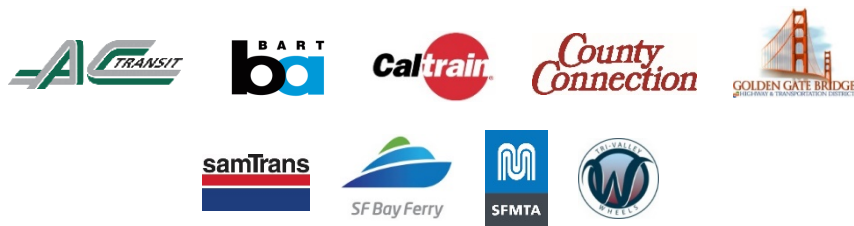
1. Preserve the Ability to Pivot:
  - Many uncertainties remain related to the pace of recovery and how ridership patterns will emerge from the pandemic. ARP funding allocations should be paced in a way that allows operators to meet customer needs and MTC to align funding with changing circumstances.
    - *Proposal: Distribute 60% of the calculated distribution in the first tranche. The remaining funds will be reappropriated 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

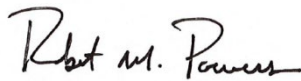
needs and keep workers in their jobs. Restoring service using ARP Act funds will ensure that an appropriate level of transit services helps encourage riders to return to our services.

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,



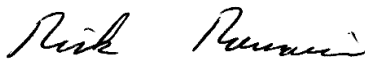
Michael Hursh  
General Manager,  
Alameda-Contra Costa  
Transit District (AC Transit)



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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 MAYOR

ATTEST:

APPROVED AS TO FORM:

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 CITY CLERK

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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.

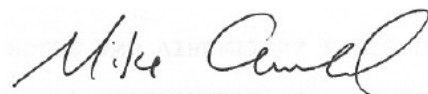
SMART appears to be the most financially-well-off transit agency in the Bay Area but operates at staggering high cost per rider. It is hard to justify further dollars to SMART from the Federal government when other agencies are providing far more trips at far lower cost and effectively serving essential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

Sincerely,

James Schmidt, PE



Michael Arnold, Ph.D. (Economics)



	Plan from STA Letter to MTC 26- May-21	MTC Calculation Total (Final TBD Winter 2021)	STA Proposed Plan		
			ARP Tranche 1 Allocation \$6.56M Approved by STA Board Sept. 2021	ARP Tranche 2 10/5/21 Staff Recommendation MTC \$4.375M	\$10.939 M Projected Total ARP Distribution
Fairfield UZA					
SolanoExpress	\$ 1,500,000		\$ 500,000	\$ 352,461	\$ 852,461
FAST Local Service / MicroTransit	\$ 500,000		\$ 1,155,592	\$ 947,539	\$ 2,103,131
Suisun City Local Service	\$ 500,000		\$ 300,000	\$ 200,000	\$ 500,000
<b>Subtotal Fairfield UZA</b>	<b>\$ 2,500,000</b>	<b>\$ 4,368,848</b>	<b>\$ 1,955,592</b>	<b>\$ 1,500,000</b>	<b>\$ 3,455,592</b>
Vacaville UZA					
SolanoExpress	\$ 780,000		\$ 468,000	\$ 312,000	\$ 780,000
<b>Subtotal Vacaville UZA</b>	<b>\$ 780,000</b>	<b>\$ 772,502</b>	<b>\$ 468,000</b>	<b>\$ 312,000</b>	<b>\$ 780,000</b>
Vallejo UZA					
SolanoExpress	\$ 4,500,000		\$ 2,700,000	\$ 1,603,729	\$ 4,303,729
SolTrans Local Service	\$ 2,400,000		\$ 1,440,000	\$ 960,000	\$ 2,400,000
<b>Subtotal Vallejo UZA</b>	<b>\$ 6,900,000</b>	<b>\$ 5,797,970</b>	<b>\$ 4,140,000</b>	<b>\$ 2,563,729</b>	<b>\$ 6,703,729</b>
<b>Subtotal SolanoExpress</b>	<b>\$ 6,780,000</b>		<b>\$ 3,668,000</b>	<b>\$ 2,268,190</b>	<b>\$ 5,936,190</b>
<b>Subtotal Local Services</b>	<b>\$ 3,400,000</b>		<b>\$ 2,895,592</b>	<b>\$ 2,107,539</b>	<b>\$ 5,003,131</b>
<b>Grand Total</b>	<b>\$ 10,180,000</b>	<b>\$ 10,939,321</b>	<b>\$ 6,563,592</b>	<b>\$ 4,375,729</b>	<b>\$ 10,939,321</b>

	June 2021 59,555 Service Hours 30% Pre-COVID Farebox	Approved Sept. 2021 ARP Tranche 1 62,500 Service Hours 35% Pre-COVID Farebox	October 2021 ARP Tranche 2 62,500 Service Hours 40% Pre-COVID Farebox
Solano Express Service	FY 2021-22	FY 2022-23	FY 2023-24
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	\$ 157.40
FAST Cost	\$ 5,015,111		
SolTrans Cost	\$ 5,371,211		
Capacity Enhancements (relay buses)	\$ -	\$ 1	
<b>Total Estimated Cost</b>	<b>\$ 10,386,323</b>	<b>\$ 10,355,000</b>	<b>\$ 9,837,500</b>
<b>Revenues</b>			
Fares (Green + Blue)	\$ 414,648	\$ 483,756	\$ 552,864
Fares (Red + Yellow)	\$ 731,594	\$ 853,527	\$ 975,459
RM-2	\$ 2,271,944	\$ 2,271,944	\$ 2,271,944
RM-3			
STAF Lifeline	\$ 69,485	\$ 400,000	\$ 400,000
JARC (FAST & Vacaville)	\$ 171,274		
Solano College Pass (\$11k FAST, \$55K SolTrans)	\$ 66,000	\$ 66,000	\$ 66,000
Parking Revenue (SolTrans)	\$ 141,680	\$ 49,588	\$ 56,672
Benicia	\$ 194,300	\$ 213,730	\$ 259,067
Dixon	\$ 90,093	\$ 99,102	\$ 120,124
Fairfield	\$ 646,141	\$ 710,755	\$ 861,521
Suisun City	\$ 121,897	\$ 134,087	\$ 162,529
Vacaville	\$ 540,044	\$ 594,048	\$ 720,059
Vallejo	\$ 780,935	\$ 859,029	\$ 1,041,247
Balance of County	\$ 179,025	\$ 182,606	\$ 186,258
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 Tr. 1 FY22-23, Tr. 2 FY23-24)		\$ 500,000	\$ 352,461
FTA ARP (SolTrans Tr. 1 FY22-23, Tr. 2 FY23-24)		\$ 2,700,000	\$ 1,603,729
FTA ARP (or other) (Vacaville Tr. 1 FY22-23, Tr. 2 FY23-24)		\$ 468,000	\$ 312,000
<b>Total Revenue</b>	<b>\$ 10,386,323</b>	<b>\$ 10,586,172</b>	<b>\$ 9,941,934</b>
<b>Balance *</b>	<b>\$ 0</b>	<b>\$ 231,172</b>	<b>\$ 104,434</b>

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

FY 22-23 Plan

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

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

Fares estimated to be 35% of pre-pandemic levels

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

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

\$400,000 STAF request before STA Board in October 2021

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

FY 23-24 Plan

IFA Cost per Hour based on October 2020 presentation to STA Board; reduced from \$165.68 to \$157.40

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

Fares estimated to be 40% of pre-pandemic levels

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

RM-2 assumes 15% reduction from pre-pandemic amount

TDA contributions return to pre-pandemic amounts

ARP Funds are share of balance of funds from MTC July 2021 distribution to Solano County

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



DATE: October 4, 2021  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: State Route 37/Fairgrounds Drive Interchange Implementation

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**Background:**

In 2004, Solano Transportation Authority (STA) developed long range plans for the I-80/I-680/I-780 transportation corridors by completing a Major Investment and Corridor Study. As part of the analysis for the I-80 portion, improvements were recommended for the I-80/Redwood Parkway Interchange, SR 37/Fairgrounds Interchange, and the connecting Fairgrounds Drive segment. Since 2007, STA in partnership with the City of Vallejo and Solano County, have been working on studying improvements to the I-80/Redwood Parkway Interchange, Fairgrounds Drive improvements and the State Route 37/Fairgrounds Drive Interchange.

In March 2009, the Project Study Report (PSR) for this project was signed by Caltrans. The PSR recommended improvements to the Redwood Parkway/I-80 Interchange, widening of Fairgrounds Drive and improvements to Fairgrounds Drive/State Route (SR) 37 as an independent component project. A Project Report was approved for these improvements in June 2015. STA, the City of Vallejo (City) and Solano County in cooperation with Caltrans, propose to construct Phase 1 of these improvements, known as the State Route 37/Fairgrounds Drive Interchange Improvements Project (Project), which consists of the following major elements:

- Widening Fairgrounds Drive eastward to provide an additional northbound lane from the southern Six Flags Driveway exit to Sage Street
- Widen both sides of Fairgrounds Drive to provide additional lanes from Sage Street to 500 feet north of the SR 37/Fairgrounds Drive interchange
- Widen the WB off-ramp at the SR 37/Fairgrounds Drive interchange to include an additional lane
- Construct retaining walls under the SR 37 undercrossing and on the west side of Fairgrounds Drive north of the SR 37/Fairgrounds Drive interchange
- Signal, lighting, drainage, erosion control, signing, and striping improvements

This project will benefit the public by improving traffic circulation, reducing intersection delays, and enhancing safety (with acceleration and deceleration lanes and increased sight distance). In addition, capacity for future project traffic demand will be accommodated.

The STA entered into a Funding Agreement with Solano County and the City for the environmental documentation and project approval for this Project. The Funding Agreement Amendment for the Phase 1 of this project has been executed. This Amendment provides for the funding contributions by the three agencies toward the next step in the implementation of the project, the detailed preliminary engineering and final design (Plans, Specifications, and Estimate (PS&E)).

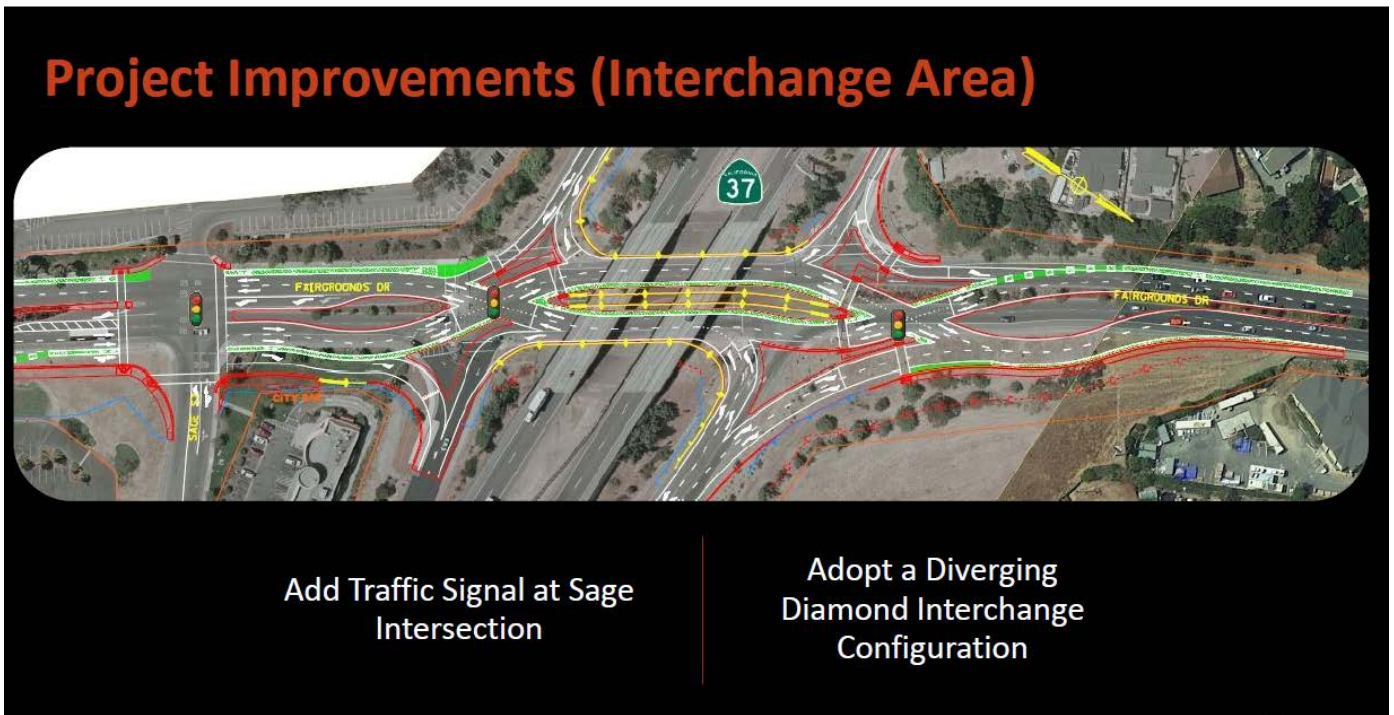
**Discussion:**

The STA contracted in mid-2019 with consultant, WMH, to complete the PS&E. As part of the proposal from WMH, the consultant proposed to modify the interchange improvements to utilize a Diverging Diamond Interchange (DDI) strategy.

The existing SR 37 Interchange is a tight diamond configuration with limited left-turn storage for Fairground Drive traffic accessing the freeway on ramps. The project does not propose to increase queue storage between ramp termini and these intersections are expected to operation at unacceptable Levels of Service during the AM and PM peak periods by 2035. Interchange operations could be significantly improved by converting to a Diverging Diamond Interchange (DDI) configuration. Advantages of a DDI include:

- Allows vehicles to turn left without stopping or conflicting with through traffic
- Ramp termini intersections can operate with two signal phases instead of three
- Significantly less intersection delay particularly for the movement from SB Fairgrounds to the WB On-ramp to SR 37.
- Better accommodates future traffic demand
- Smaller Construction Footprint
- Lower cost due to the elimination of all 3 proposed retaining walls
- Increase safety for pedestrian and bicyclists by providing a separated and protected facility
- No environmental delays as the original environmental footprint remains unchanged

Below is the proposed DDI for SR 37/Redwood Pkwy Interchange:



State Route 37/Fairgrounds Drive  
Interchange Improvements Project



The PS&E for a DDI is wrapping up waiting for availability of construction funds. The estimate for construction is \$24.2M (including Construction Management). There is \$20M of Regional Measure 3 (RM3) dedicated to the Project. However, these funds will not be available unless the lawsuit against RM 3 is resolved. Currently the schedule is summer of 2022 for briefs to be filed to the State Supreme Court. Additionally, Congressman Thompson did submit a \$4M congressional earmark. It is not clear if Congress will maintain the earmarks in a final authorized Transportation Bill.



Once the RM3 funds become available, then STA will finalize the PS&E, get a Caltrans Encroachment Permit, finalize the funding plan with the City and Solano County and be ready to seek final approval of the Project from the STA Board to advertise and award to contract. At the TAC and Board meetings, staff will present a short YouTube video simulation of the project.

**Fiscal Impact:**

The detailed preliminary engineering and final design for the SR 37/Fairgrounds Drive Phase 1 project is funded with \$750,000 from the City of Vallejo; and the County committed \$844,000 of the Federal earmarks plus \$94,430 in re-programmed federal Surface Transportation Program funds and \$318,000 in additional local funds.

**Recommendation:**

Informational.

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DATE: October 4, 2021  
TO: STA Board  
FROM: Anthony Adams, Senior Project Manager  
RE: Solano Connected Mobility Implementation Plan Update/Public Outreach Plan

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**Background:**

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

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

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

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

**Discussion:**

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

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

- Webpage
- Paper & Online survey
- Online/Zoom Townhall Virtual Kick-Off Event

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

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

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

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

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

#### **Fiscal Impacts:**

No additional financial impact

#### **Recommendation:**

Informational.



DATE: September 30, 2021  
TO: STA Board  
FROM: Anthony Adams, Senior Project Manager  
Kathrina Gregana, Planning Assistant  
RE: Clean California Local Grant Program – Grant Opportunity

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**Background:**

In 2019, the San Francisco Water Resources Board issued a cease-and-desist order to Caltrans District 4. This order meant that Caltrans could not obtain any further Water Board permits, until it provided a plan on how to mitigate trash flowing into waterways from Caltrans right of way. Caltrans has subsequently put forth a plan that coordinates efforts to: capture trash at inflow points, reassess maintenance agreements with local jurisdictions, revamp homeless encampment trash receptacles, and increase trash pick-up overall.

The issue of waste along highways being prevalent, and a substantial surplus in this year's state budget, the Clean California Initiative was created. This program aims to clean up and beautify state highways and local roads. This new initiative is well funded with two main pots of funds, a Caltrans portion and a competitive local portion. STA staff believes Clean California Local Grant Program offers a strong opportunity for member cities to coordinate their projects and leverage existing and future funding sources to move potential projects forward.

**Discussion:**

The Clean California Local Grant Program is a new, two-year competitive statewide program administered by the California Department of Transportation (Caltrans), with the goal of beautifying and cleaning up local streets and roads, tribal lands, parks, pathways, transit centers, and other public spaces. A total of \$296 million is available for projects, with a maximum award of \$5 million and no minimum qualifying amount. Applicants must be local or regional public agencies, transit agencies, or federally recognized tribal governments. There is a compressed timeline for projects funded through the grant program with an established **deadline for project delivery of June 30, 2023**, therefore shovel-ready projects are desired. There is also a requirement for a maintenance plan that describes the anticipated lifespan of the proposed project and a commitment to maintain the improvement of that life.

Project types for this grant could include: beautification and placemaking of existing public spaces, such as enhanced paving, shade trees, art installations, and bike and ped facilities; or educational campaigns or community events about litter abatement and proper waste disposal.

Half of program funds will be allocated to projects that benefit underserved communities. A local match component will range from 0% to 50%, based on the applicant's severity of disadvantage and their capacity to leverage local capital. A map of qualifying disadvantaged locations is shown in Attachment A.

The Call for Projects is anticipated to open in December 2021 and the application deadline will be in February 2022. Caltrans will be holding their second workshop on October 7<sup>th</sup> to finalize the program guidelines and timeline.

For more information, the Clean California grant program guidelines can be found in this [link here](#).

STA staff plans to engage member agencies to seek their interest in pursuing this grant opportunity. For next steps, STA will have internal discussions with each of the cities to identify projects that meet the project criteria and coordinate grant applications along with available funding opportunities.

This informational item was also presented to the STA TAC at their meeting on September 29, 2021.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. Map of CalEviroscreen Disadvantaged Communities.



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

**Discussion:**

The California State Legislature has adjourned the first year of the 2021-22 Legislative Session on September 10, 2021. Governor Gavin Newsom has until October 10<sup>th</sup> to veto or sign any bills that were sent to him. Negotiations between legislative leadership and the Governor over California's high-speed rail project have been tabled until next year, which means that allocations of additional transportation funding specified in Senate Bill 129 (SB129) will revert to the General Fund.

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

- AB 1499 (Daly) Design-Build: *Signed by Governor*
- SB 44 (Allen) CEQA: Streamlined Judicial Review: Environmental Leadership Transit Projects: *Governor's Desk*
- SB 339 (Wiener) Road User Charge: *Signed by Governor*

The following bills are being watched by staff:

- AB 602 (Grayson) Development fees: impact fee nexus study: *Signed by Governor*
- AB 604 (Daly) Road Maintenance and Rehabilitation Account: *Vetoed by Governor*
- AB 680 (Burke) Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021. *Governor's Desk*
- AB 1147 (Friedman) Regional transportation plan: Active Transportation Program. *Governor's Desk*
- SB 7 (Atkins) Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021 *Signed by Governor*
- SB 9 (Atkins) Housing development: approvals: *Signed by Governor*
- SB 10 (Wiener) Planning and zoning: housing development: density: *Signed by Governor*
- SB 83 (Allen) Sea Level Rise Revolving Loan Program: *Governor's Desk*
- SB 671 (Gonzalez) Transportation: Clean Freight Corridor Efficiency Assessment. *Governor's Desk*

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

The gubernatorial recall election on September 14<sup>th</sup> resulted in 7.8 million Californians voting to reject the recall, while 4.7 million voted in favor. In Solano County, 62.7% of voters said no, while 37.3% said yes to the recall. The no vote was slightly above the state average of 62.2%. Of the list of replacement candidates, Republican Larry Elder received the most votes and appears to be a likely challenger for the 2022 gubernatorial election.

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
- Update on Transportation Funding in 2021-22 State Budget
- State Grant Programs
- Bills of Interest

Federal Legislative Update (Akin Gump):

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

On September 30<sup>th</sup>, Congress passed a continuing resolution to maintain current spending levels, except surface transportation programs, until December 3, 2021. While this averted a potential government shutdown, Congress did not raise the debt ceiling which means the US could potentially default on its debt obligations.

After attempting to bring the \$1 trillion Bipartisan Infrastructure Bill to a vote in the House of Representatives on September 27<sup>th</sup>, House Speaker Nancy Pelosi delayed a vote until September 30<sup>th</sup> due to the lack of support by Progressive Democrats, who insist on also passing the \$3.5 trillion "Reconciliation Bill." However, Moderate Democrats have reservations about a large amount of spending for "social" infrastructure. This delay resulted in the furlough of 3,700 Department of Transportation employees until the House passed a temporary one-month funding extension for surface transportation programs on Friday and the Senate backed the measure the following day. Speaker Pelosi has set a new deadline of October 31<sup>st</sup> in an attempt to rally additional support to pass the Bipartisan Infrastructure Bill.

While they were removed from the Bipartisan Infrastructure Bill, House Transportation Committee Chair Peter DeFazio (D-OR) is pressing to include Congressional Member Designated Projects in the Reconciliation Bill. This would also include the three Solano County Projects: 1) I-505/Vaca Valley Multi-Modal Interchange Project, 2) SR37/Fairgrounds Parkway Interchange Project, 3) Jepson Parkway Segment 2C.

Updates on the following are detailed in Attachment C:

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

**Fiscal Impact:**

None.



**Recommendation:**  
Informational.

Attachments:

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

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1415 L Street  
Suite 1000  
Sacramento  
CA, 95814  
916-446-4656

September 28, 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 – October 2021**

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### ***Legislative Update***

The Legislature concluded business for the first year of the 2021-22 Legislative Session on Friday, September 10. In the final two weeks of the Legislative Session, roughly 700 bills to Governor Newsom for final action. The Governor has until October 10 to act on the bills that were transmitted to him by the Legislature.

On Tuesday, September 14, voters in California rejected the petition to recall Governor Newsom from office by an overwhelming margin. With 32 days left for Secretary of State Weber to certify the election results, early tallies indicate that approximately 7.8 million votes were cast to reject the recall while 4.7 million votes were cast in favor of removing Governor Newsom from office. As of September 27, there were still about 340,000 ballots left to process. In Solano County, the recall is failing 62.7% to 37.3%, slightly higher than the state average of 62.2%.

On the question of who should replace Governor Newsom if the recall vote had been successful, Larry Elder received the largest number of votes among the field of replacement candidates, garnering 48.3 percent of total votes to date in response to the second question on the ballot (who should replace the Governor). Interestingly, Larry Elder has received 3.4 million votes so far, significantly less than the number of individuals that voted against the recall. As a reminder, statewide officers, including the Governor, are up for election in 2022.

### ***Update on Transportation Funding in 2021-22 State Budget***

As we reported during our last update, this year's state budget included a significant amount of new funding for transportation, including \$2.7 billion for zero-emission vehicles and charging/fueling infrastructure and \$2.5 billion for statewide investments through the Transit and Intercity Rail Capital Program (TIRCP).

The Legislature also authorized funding for the projects to improve regional mobility in the Southern California region during the 2028 Olympic Games and funding for grade separations statewide. This funding was approved on the condition that the Legislature would enact a follow-up bill, pending

agreement on the final element of Governor Newsom’s transportation budget proposal – funding for the California High-Speed Rail project. If the Legislature failed to submit that final element of the Governor’s budget proposal, the funds that were authorized earlier in the year would revert to the State General Fund. This ensured that if the Legislature failed to reach a final agreement on the high-speed rail element of the Governor’s Transportation Budget proposal, the preliminary spending that had been authorized for TIRCP would be returned to the General Fund.

**Unfortunately, talks between the three parties broke down in early September and a compromise was not reached.** We are hopeful the Administration and the Legislature will continue their conversations during the Legislative Recess with the goal of reaching final agreement when the Legislature reconvenes in January.

### ***State Grant Programs***

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, and noted it anticipates approximately \$500-600 million of new funding for projects statewide through Fiscal Year 2026-27. Additionally, the CTC is currently hosting workshops 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. As a reminder, in late-2020, the California Transportation Commission [awarded grants](#) for three SB 1 programs – the [Solutions for Congested Corridors Program](#), [Local Partnership Program](#), and the [Trade Corridor Enhancement Program](#). In total, approximately \$2 billion was awarded for 56 new projects throughout the state to reduce traffic, improve goods movement, increase transit service, expand California’s managed lanes network, and invest in bicycle and pedestrian improvements.

On September 7, the California Department of Transportation (Caltrans) released [draft guidelines](#) for the Clean California Local Grant Program as part of the nearly \$1.1 billion Clean California Program, which makes a serious investment in beautifying our local communities to create spaces of pride for all Californians. The two-year Clean California Local Grant Program includes approximately \$296 million for communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers to restore pride in public spaces. Caltrans will host a [workshop](#) on the draft guidelines on October 7 from 10:00 am – 12:00 pm.

Additionally, we highlight the following forthcoming grant opportunities, supporting the deployment of zero-emission buses and the buildout of charging/refueling infrastructure. The California Air Resources Board has proposed directing \$340 million in Fiscal Year 2021-22 to the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project in the [Fiscal Year 2021-22 Funding Plan for Clean Transportation Infrastructure](#). Of the total, \$70 million is specifically earmarked for transit buses, though transit agencies can access the full balance of funding available. Funding availability is expected to be noticed in phases, with the first released in October 2021 and the second released in early 2022. The California Energy Commission has proposed investing \$88.5 million between Fiscal Years 2021-22 and 2023-24 in charging and refueling infrastructure for zero-emission buses in their [2021-2023 Investment Plan Update for the Clean Transportation Program](#); the CEC has proposed an additional \$264 million for “medium and heavy-duty zero-emission vehicles and infrastructure” in the same timeframe, some of

which may be available to transit agencies. No timeline has been released by CEC on when this funding will be available, but we expect a notice of funding availability to be released in early 2022.

**Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (\$165 million in FY 2020-21; proposed \$340 million in FY 2021-22)** – The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) provides point-of-sale discount vouchers to fleet owners to reduce the purchase cost of zero- and near-zero emission trucks and buses operated in California on a first-come/first-served basis. HVIP is funded through the state’s Greenhouse Gas Reduction Fund and is subject to an annual appropriation.

**Current Guidelines:** Found [here](#)

**Status:** Funding for FY 2020-21 fully awarded; funding for FY 2021-22 not yet available

**Infrastructure:**

**Zero-Emission Transit Fleet Infrastructure Deployment Program (\$20 million in FY 2020-21; TBD in FY 2021-22)** – The Zero-Emission Transit Fleet Infrastructure Deployment Program funds the electric vehicle charging or hydrogen refueling infrastructure needed to support the large-scale conversion of transit bus fleets to zero-emission vehicles.

**Current Guidelines:** Found [here](#)

**Status:** Funding for FY 2020-21 fully awarded; funding for FY 2021-22 not yet available

**Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (\$50 million in FY 2020-21; TBD in FY 2021-22)** – The Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project is intended to accelerate the deployment of infrastructure needed to fuel zero-emission trucks, buses, and equipment. The project will use a concierge-like model working directly with eligible applicants to help plan and fund the purchase of charging and hydrogen fueling infrastructure.

**Current Guidelines:** Not yet available

**Status:** Funding for FY 2020-21 fully awarded; funding for FY 2021-22 not yet available

**Bills of Interest**

**SB 44 (Allen) CEQA: Streamlined Judicial Review: Environmental Leadership Transit Projects – Pending Governor’s Action**

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 – Signed by Governor**

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 – Pending Governor’s Action**

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 361 (Rivas) Local Agency Teleconferencing – Signed by Governor Newsom**

Executive Order No. N-29-20 suspended the Ralph M. Brown Act’s requirements for teleconferencing during the COVID-19 pandemic. The current authority expires September 30. This bill, until January 1, 2024, would, among other things, authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting during a declared state of emergency. This bill contains an urgency clause and would take effect as soon as it is signed by the Governor.

**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 – Signed by Governor**

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 – known as a nexus study. This bill will require local governments to update their nexus studies used to justify certain impact fees at least once every eight years and require jurisdictions to base rate calculations on the square footage of individual units, unless the jurisdiction demonstrates that another metric is more appropriate. This bill will also require large jurisdictions to incorporate capital improvement plans into their nexus studies. Finally, this bill adds additional public hearing requirements and requires local agencies to make additional findings supporting their fee calculations and address evidence challenging the validity of their findings.

#### **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 – Signed by Governor Newsom**

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 – Signed by Governor Newsom**

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 (Aguar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval – In Process**

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



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

September 28, 2021

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

In September, we monitored developments in Washington affecting STA and briefed staff on pending transportation legislation. We also brought grant opportunities to the attention of STA staff.

**Infrastructure Investment and Jobs Act**

Speaker of the House Nancy Pelosi (D-CA) has said that she will bring the bipartisan Infrastructure Investment and Jobs Act (IIJA) to the House Floor for a vote on September 30. As we reported, the Senate approved the IIJA in August. The bill provides \$1.2 trillion in funding over 5 years for transportation, energy, water and broadband projects. The bill also reauthorizes the FAST Act, which is set to expire on September 30, 2021. There is uncertainty around passage of the IIJA since progressive Democratic House members of Congress have said that they will not vote for the bipartisan infrastructure bill unless the House first approves the \$3.5 trillion reconciliation spending package. Since moderate members of the House and Senate are reluctant to pass a \$3.5 trillion reconciliation bill that also includes tax increases, Speaker Pelosi, Senate Majority Leader Chuck Schumer (D-NY) and President Biden are attempting to broker a compromise so that the majority of Democratic House members will approve the IIJA on September 30 and then move in good faith to pass a scaled down reconciliation bill.

**Budget Reconciliation Legislation**

On September 26, the House Budget Committee bundled together 13 separate bills marked up by Democratic majority of various House committees to form a combined reconciliation bill. Speaker Pelosi, Leader Schumer and President Biden are meeting with Democratic members of the House and Senate to determine what funding level and framework would garner the votes needed for passage of the bill in the House and Senate where Democratic majorities are slim. Keeping in mind that the bill will be pared down and some programs eliminated, the following are programs in the current bill that may be of interest to STA:

**Highways and Transit**

- \$10 billion for a program to be administered by the Federal Transit Administration and the Department of Housing and Urban Development to provide grants to provide public transportation to affordable housing and to enhance mobility for low-income individuals and residents of disadvantaged communities.
- \$4 billion for Community Climate Incentive Grants to reduce surface transportation-related greenhouse gas emissions of which:

- \$50 million is for the Federal Highway Administration to establish greenhouse gas performance measures and corresponding regulations;
- \$950 million is for incentive grants to states that make significant progress in reducing emissions or that adopt strategies to achieve net-zero surface transportation emissions by 2050; and
- \$3 billion is for non-state entities for projects to reduce carbon emissions.
- \$4 billion for Neighborhood Access and Equity Grants, including \$3.95 billion for competitive grants to reconnect communities and \$50 million for the Federal Highway Administration to provide technical assistance to local governments for project delivery.
- \$100 million to establish a national Traffic Safety Clearinghouse to ensure equity in traffic safety enforcement, provide technical assistance to states, and research and develop recommendations and best practices to promote fair and equitable traffic safety enforcement.
- \$8 million to establish a national clearinghouse for Automated Vehicles and Mobility Innovation.
- \$6 billion to advance local surface transportation projects. Although it is not entirely clear, there is discussion that this funding will be for earmarks. This potentially would include the earmarks in the House INVEST in America Act, including \$4 million for the State Route 37 and Fairgrounds Drive Interchange Improvements project, 4 million in the INVEST Act for the for the I-505/Vaca Valley Parkway Corridor MultiModal Improvements Project, and \$7.4 million for the Jepson Parkway Vanden Road Complete Streets Project.

### **Air Pollution and Hazardous Materials**

- \$27.5 billion for a Greenhouse Gas Reduction Fund, which includes:
  - \$7.49 billion for competitive grants to governmental entities to deploy zero-emissions technologies.
  - \$19.9 billion for competitive grants to governmental entities for qualified projects to reduce greenhouse gas emissions.
- \$5 billion for Environmental and Climate Justice Block Grants for disadvantaged communities for projects that address disproportionate environmental and public health harms related to pollution and climate change.

### **Economic Development**

- \$5.5 billion total for the Economic Development Administration (EDA), including::
  - \$4 billion for the creation of regional innovation hubs;
  - \$1 billion for Economic Adjustment Assistance program; and
  - \$500 million for public works projects.

### **Fiscal Year 2022 Appropriations**

The current fiscal year ends on September 30. Because Congress was not able to complete work on the bills to fund the federal departments and agencies it must pass a continuing resolution to fund the government at fiscal year 2021 levels until it can pass the fiscal year 2022 appropriations bills. On September 22, the House passed a continuing resolution ([H.R. 5305](#)) that would extend current funding through Dec. 3 and include a suspension of the debt limit through next year that Republicans oppose. On September 22, Senate Minority Leader Mitch McConnell (R-KY) and Senate Appropriations

Committee Chairman Richard Shelby (R-AL) also introduced [S. 2789](#), their own continuing resolution, which is almost identical to the one the House passed, but it excludes the debt limit suspension and a few other provisions. It is unclear whether the Senate will pass the House-passed bill to avert a government shutdown or whether the House and Senate leadership will reach another compromise.

### **Potential Bills of Interest**

- [S. 2726](#), the Public Transportation Expansion Act, was introduced by Sen. Jon Ossoff (D-GA) to provide competitive grants to support access to affordable housing and the enhancement of mobility for residents in disadvantaged communities or neighborhoods. The bill was referred to the Committee on Banking, Housing, and Urban Affairs.
- [H.R. 5156](#), the START Act, was introduced by Rep. Yvette Clarke (D-NY) to promote the adoption of smart technologies and systems to reduce transportation costs, traffic congestion, air pollution, energy use, and carbon emissions, and enhance transportation access, equity, efficiency, resilience, safety, security, and sustainability for communities. The bill was referred to the Subcommittee on Highways and Transit.
- [H.R. 5267](#), the Neighborhood Access and Equity Grants Act, introduced by Rep. Nikema Williams (D-GA) to direct the Administrator of the Federal Highway Administration to establish a program to provide grants for reconnecting neighborhoods, and for other purposes. The bill was referred to the Subcommittee on Highways and Transit.
- [H.R. 5014](#), the Anti-Congestion Tax Act, was introduced by Rep. Josh Gottheimer (D-NJ) that would prohibit the Department of Transportation (DOT) from awarding capital investment grants to the Metropolitan Transportation Authority for projects in New York until DOT certifies that drivers using certain vehicular crossings (Holland Tunnel, Lincoln Tunnel, or George Washington Bridge) to enter into Manhattan receive exemptions from congestion fees.
- [H.R. 5229](#), 21st Century Civilian Conservation and Climate Corps Act, was introduced by Rep. Marcy Kaptur (D-OH) to authorize the President to establish the Civilian Conservation and Climate Corps as a means of providing gainful employment to unemployed and underemployed youth through the performance of useful public work, and for other purposes. The bill was referred to the House Committee on Education and Labor.

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DATE: September 29, 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.	YSAQMD Clean Air Funds Program	Up to <b>\$30,000</b> available for EV Chargers in YSAQMD portion of Solano County	STA to open solicitation period on October 13 <sup>th</sup>
<b>State</b>			
1.	CalTrans Sustainable Communities Grant	<b>\$29.5 Million</b> of Funding Available	Grants due on October 27, 2021
2.	CaTrans Strategic Partnerships Grant	<b>\$4.5 Million</b> of Funding Available	Grants due on October 27, 2021
3.	CalTrans Clean CA Grant Program	<b>\$296 Million</b> of Funding Available	Solicitation Period Opens December 2021

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

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DATE: October 5, 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 <i>Last</i> Tuesday of Every Month
TAC:	Meets <i>Last</i> 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., 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 24 <sup>th</sup> Annual Awards	Virtual	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