



MEETING AGENDA

5:30 p.m., Closed Session
6:00 p.m., STA Board Virtual Meeting
Wednesday, December 8, 2021

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

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Public Comments:

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

Americans with Disabilities Act (ADA):

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707-399-3203

CLOSED SESSION

(5:30 - 6:00 p.m.)

CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION (Pursuant to Government Code §54956.9(a)): Solano Transportation Authority v. Steven Scherner, et al.; Solano Transportation Authority v. Store SPE Ashley CA , LLC, et al

<u>STA BOARD MEMBERS</u>							
Jim Spring	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

ITEM

BOARD/STAFF PERSON

1. CALL TO ORDER/ PLEDGE OF ALLEGIANCE

(6:00 p.m.)

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 2021-20 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. 7

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. 11

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

MTC Commissioner Jim Spring

(6:15 – 6:20 p.m.)

8. STA PRESENTATIONS

(6:20 – 6:40 p.m.)

A. Presentations:

- i. San Francisco Bay Ferry/Water Emergency
Transportation Authority (WETA) Presentation**

Anthony Intintoli, WETA
Seamus Murphy, WETA

B. Priority Development Area (PDA) Presentations

- i. City of Benicia**
- ii. City of Vallejo**

Suzanne Thorsen, City of Benicia
Mark Helmbrecht, City of Vallejo

C. Department Directors Reports:

- i. Projects**
- ii. Planning**
- iii. Programs – Proclamation for Karin Bloesch,
SR2S Senior Program Coordinator**

Daryl Halls

9. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

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

(6:40 – 6:45 p.m.)

- A. **Meeting Minutes of the STA Board Meeting of October 13, 2021** Johanna Masiplat
Recommendation:
 Approve the Minutes of the STA Board Meeting of October 13, 2021.
Pg. 17
- B. **Draft Minutes of the STA TAC Meeting of November 17, 2021** Johanna Masiplat
Recommendation:
 Approve the Draft Minutes of the STA TAC Meeting of November 17, 2021.
Pg. 27
- C. **Fiscal Year (FY) 2020-21 Fourth Quarter Budget Report** Susan Furtado
Recommendation:
 Receive and file.
Pg. 31
- D. **Adoption of STA 2022 Employee Benefits Summary** Susan Furtado
Recommendation:
 Adopt STA 2022 Employee Benefits Summary as shown in Attachment A.
Pg. 35
- E. **Fiscal Year (FY) 2021-22 Transportation Development Act (TDA) Matrix – December 2021 for the City of Dixon (Dixon Read-Ride) and the City of Rio Vista (Delta Breeze)** Ron Grassi
Recommendation:
 Approve the December 2021 TDA Matrix for FY 2021-22 which includes the TDA Claim for the City of Dixon (Dixon Read-Ride) and the City of Rio Vista (Delta Breeze) as shown in Attachment B.
Pg. 43
- F. **2021 Solano County Congestion Management Program (CMP)** Brent Rosenwald
Recommendation:
 Approve the 2021 Solano County Congestion Management Program (CMP) as shown in Attachment A.
Pg. 53
- G. **Safe Routes to School (SR2S) Public Safety Education and Enforcement Grant Amendment Fiscal Year (FY) 2021-22** Lloyd Nadal
Recommendation:
 Approve the amendment to the funding agreement with the City of Benicia Police Department to extend the Community Services Officer position through FY 2021-22 in the amount of \$75,000.
Pg. 55
- H. **Medical Trip Concierge (GoGo) Program Agreement** Debbie McQuilkin
Recommendation:
 Authorize the Executive Director to enter into an agreement with GoGo Technologies, Inc., for a 3-year term at \$30,000 per year for use of their fixed platform subscription for an amount not to exceed \$90,000.
Pg. 57

- I. Countywide Intercity Taxi Card, Benicia Taxi Service and Suisun City Local Taxi Program** Debbie McQuilkin
Recommendation:
 Authorize the Executive Director to enter into a contract with Veteran’s Corp. for provision of taxi service in the amount of \$35,136 for one (1) year, with the option to renew plus aggregate of taxi user charges.
Pg. 59
- J. Bay Area Express Lanes Executive Steering Committee (ESC) Memorandum of Understanding (MOU)** Janet Adams
Recommendation:
 Authorize the Executive Director to enter into a Bay Area Express Lanes Executive Steering Committee Memorandum of Understanding with the Partner Agencies.
Pg. 61
- K. Notice of Completion – Vallejo Transit Center (VTC) York Street Improvement Project** Janet Adams
Recommendation:
 Approve the following:
 1. Accept the VTC York Street Improvement contract as complete; and
 2. Direct the Executive Director to file a Notice of Completion with the County Recorder’s office.
Pg. 71
- L. I-80/I-680/SR12 Construction Package 2 Letter of No Prejudice (LONP) Bridge Toll** Janet Adams
Recommendation:
 Approve the following:
 1. STA Resolution No. 2021-21 (Attachment A) and Letter of No Prejudice (LONP) for \$375,000 in RM3 funds for the I-80/I-680/SR12 Interchange Project – Construction Package 2 (CP2); and
 2. Commitment of \$375,000 in STA Program Contingency funds to cover R/W costs.
Pg. 73
- M. STA’s Fiscal Year (FY) 2021-22 Proposed Budget Revision** Susan Furtado
Recommendation: Daryl Halls
 Approve the following:
 1. STA’s FY 2021-22 Proposed Budget Revision as shown in Attachment A;
 2. FY 2021-22 Salary Schedule as shown in Attachment B; and
 3. Updated Organization Chart as shown in Attachments C.
Pg. 97

10 ACTION FINANCIAL ITEMS

- A. Regional Transportation Impact Fee (RTIF) – FY 2020-21 4th Quarter Update and Annual Report** Anthony Adams
Recommendation:
 Approve the following:
 1. Approve FY 2020-21 RTIF Annual Report as shown in Attachment A; and

2. Authorize the Executive Director Enter into agreements with Working Groups 1, 4, 5, and 7 to allocate RTIF funds for FY 2021-22 and beyond as shown in Attachment D.

(6:45 – 6:50 p.m.)

Pg. 103

B. State Route (SR) 12 Clean California Caltrans Program

Anthony Adams

Recommendation:

Authorize the Executive Director to:

1. Enter into a Co-Op Agreement with Caltrans for up to \$4.7M in CON fund for SR12 Clean California Project;
2. Enter into a funding agreement with the City of Fairfield and City of Suisun City to reimburse STA for design costs and deliver the SR12 Clean California Project; and
3. Enter into an agreement with on-call consultant, Bellecci, for an amount not to exceed \$470,000 to deliver design and permits, with an option for Construction Management for the SR 12 Clean California Project.

(6:50 – 6:55 p.m.)

Pg. 121

C. Solano Express Transition Plan Update/Transitional Costs

Daryl Halls
Ron Grassi

Recommendation:

Approve the following:

1. Transitional Plan funding request from SolTrans in the amount of \$1,116,002 and, the City of Fairfield in the amount of \$888,269; and authorize the request for funding from MTC in the amount of \$2,004,271 to cover the transitional cost for transfer of Solano Express service;
2. Authorize the Executive Director to enter into funding agreements with MTC, SolTrans and the City of Fairfield for these costs; and
3. Support the allocation of Fairfield 5307 UZA for FY 2022-23 for Fairfield local service \$2.1 million and Suisun City local service \$613,000.

(6:55 – 7:05 p.m.)

Pg. 123

11. ACTION NON-FINANCIAL ITEMS

A. Legislative Update and STA's Draft 2022 Legislative Platform and Priorities

Vincent Ma

Recommendation:

Approve the release the STA's Draft 2022 Legislative Platform and Priorities for 30-day review and comment period.

(7:05 – 7:15 p.m.)

Pg. 127

- B. Solano County Transit (SolTrans) Joint Powers Agreement (JPA) – Appoint** Bernadette Curry
Recommendation:
 Appoint a STA Board Member to the SolTrans JPA Board as an Ex-Officio member for a two-year term expiring December 2022.
 (7:15 – 7:20 p.m.)
Pg. 153

12. INFORMATIONAL – NO DISCUSSION

- A. One Bay Area Grant (OBAG) Cycle 3 Update** Robert Guerrero
Pg. 155 Kathrina Gregana
- B. Local Road Safety Plans and Regional Vision Zero Policies** Jasper Alve
Pg. 173
- C. Solano Express Intercity Year-End Report for Fiscal Year (FY) 2020-21** Brandon Thomson
Pg. 177
- D. Fiscal Year (FY) 2020-21 Abandoned Vehicle Abatement (AVA) Program Fourth Quarter Report** Brenda McNichols
Pg. 185
- E. Summary of Funding Opportunities** Brent Rosenwald
Pg. 189
- F. 2021 STA Board and Advisory Committee Meeting Schedule** Johanna Masielat
Pg. 191

13. BOARD MEMBERS COMMENTS

14. ADJOURNMENT

The STA Board’s next regularly scheduled meeting is at **6:00 p.m., Wednesday, January 12, 2022.**

STA Board Meeting Schedule for Calendar Year 2022

6:00 p.m., Wed., January 12th

6:00 p.m., Wed., February 9th

6:00 p.m., Wed., March 9th

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

6:00 p.m., Wed., May 11th

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

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

No Meeting in August (Summer Recess)

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

6:00 p.m., Wed., October 12th

No Meeting in November due to STA’s 25th Annual Awards Program

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



DATE: November 18, 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

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. 2021-20, 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 2021-20 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. 2021-20 Authorizing Remote Teleconference Meetings

RESOLUTION NO. 2021-20

A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY BOARD OF DIRECTORS AUTHORIZING REMOTE TELECONFERENCE MEETINGS FOR THE PERIOD OF DECEMBER 8, 2021 THROUGH JANUARY 12, 2022, 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) December 8, 2022, 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.

This resolution was adopted by Solano Transportation Authority on December 8, 2021.

Ron Rowlett, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 8th day of December 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 introduced, passed and adopted by said Authority at the regular meeting thereof held this day of December 8, 2021.

Daryl K. Halls, Executive Director
Solano Transportation Authority

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DATE: November 30, 2021
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report –December 2021

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

San Francisco Bay Ferry/Water Emergency Transportation Authority (WETA) Update *

WETA Board Member and Former STA Board Member Anthony Intintoli and WETA's new Executive Director Seamus Murphy have been invited to provide an update on the San Francisco Bay Ferry service which connects the City of Vallejo and Solano County to San Francisco.

Draft Legislative Platform and Priorities for 2022 *

STA staff has developed STA's draft Legislative Platform and Priorities for 2022. This includes both state and federal priorities. The draft is presented for initial review by the STA Board in December, distribution for 30-day comment and then adoption by the STA Board at your meeting of January 12, 2022. Staff is currently reviewing the recently passed federal infrastructure bill which has an array of potential funding programs and grants and is a five-year program. STA recently signed on to a Bay Area letter sent to Governor Newsome and organized by the Metropolitan Transportation Commission (MTC) requesting the Governor invest in a range of transportation programs as he prepares his State Budget proposal for 2022. Our state advocates, Josh Shaw and Matt Robinson are scheduled to attend the January 12th Board meeting to discuss STA's state priorities. Our federal advocate, Susan Lent, is scheduled to attend the STA Board meeting of February 9, 2022 to discuss STA's federal priorities.

Solano Express Transition Plan Update/Transitional Costs *

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. The past two months, STA staff has been working with staff from SolTrans and the City of Fairfield which staffs Fairfield and Suisun Transit (FAST) to identify and document one-time transitional costs associated with the transition of Solano Express Blue Line and Green Express from FAST to SolTrans in 2022. In October, STA staff came to agreement with SolTrans on their one-time transitional costs. In November, STA staff has also come to agreement with the City of Fairfield on their one-time transitional costs. This was somewhat more complicated as City of Fairfield and Suisun City are both making changes to their local transit service which involves transitioning from fixed route to micro-transit service during Fiscal Years 2021-22 and 2022-23 service. As part of that process, the City of Fairfield requested STA support for the proposed allocation of Fairfield 5307 UZA funds in FY 2022-23 to help address Fairfield's forthcoming transition from fixed route to a hybrid fixed route/micro-

transit service per the forthcoming recommendations of their Comprehensive Operational Analysis (COA) of the FAST system. A similar request for Fairfield 5307 UZA FY 2022-23 funds was made for Suisun City to help Suisun City transition to micro-transit service based on their Suisun City Community Based Transit Plan (CBTP) that is currently underway. Staff from both Fairfield and Suisun City are in agreement with the proposed STA staff recommendation.

Regional Transportation Impact Fee (RTIF) Annual Report for FY 2020-21 *

STA project staff has completed the 8th RTIF Annual Report. A total of \$4.6 million was collected in FY 2020-21 and total of \$14.2 million has been collected since the inception of the RTIF program in 2013. Working groups #1, #4, #5 and #7 have recommended projects for RTIF funding agreements. A RTIF Nexus Study update was completed by STA and four projects were added as eligible RTIF projects.

Caltrans Clean California Program – SR 12 Corridor Fairfield and Suisun City *

Caltrans approached STA regarding the Caltrans portion of the new Clean California Program and after reviewing the program's criteria, SR 12 was selected in partnership with the cities of Fairfield and Suisun City and recommended for \$4.7 million in Caltrans' Clean California Program funds. In addition, Caltrans is recommending to provide an additional \$1 million in improvements for the portion of the Bay Trail/Vine Trail located in the state right of way for SR 29.

Highway and Project Updates *

Included with this agenda are several items pertaining to STA's ongoing coordination efforts with Caltrans, MTC, and other partners on several highway and transit priority projects. This includes a Notice of Completion for the Vallejo Transit Center-York Street Improvement that was a partnership project between STA, SolTrans and the City of Vallejo. There is authorization to sign a Bay Area Regional Express Lanes Memorandum of Understanding initiated by MTC that would include STA as a partner agency, in addition to Caltrans, and the other Bay Area County Transportation Agencies with regional express lanes. There is also an agenda item approving the allocation of funding to cover the legal costs for the right of way pertaining to phase 2 of the I-80/I-680/SR12 Interchange that is currently under construction and requesting reimbursement with pending Regional Measure 3 funds dedicated to the project.

The design phase for the I-80 West Bound Truck Scales project is officially underway. This is a partnership project between STA and Caltrans District 4 staff. The construction of the new Solano I-80 Managed Lanes project is scheduled to begin Spring of 2022.

Priority Development Area Presentations – Benicia and Vallejo *

In preparation for STA's programming of One Bay Area Grant 3 (OBAG 3) funds in 2022, the cities of Benicia and Vallejo have been invited to provide presentations on their PDAs. This follows previous presentations by the cities of Vacaville, Fairfield and Suisun City.

Public Input Process for Connected Mobility Plan and Suisun City CBTP*

STA has initiated two public survey efforts, one linked to the Connected Mobility Plan and the second associated with the Suisun City Community Based Transportation Plan (CBTP). The Suisun City CBTP public process was initiated in November and thus far 50 surveys have been

received. The Connected Mobility Plan was also started in November and 300 surveys have been received thus far. The Solano Express Buy One Get One Free incentive was launched in November and 17 Solano Express riders have registered to date. The Ride Amigos incentive platform was launched in May of 2018. Currently, there are 3,007 registered participants and 215 active participants.

STA Budget Update *

STA Finance staff has provided the fourth quarter budget report for Fiscal Year 2020-21. The first quarter budget report for Fiscal Year 2021-22 and the annual audit for FY 2020-21 has just wrapped up and are scheduled to be presented to the STA Board at the meeting of January 12, 2022. A revision to the current fiscal year budget has been included with an adjustment to accommodate college interns funded by CARB grants.

STA Office and Staff Updates

On Saturday, December 4th, STA is scheduled to co-host with Suisun City an unveiling of two pieces of art work located on the pedestrian corridor immediately in front of the STA's new office building located at 423 Main Street, in Suisun City. STA is scheduled to move into the new office building beginning the week of December 13th.

Karin Bloesch, the Senior Program Coordinator for the STA's Safe Routes to Schools (SR2S) Program, accepted a position with the Yolo Solano Air Quality Management District (YSAQMD) and her last day with STA was November 16, 2021. Katelyn Costa, Program Coordinator II for Solano Mobility's Employer Program, has accepted a position with the town of Danville. Her last day with STA was November 24, 2021.

Jasper Alve is the STA's new Assistant Project Manager in the Projects Department and he started with STA on October 27, 2021. He recently moved to California from the State of Texas and he is a resident of Fairfield. Janelle Gregorio was just hired to fill a vacant part-time SR2S coordinator position. She is also a resident of Fairfield and her first day with STA will be Monday, December 6, 2021. STA is currently recruiting for an Assistant Program Manager to fill the vacant full-time SR2S position

Attachment:

- A. STA Acronyms List of Transportation Terms

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

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



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Virtual Meeting of
October 13, 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, Vice Chair	City of Vallejo
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: None.

STAFF

PRESENT: (In alphabetical order by last name.)

Anthony Adams	Senior Project Manager
Janet Adams	Deputy Exec. Director/Director of Projects
Karin Bloesch	Senior Program Coordinator
Katelyn Costa	Program Coordinator II
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
Neil Quintanilla	Marketing Assistant
Brandon Thomson	Transit Mobility Coordinator

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

Stefan Chatwin	City of Fairfield
Russ Chisholm	TMD
Greg Folsom	City of Suisun City
Diane Feinstein	FAST
David Gassaway	City of Fairfield
Paul Kaushal	City of Fairfield
John Kearns	City of Suisun City
Ron Kilcoyne	TMD
Beth Kranda	Solano County Transit (SolTrans)
Ray Leftwich	City of Vacaville
Stacy Miller	Circle Point
Ivy Morrison	Circle Point
Andrew Pease	TMD
Nouae Vue	City of Suisun City

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. AUTHORIZATION FOR REMOTE TELECONFERENCE MEETINGS PURSUANT TO AB 361

Bernadette Curry, STA Legal Counsel, reviewed the process of continuing remote Board meetings through some or all of the pandemic that 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.

On a motion by Board Member Kott, and a second by Board Member Young, STA Resolution No. 2021-16 authorizing remote teleconference STA Board of Directors meetings for the next 30 days was approved by the following roll call vote:

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

4. APPROVAL OF AGENDA

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

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

5. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

6. EXECUTIVE DIRECTOR’S REPORT

- 24th Annual STA Awards Nominees
- Public Input Process for Connected Mobility Plan to Begin
- Transition Plan Schedule for Solano Express Service
- Allocation Recommendation for Tranche 2 of Federal American Recovery Plan (ARP) Funding for Transit
- State Route 37/Fairgrounds Interchange
- Allocation of STAF Funds for Solano Express Buses and Service
- Funding Agreement for Suisun City Mobility Hub
- Expansion of Lyft First Last Mile Program and Taxi Programs to Suisun City
- PDA Presentations By Fairfield and Suisun City
- STA’s Solano Mobility Employer Program Annual Report
- STA to Host Virtual Board Meetings in October and December Until New STA Office Opens in January 2022
- STA Staff Update

7. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

MTC Commissioner and Board Member Spering reported on the following:

- Next round of ARP funds (Tranche 2) going before the Commission this month.
- OBAG Cycle 3 Allocations going before to the Commission next month.

8. STA PRESENTATIONS

A. Presentations:

- i. **SR 37 Corridor Update** *presented by Janet Adams*
- ii. **SR 37 Fairgrounds Interchange Design** *presented by Janet Adams*

B. Announcement of STA’s 24th Annual Awards Nominees *presented by Vincent Ma*

C. Priority Development Area (PDA) Presentations

- i. **City of Fairfield** *presented by David Gassaway*
- ii. **City of Suisun City** *presented by John Kearns*

D. Department Directors Reports:

- i. **Projects – Solano Connected Mobility Implementation Plan Update/Public Outreach Plan** *presented by Anthony Adams*
- ii. **Planning**
- iii. **Programs – Solano Mobility Employer Program Annual Report FY 2020-21** *presented by Katelyn Costa*

9. CONSENT CALENDAR

On a motion by Board Member Wilson, and a second by Board Member Price, the Consent Calendar Items A through O 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 September 8, 2021

Recommendation:

Approve the Minutes of the STA Board Meeting of September 8, 2021.

B. Draft Minutes of the STA TAC Meeting of September 29, 2021

Recommendation:

Approve the Draft Minutes of the STA TAC Meeting of September 29, 2021.

C. STA's Fiscal Year (FY) 2021-22 Proposed Budget Revision

Recommendation:

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

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

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.

E. 2022 Paratransit Coordinating Council (PCC) Draft Work Plan, 2022 PCC Draft Outreach Plan and 2022 PCC Meeting Locations

Recommendation:

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

F. Paratransit Coordinating Council (PCC) Membership Update

Recommendation:

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

G. Vehicle Share Program Annual Report for Fiscal Year (FY) 2020-21

Recommendation:

Receive and file.

H. Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) EV Call for Project

Recommendation:

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

I. Contract Amendment – State and Federal Legislative Advocacy Services

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.

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

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.

K. STA Building Service Contracts

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.

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

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.

M. 2022 Surface Transportation Improvement Program (STIP) Programming

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.

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

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.

O. Fiscal Year (FY) 2021-22 Transportation Development Act Article 3 (TDA-3) Countywide Coordinating Claim

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.

10. ACTION FINANCIAL ITEMS

A. **Transition from Two Transit Operators to One Transit Operator for Solano Express Service, Final Transition Framework and Schedule**

Daryl Halls presented the implementation of the transition plan from two transit operators to one transit operator operating the Solano Express service. He outlined the draft transition plan framework that outlines many of the issues that will need to be considered and addressed as part of the transition. He commented that the 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. He concluded by noting that STA transit staff is currently coordinating with both SolTrans and FAST staff in support of the transition of the Solano Express service, and that STA staff will provide periodic updates to the STA Board on the progress being made.

Board/Public Comments:

None presented.

Recommendation:

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

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

NAYS: None

ABSENT None

ABSTAIN None

B. **Lyft First/Last Mile and Local Taxi Program Modifications for Suisun City**

Lloyd Nadal and Debbie McQuilkin presented the Lyft First/Last Mile and Local Taxi Program modifications for the City of Suisun City. He noted that Suisun City has requested that STA expand its Lyft/First Last Mile Program to include the entire City of Suisun City. He added that the program provides First Last Mile service to and from just the Suisun Amtrak Station, and that the 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. He noted that this is prior to the termination of local FAST routes 5 and 6 by December 31, 2021 that serve Suisun City. Debbie McQuilkin reported that the City of 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 which will take place on January 1, 2022.

Board/Public Comments:

Board Member Sperring requested for staff to look into a Lyft type program, in partnership with the County that would help provide transportation to victims of domestic violence to family justice centers and health and social services. Daryl Halls responded that STA staff will follow-up to the request.

Board Member Wilson expressed her gratitude to the STA Board for their full support and thanked STA staff for helping their City work through the different options and come up with common solutions in providing transportation that serves every resident in Suisun City.

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.

On a motion by Board Member Spering, 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. ACTION NON-FINANCIAL

A. Suisun City Mobility Hub Implementation

Janet Adams presented and 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) funds 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. Janet also referenced a consent item that allows for modifying the purchase price of the land where this Mobility Hub will be placed with the need for a deed restriction due to an on-going Water Board Clean-up mandate on the site due to previous contamination from the current owner. Clean-up has been going on for several years, but the site has not been cleaned up to meet residential standards.

Board/Public Comments:

Board Member Spering requested for staff to expand on the deed restriction proposal and asked if staff could explore how not to limit the restriction. Janet Adams stated that the consent that would allow for a reduced purchase price should the property owner is unable to obtain a state water board for full clean-up of the site. The independent appraiser has amended the evaluation of the site value in which the price was reduced recognizing that the highest and best use is for a parking structure and therefore this is the basis of why staff recommended to move forward on the site. The contamination is specific to the old wash rack area which is the farthest eastern portion of the site. STA is working with the legal counsel representing the owner on the details of any deed restriction. Bernadette Curry, STA Legal Counsel, added that this was the way that the seller is trying to get closure through the Water Board and so the approach still needs to be approved by them to bring the site to closure but will try to limit the deed restriction on only that area.

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.

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

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

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

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.

Board/Public Comments:

Vice Chair McConnell *requested for staff to explore and to come back with analysis regarding the use of hydrogen buses that could potentially be used as a back-up or alternate due to cost being a primary concern for electrification.*

Board Member Spering concurred with Vice Chair McConnell’s comments and added that there are concerns related to loss of electricity due to either terrorism, fire, or other natural disasters.

Daryl Halls cited that the request can be part of the motion to bring back with recommendations from the consultants as part of the Connected Mobility Plan.

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.

On a motion by Vice Chair McConnell, and a second by Board Member Spering, the STA Board approved the recommendation to include the request made by Vice Chair McConnell as shown above in *bold italics*. The recommendation was approved by the following roll call vote:

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

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

Daryl Halls presented the allocation of Tranche 2 Federal ARP funds. He reviewed the expenditure plan that would 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. He recapped the initial allocation process of Tranche 1 funding of \$6.5 million that was approved by the STA Board in September. He proceeded by noting that the remaining Tranche 2 funding of \$4.4 million of federal ARP funds was originally scheduled to be allocated in December of 2021, and he proceeded by reporting that 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.

Board/Public Comments:

None presented.

Recommendation:

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

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

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

NAYS: None

ABSENT None

ABSTAIN None

12. INFORMATIONAL – NO DISCUSSION

- A. SR 37 Fairgrounds Drive Improvement Project – Phase 1 Implementation**
- B. Solano Connected Mobility Implementation Plan Update/Public Outreach Plan**
- C. Clean California Local Grant Program – Grant Opportunity**
- D. Legislative Update**
- E. Summary of Funding Opportunities**
- F. 2021 STA Board and Advisory Committee Meeting Schedule**

12. BOARD MEMBER COMMENTS

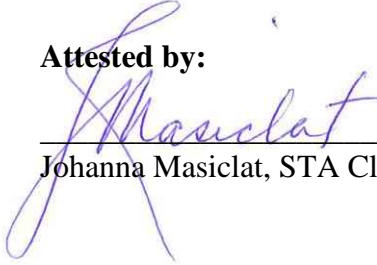
Board Member Young informed the Board about his recent meeting with Senator Dodd to discuss issues connected to the most recent housing legislation (SB 35 and SB 39) and how it is currently affecting the cities who are pursuing affordable housing. He noted that Senator Dodd suggested that he talk to Supervisor Weiner regarding clean up legislation. Board Member Spering offered to have a meeting set up with Supervisor Weiner’s office to further discuss these issues.

13. ADJOURNMENT

The meeting adjourned at 7:16 pm.

No meeting in November due to the STA's 24th Annual Awards Ceremony. The STA Board's next regularly scheduled virtual meeting via Zoom is at **6:00 p.m., Wednesday, December 8, 2021.**

Attested by:


_____/Oct. , 2021
Johanna Masiclat, STA Clerk of the Board



DRAFT TECHNICAL ADVISORY COMMITTEE
Minutes for the Virtual Meeting of
November 17, 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

Present: William Tarbox City of Benicia
Deborah Barr City of Dixon
Paul Kaushal City of Fairfield
Noaue Vue City of Suisun City
Ray Leftwich City of Vacaville
Terrance Davis City of Vallejo
Craig Pyle for Matt Tuggle County of Solano

TAC Members

Absent: Robin Borre City of Rio Vista

STA Staff and

Others Present: *(In Alphabetical Order by Last Name)*
Janet Adams STA
Tim Burke City of Vacaville
Danielle Crider City of Benicia
Ron Grassi STA
Kathrina Gregana STA
Robert Guerrero STA
Mark Helmbrecht City of Vallejo
Vincent Ma STA
Johanna Masiclat STA
Brent Rosenwald STA
Dan Sequeira City of Benicia
Suzanne Thorsen City of Benicia

2. APPROVAL OF THE AGENDA

On a motion by Terrance Davis, and a second by William Tarbox, the STA TAC approved the agenda. (7 Ayes, 1 Absent – City of Rio Vista)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

A. Priority Development Area (PDA) Presentations

- City of Benicia presented by Suzanne Thorsen
- City of Vallejo presented by Mark Helmbrecht

B. Local Roads Safety Plan presented by Jasper Alve, STA

5. CONSENT CALENDAR

On a motion by Paul Kaushal, and a second by Nouae Vue, the STA TAC unanimously approved the Consent Calendar Items A and B. (7 Ayes, 1 Absent – City of Rio Vista)

A. Minutes of the TAC Meeting of September 29, 2021

Recommendation:

Approve TAC Meeting Minutes of September 29, 2021.

B. Fiscal Year (FY) 2021-22 Transportation Development Act (TDA) Matrix – December 2021 for the City of Dixon (Dixon Read-Ride) and the City of Rio Vista (Delta Breeze)

Recommendation:

Forward a recommendation to the STA Board to approve the December 2021 TDA Matrix for FY 2021-22 which includes the TDA Claim for the City of Dixon (Dixon Read-Ride) and the City of Rio Vista (Delta Breeze) as shown in Attachment B.

6. ACTION FINANCIAL ITEMS

A. Regional Transportation Impact Fee (RTIF) – FY 2020-21 4th Quarter Update and Annual Report

Janet Adams reviewed the 4th quarter of FY 2020-21 noting the total revenue of \$1,524,271 which is the second largest collected since the program started collecting RTIF fees since FY 2013-14. She reviewed the annual report noting the total revenue collected for FY 2020-21 being \$4,626,884 which is the highest amount collected since the start 8 years ago. She added the annual RTIF report showcases a summary of FY 2020-21 progress and annual working group meeting project commitments.

Recommendation:

Forward a recommendation to STA Board to:

1. Approve FY 2020-21 RTIF Annual Report as shown in Attachment A; and
2. Authorize the Executive Director Enter into agreements with Working Groups 1, 4, 5, and 7 to allocate RTIF funds for FY 2021-22 and beyond as shown in Attachment D.

On a motion by Terrance Davis, and a second by Paul Kaushal, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent – City of Rio Vista)

B. State Route (SR) 12 Clean California Caltrans Program

Janet Adams outlined the project ideas along Caltrans right of way within Solano County. She identified the corridors considered which includes I-80 and Bay/Vine Trail in Vallejo, I-780 in Benicia, SR 113 in Dixon, and SR 12 in Fairfield, Suisun City and Rio Vista. She noted that as projects were required to be within disadvantaged community, I-780 in Benicia and SR 113 in Dixon were eliminated from consideration. Caltrans informed STA staff that landscaping was already being planned for I-80 in Vallejo and SR 12 in Rio Vista, so those locations were removed from consideration. This process resulted in SR 12 in Fairfield and Suisun City and Bay/Vine Trail in Vallejo being the remaining projects for potential investment through Caltrans' portion of Clean California.

She proceeded by identifying a dollar amount of up to \$4.7M in improvements, along SR 12, with \$2.6M in Fairfield and \$2.1M in Suisun City. STA staff also coordinated with the City of Vallejo and the Vine Trail to identify \$1M in amenity improvements for the Bay/Vine Trail, along the state right-of-way (SR 29) that crosses the Bay Trail/Vine Trail. Caltrans agreed to include these improvements in their submission for Clean California.

William Tarbox asked if the City of Benicia will ever be eligible for this type of grant. Janet Adams responded that for the Caltrans side of the grant opportunity, it requires non-potable water and to be in a Disadvantaged Community, therefore Caltrans did not find I-780 eligible for their side of the funding. She noted the City can apply for the program's Local grants, but it is expected the match will be closer to 50% and may not be as competitive since the City does not have a Community of Concern.

Recommendation:

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

1. Enter into a Co-Op with Caltrans for up to \$4.7M in CON fund for SR12 Clean California Project;
2. Enter into a funding agreement with the City of Fairfield and City of Suisun City to reimburse STA for design costs and deliver the SR 12 Clean California Project; and
3. Enter into an agreement with on-call consultant Bellecci for an amount not to exceed \$470,000 to deliver design and permits, with an option for Construction Management for SR12 Clean California Project.

On a motion by Nouae Vue, and a second by Paul Kaushal, the STA TAC approved the recommendation. (6 Ayes, City of Benicia opposed and 1 Absent – City of Rio Vista)

7. ACTION NON-FINANCIAL ITEMS

A. Legislative Update and STA's Draft 2022 Legislative Platform and Priorities

Vincent Ma provided an update in the development of STA's 2022 draft platform which will be distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. He added that after STA staff receives the comments and edits from the Transit Consortium and the STA TAC, the Final Draft of the STA's 2022 Legislative Platform will be placed on the December 2021 agenda of the Consortium and TAC, and forwarded to the STA Board for adoption at their January 8, 2022 meeting.

Recommendation:

Forward a recommendation to the STA Board to release the STA's Draft 2022 Legislative Platform and Priorities for 30-day review and comment.

On a motion by Terrance Davis, and a second by William Tarbox, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent – City of Rio Vista)

B. 2021 Solano County Congestion Management Program (CMP)

Brent Rosenwald reviewed the CMP cycle for 2021. He noted that for this CMP cycle, MTC has encouraged all CMA's to prepare "limited and focused" updates of their prepared 2019 CMPs in the manner of an addendum, and with that in mind, STA staff developed the 2021 Solano County CMP utilizing MTC's previous CMP guidelines. He explained the change that is significant in the context of drafting a CMP since Level of Service (LOS) is the metric used to evaluate the CMP network performance. He also noted that with LOS becoming a less relevant metric of system performance, some CMA's, both within the Bay Area and statewide, have expressed interest in forgoing a CMP update altogether or updating it as a part of their Comprehensive Transportation Plan. He concluded by noting that STA staff will engage both MTC and its regional CMA partners to determine the feasibility and subsequent impacts of opting out of preparing a CMP.

Recommendation:

Forward a recommendation to the STA Board to approve the 2021 Solano County Congestion Management Program (CMP) as shown in Attachment A.

On a motion by Terrance Davis, and a second by Deborah Barr, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent – City of Rio Vista)

C. Priority Development Area (PDA) Investment and Growth Report

Robert Guerrero summarized the three components included in the 2021 PDA Investment and Growth Strategy for Solano County. He commented that MTC provided the STA with a format and preliminary data to utilize in late August, and that STA staff has since been coordinating with members of the Project Delivery Working Group, STA TAC and the Solano Planning Directors Group to obtain and confirm the data provided. He concluded by noting that given the compressed timeframe to meet MTC’s deadline and the coordination with each agency, STA is still receiving data (particularly the housing information) and will update the attached information at the TAC meeting for further discussion and recommendation to the Board. This is necessary to meet MTC’s compressed timeframe for this information.

Recommendation:

Forward a recommendation to the STA Board to approve the PDA Growth and Investment Report as shown in Attachment A.

On a motion by Terrance Davis, and a second by William Tarbox, the STA TAC unanimously approved the recommendation to include a caveat that final review of documents by December 1st. (7 Ayes, 1 Absent – City of Rio Vista)

8. INFORMATIONAL – DISCUSSION

A. One Bay Area Grant (OBAG) Cycle 3 Update

Kathrina Gregana provided an update to the OBAG 3 grant proposal. She identified the 4-year program funding revenues and assumptions totaling \$750 million or \$188 million per year.

NO DISCUSSION

B. Local Road Safety Plans and Regional Vision Zero Policies

Pg.

C. Solano Express Transition Plan Update

Pg.

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

Pg.

E. Summary of Funding Opportunities

Pg.

9. ADJOURNMENT

The meeting was adjourned at 2:45 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m., Wednesday, December 15, 2021**, tentatively scheduled as a Zoom Meeting.



DATE: November 29, 2021
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2020-21 Fourth Quarter Budget Report

Background:

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

Discussion:

The STA revenue and expenditure activity (Attachment A) for the FY 2020-21 Fourth Quarter reflects the overall STA program administration and operations expenditure at \$24.86 million (76%) of the budget with total revenue received at \$29.44 million (90%) of budget projections.

Revenues:

Revenues received during the Fourth Quarter of the Fiscal Year primarily consists of quarterly annual advances of funds and reimbursement requests. As most STA programs are funded with grants on a reimbursement basis, the reimbursements from fund sources for the Fourth Quarter were billed and received after the quarter ending June 30, 2021. The revenue budget highlights are as follows:

1. The Members Contributions for FY 2020-21 of \$234,790 was received from member agencies. The amount of \$50,000 from the Members Contributions fund is recorded in Contingency Reserve as approved in the FY 2020-21 Budget. The unexpended funding budget for the Expenditure Plan (\$25,000) and the STA Board Administration (\$6,900) are carried over into the next fiscal year. Therefore, the total Members Contribution funding available for various projects for the next fiscal is in the amount of \$276,922.
2. The Transportation Development Act (TDA) funding from the Metropolitan Transportation Commission (MTC) was received for Article 4.8 the amount of \$965,199 for the Taxi Card/Paratransit Program and the Volunteer Caregivers operated by Faith In Action. Reduced program services due to the COVID-19 pandemic, the amount \$503,255 for the Taxi Program and \$35,803 for the Faith In Action funding is returned and will be reclaimed in the next fiscal year for the continuation of program services for the Solano Intercity Taxi Card/Paratransit Program and funding for the transportation services by the Faith In Action.
3. The State Transit Assistance Funds (STAF) funding from the Metropolitan Transportation Commission (MTC) was received in the amount of \$2,405,312; the amount of \$904,450 is returned and will be reclaimed in the next fiscal year for the continuation of programs and studies, such as the Solano Countywide Taxi Card/Paratransit Program, the Transit Ridership Survey, the Community Based Transportation Plan (CBTP), and the Mobility Program Management.

4. The Office of Traffic Safety (OTS) grant for the Older Adult Safety Mobility is based on reimbursement and the grant remaining balance of \$46,764 is programmed through September 30, 2021.
5. The Federal Transit Administration (FTA) 5310 Specialized Transit Grants was received the amount of \$180,395 to augment the STAF funding for the Countywide Travel Training Ambassador Program and the One Stop Transportation Call Center Program activities.
6. The One Bay Area Grant (OBAG) 2 funds passed through the MTC was received in the amount of \$1,275,552 for planning and programming for projects and programs under the Project Development Management and project studies under the Strategic Planning Administration, such as the State Route (SR) 37 Improvement Project, the Countywide Parking Demand Study, the Solano Projects Website, Model Development/Maintenance, the Comprehensive Transportation Plan (CTP) Implementation, and the Congestion Management Plan (CMP)/Vehicle Miles Travel (VMT).
7. The One Bay Area Grant (OBAG) 2 funds passed through Caltrans was received for the Mobility Program the amount of \$483,360 and the Safe Routes to School (SR2S) Program of \$332,558 for mobility management and operation. Remaining funds for this grant will cover the Mobility Program and the SR2S Program through FY 2022-23.
8. The CARES Act 2020 funding passed through the County of Solano was received in the amount of \$150,000 for the expansion of the Medical Transport Program (GoGo Grandparent) for older adults and expanding the program for the Americans with Disabilities (ADA) eligible participants.
9. The Transit and Intercity Rail Capital Program (TIRCP) 2018 and 2020 funding from California State Transportation Agency (CalSTA) was received in the amount of \$1,543,760 for the different projects in Solano County, such as the West Texas Bus Stop, the Solano Express Capital, the Countywide Electrification, and the Soltrans and City of Fairfield Solano Express Electrification Plan. Other projects budgeted for this funding are ongoing and will be reflected in the next fiscal year.
10. The Abandoned Vehicle Abatement (AVA) Program funds from the Department of Motor Vehicle (DMV) of \$433,569 was received, which includes \$13,007 (3%) for administration. The amount of \$421,637 was disbursed to Member Agencies to cover costs for the total number of abated vehicles (8,803).
11. The Solano Intercity Taxi Card/Paratransit Program received the total farebox revenue of \$49,824 for the fiscal year using the PEX Card.
12. The Bridge Toll funds from the Bay Area Toll Authority (BATA) was received for the I-80/I-680/SR 12 Interchange Project right of way activities and construction (\$3,659,980) and the I-80 Express Lanes Project (\$2,976,716) project activities. The I-80 Express Lanes Project has accelerated the completion of its Plans, Specifications & Estimate (PS&E) phase and is expected to begin construction in FY 2021-22.
13. The STA office building received loan disbursement funds in the amount of \$6,559,179, consisting of Members Contribution (\$200,000), STAF (\$500,000), and loan paybacks from the City of Fairfield (\$500,000), City of Vacaville (\$520,105), and the City of Benicia (\$118,774).
14. The Regional Transportation Impact Fee (RTIF) Program funds in the amount of \$4,756,163 was received, which includes the Administration Fee of \$233,342. A Nexus study update is initiated and is projected to be finished in spring of 2022. In FY 2021-22, disbursements of RTIF funds to District Members are anticipated for projects to begin constructions.

Expenditures:

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

1. **STA's Operation and Administration is at \$1,867,457 (90%) of budget.** The STA Operation Management and Administration budget expenditures for the Fourth Quarter is within budget projections. No expenditures for the Expenditures Plan and Contribution to the

STA Reserve Account was made for the fiscal year. With the COVID-19 epidemic, the STA Board expenditures is \$34,800 (68%) resulting in travel and meetings cost savings.

2. **Programs for Mobility and Transit is at \$3,005,278 (57%) of budget.** The Mobility Program activities in FY 2020-21 are within the budget expenditure projections. The Solano Intercity Taxi Card/Paratransit Program, the Vehicle Share Program, the Medical Transport Program, the ADA in Person Eligibility Program, the Soltrans/Benicia Lyft Program, and the Soltrans Local Taxi Program are programs with reduced activities due to the ongoing COVID-19 pandemic. The Community Based Transportations Plan (CBTP), the Transit Ridership Survey, and the California Air Resources Board (CARB) grant for the Solano Sustainable Transportation Equity Project (SolSTEP) are implemented and budget are reflected in FY 2021-22.
3. **Project Development is at \$18,929,601 (80%) of budget.** The projects funded by Bridge Toll for environmental studies and initial construction projects are ongoing and are reflective of the budget expenditures. The Solano Express Slip Ramp, the Electric Vehicle (EV) Bus Purchase, Transit Coordination-Equipment, the West Texas Bus Stop, and the Inductive Charging are implemented, and budgets are reflected in the next FY 2021-22. The I-80/I-680/SR 12 Interchange Project construction phase is ongoing and is on a reimbursement basis, including the mitigation and right of way activities. The I-80 Express Lanes Project design work is accelerated with the Project Approval/Environmental Document (PA/ED) phase work completed and construction is expected to begin spring of 2022. The new office building construction is ongoing and on schedule within its projected completion date and project budget. The first interest payment (\$138,832) for the building lease loan agreement has been paid. The building costs (\$6,559,179) are capitalized, and the total building lease loan of \$9.3M is recorded.
4. **Strategic Planning is at \$1,063,009 (69%) of budget.** The STA's Annual Award Ceremony has been held remotely via Zoom due to the current pandemic situation and has resulted in budget cost savings. Funding for the Congestion Management Plan (CMP)/Vehicle Miles Travel (VMT), the Solano Bike/Ped Maps, and Countywide Housing Land Use projects – SolHIP/LEAP are ongoing with the planning efforts. Budgets for these plans and studies are reflected in the FY 2021-22 approved budgets.

In summary, the revenues and expenditures for the fiscal year are consistent with the FY 2020-21 budgets. The total revenue of \$29.44 million and expenditure of \$24.86 million for the fourth quarter ending June 30, 2021 is consistent with the projected FY 2020-21 budgets.

Fiscal Impact:

The Fourth Quarter Budget for FY 2020-21 is within budget projections for the Revenue received of \$29,438,437 (90%) and Expenditures of \$24,865,345 (76%).

Recommendation:

Receive and file.

Attachment:

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



REVENUES				EXPENDITURES			
STA Fund	FY 20-21 Budget	Actual Revenue	%	Operations & Administration	FY 20-21 Budget	Actual Revenue	%
Members Contribution/Gas Tax (Reserve Accounts)	50,000	50,000	100%	Operations Management	1,920,198	1,832,657	95%
Members Contribution/Gas Tax	218,679	184,790	85%	STA Board of Directors/Administration	50,900	34,800	68%
Transportation Dev. Act (TDA) Art. 4/8	500,874	500,874	100%	Expenditure Plan	50,000	50,000	0%
TDA Article 3	42,363	2,598	6%	Contributions to STA Reserve Account	50,000	50,000	0%
TDA Article 4/4.5	1,122,561	360,102	32%	Subtotal	\$2,071,098	\$1,867,457	90%
State Transit Assistance Fund (STAF)	3,393,761	1,782,428	53%	Mobility Programs			
Community Based Transportation Plan/MTC -Lifeline	170,000	0	0%	Mobility Programs Management & Administration	303,645	309,271	102%
FTA 5310	88,530	180,395	204%	Employer/Commuter Program	343,986	297,286	86%
Office of Traffic Safety	105,669	63,235	60%	Short Range Transportation Plan (SRTP)	25,000	16,487	66%
One Bay Area Grant 2 (OBAG 2)/(STP): Planning	1,501,965	1,275,552	85%	Solano Express Marketing	200,000	132,277	66%
One Bay Area Grant 2 (OBAG 2): Programs	757,754	815,917	108%	Transit Management Administration	141,000	78,072	55%
Coronavirus Aid Relief and Economic Security (CARES) Act 2020	150,000	150,000	100%	Community Based Transportation Plan (CBTP)	170,000	3,774	2%
STIP Planning, Programming and Monitoring (PPM)	273,983	213,936	78%	Transit Corridor Implementation	236,131	250,760	106%
Bridge Toll/RM 2 - Admin Revenue	69,375	82,246	119%	Lifeline Program	104,685	1,936	2%
Transit & Intercity Rail Capital Program (TIRCP)	5,657,125	1,543,760	27%	Transit Ridership Survey	130,470	18,508	14%
California Air Resources Board (CARB) Grant	50,000	0	0%	Suisun/Fairfield Amtrak Operation/Maintenance	100,000	77,675	78%
Transportation for Clean Air (TFCA)	440,115	283,576	64%	Safe Route to School Program (SR2S)	514,484	322,557	63%
Yolo/Solano Air Quality Management District (YSAQMD)	87,615	75,810	87%	SolSTEP/CARB Program	50,000	50,000	0%
Abandoned Vehicle Abatement (AVA) Program/DMV	13,500	13,007	96%	Paratransit Coordinating Council (PCC)	25,508	4,650	18%
Local Funds - Cities/County	703,059	243,261	35%	Older Adult Safety Mobility Program	80,073	53,058	66%
Taxi Scrip Farebox Revenue	75,000	49,824	66%	Solano Intercity Taxi Card/Paratransit Program	800,000	262,975	33%
Partners/Sponsors	196,000	118,750	61%	ADA in Person Eligibility Program	316,561	113,357	36%
Interest	0	0	0%	CTSA/Mobility Management Program	146,403	30,370	21%
Subtotal	\$15,667,928	\$8,108,643	52%	Vehicle Share Program	70,470	44,649	63%
STA Office Building - Capital				Medical Transports Program	115,000	110,356	96%
Local Fund - Cities/County	7,300,000	7,705,384	106%	Countywide Travel Training/Transit Ambassador Program	212,917	99,725	47%
State Transit Assistance Fund (STAF)	500,000	500,000	100%	One Stop Transportation Call Center Program	325,439	289,911	89%
Members Contribution	200,000	200,000	100%	Solano Senior & People with Disabilities Plan	72,000	5,188	7%
Interest	31,840	0	0%	Implementation/Committee	100,000	5,910	6%
Subtotal	\$8,000,000	\$8,437,224	105%	Soltrans/Benicia Lyft Pilot Program	100,000	5,910	6%
Transportation Funds for Clean Air (TFCA) Program				FAST 1st/Last Mile Program	10,000	5,781	58%
Transportation for Clean Air (TFCA)	360,997	345,824	96%	Soltrans Local Taxi Program	100,000	32,400	32%
Interest	0	8,281	0%	Transit Coordination/Programs	483,975	349,107	72%
Subtotal	\$360,997	\$354,105	98%	Transit Coordination-Rio Vista Delta Breeze	115,084	89,238	78%
Abandoned Vehicle Abatement (AVA) Program				Subtotal	\$5,292,831	\$3,005,278	57%
Department of Motor Vehicle (DMV)	450,000	420,562	93%	Project Development			
Interest	0	1,131	0%	Project Management/Administration	196,225	178,690	91%
Subtotal	\$450,000	\$421,693	94%	SR 37 Improvement Project	86,889	78,482	90%
I-80/I-680/SR 12 Interchange Project				SR2S Project - Vallejo (Capital)	7,125	6,654	93%
Bridge Toll/RM 2 Funds	4,500,000	3,659,980	81%	Countywide Parking Study	60,655	69,905	115%
Interest	0	0	0%	Solano Projects Website	15,683	14,380	92%
Subtotal	\$4,500,000	\$3,659,980	81%	Solano Express - Capital/York Street	906,183	612,647	68%
I-80 Express Lanes Project				Solano Express Slip Ramp	2,000,000	0	0%
Bridge Toll/RM 2 Funds	2,122,608	2,976,716	140%	Countywide Electrification	150,000	87,420	58%
Interest	0	0	0%	Solano Express Electrification	1,500,000	1,080,852	72%
Subtotal	\$2,122,608	\$2,976,716	140%	Transit Coordination - Equipment	325,000	30,539	9%
North Connector East Project Closeout/Mitigation				Connected Mobility Plan/BRT	100,000	28,768	29%
Bridge Toll/RM 2 Funds	50,000	21,524	43%	HSIP Safety Coordination	80,000	78,915	99%
Interest	0	149	0%	West Texas Bus Stop (TIRCP 2020)	100,000	8,427	8%
Subtotal	\$50,000	\$21,673	43%	EV Bus Purchase - (TIRCP 2018)	1,100,000	0	0%
Fairgrounds Improvement Project				Inductive Charging (TIRCP 2020)	500,000	42,936	9%
Federal Earmark	300,000	300,000	100%	I-80/I-680/SR 12 Interchange Project	4,500,000	3,967,513	88%
Local Funds - County/Vallejo	750,000	399,461	53%	North Connector Mitigation/Monitoring Project	50,000	25,512	51%
Interest	0	2,189	0%	I-80 Express Lanes Project	2,122,608	2,986,111	141%
Subtotal	\$1,050,000	\$701,650	67%	Fairgrounds Improvement Project (Design Phase/Construction)	1,050,000	1,046,942	100%
Regional Transportation Impact Fee (RTIF) program				Regional Transportation Impact Fee (RTIF) Program	479,959	77,958	16%
Regional Impact Fee	479,959	4,756,163	991%	DMV Abandoned Vehicle Abatement (AVA) Program	450,000	421,637	94%
Interest	0	590	0%	STA Office Building - Capital	8,000,000	8,085,313	101%
Subtotal	\$479,959	\$4,756,753	991%	Subtotal	\$23,780,327	\$18,929,601	80%
TOTAL ALL REVENUE				Strategic Planning			
\$32,681,492	\$29,438,437	90%	Planning Management/Administration	223,570	216,109	97%	
TOTAL ALL EXPENDITURES				Events	10,096	2,332	23%
\$32,681,492	\$24,865,345	76%	Model Development/Maintenance	41,005	16,209	40%	



DATE: November 29, 2021
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Adoption of STA 2022 Employee Benefits Summary

Background:

The STA's Employee Benefits Summary is updated annually to reflect changes to the health benefit premium effective the first of January, the holiday schedule for the new calendar year, and other employee benefit changes.

Discussion:

In July 2021, the STA Board approved the Fiscal Year (FY) 2020-21 budget revision, which includes the STA's Employees Health Benefit Cost. The California Public Employees' Retirement System (CalPERS) provides and administers STA's health benefit program. The Kaiser Premium Rate is used as benchmark by STA; should an employee choose a health care provider with a higher premium rate, then the employee is responsible for the premium cost above the benchmark. The Kaiser Premium rates change is effective January 1, 2022 (Attachment A). The approved revised budget is reflective of the Kaiser premium rate increase of 5.3%, which is a savings of \$3,038 from the original estimated rate of 10%.

STA contracts with the City of Vacaville to provide and administer STA's self-insured Dental Plan, Vision Plan, Life Insurance, and the Long Term Disability (LTD) insurance plans. Effective January 1, 2022 these Plans have no provider and premium rate changes.

The Short Term Disability (STD) Insurance Benefit Plan is an option that is Employee paid only. The STD benefit is intended to protect income for a short duration and to help minimize the impact of the employee's leave credits.

Under the new Public Employees' Pension Reform Act of 2013 (PEPRA), new hires fall under two categories: "Classic" and "New". New hires in the category of "Classic" would be entitled to be covered under CalPERS retirement plan and receive benefits under the 2% @ 55 retirement benefit formula. Under the category of "New" PEPRA, the new hire would be covered under the 2% @ 62 retirement benefit formula. The FY 2021-22 Classic employer contribution Rate is 10.34% plus an additional discounted unfunded liability payment of \$119,776. For Classic Members, STA pays seven percent (7%) of employee contribution rate, making the STA's total Classic Members contribution of 17.34%. The FY 2021-22 PEPRA employer contribution rate is 7.9% of reportable compensation plus an additional unfunded liability payment of \$6,862 and employee contribution is at 6.75%. STA has six (6) active staff under the Classic category and seventeen (17) active staff under the PEPRA.

In conformance with the pension reform provisions effective January 1, 2013, the Public Agency Retirement System (PARS) plan is closed to new hires. This Plan currently has five (5) active participants and six (6) retirees. In addition, STA Employees have the option to enroll in the 457 Deferred Compensation Plan with Nationwide Retirement Solutions for employees hired into a fulltime category and classified as "New" under the Tier 3 Retirement Benefit plan, STA will contribute a matching contribution up to a maximum of three (3) percent.

The holiday schedule is updated annually on a calendar basis. This calendar provides for holidays when the STA office will be closed for business. No change is made on the number of paid holiday benefits (Attachment B).

Fiscal Impact:

The FY 2021-22 Budget for health benefits, Kaiser Health Premium rate change has resulted in savings of approximately \$3,038. There are no rate changes for the Dental Plan, the Vision Plan, and the Long Term Disability Insurance from the original estimated budget cost.

Recommendation:

Adopt STA 2022 Employee Benefits Summary as shown in Attachment A.

Attachments:

- A. Employee Benefit Summary January 2022
- B. Holiday Schedule 2022



Employee Benefit Summary January 2022

TERM

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

SALARY

Salary schedule – Revised 7/1/2021.

AT-WILL EMPLOYMENT (Policy #102)

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

WORKWEEK (Policy #210/211)

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

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

RETIREMENT (Policy #301)

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

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

PERS Retirement Plan

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

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

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

PARS SUPPLEMENTAL RETIREMENT PLAN

Effective July 1, 2011, STA Employees are also covered under a supplemental retirement plan under the Public Agency Retirement System (PARS). The employee shall contribute a total of 2.0% of salary and STA shall contribute the employer share of 5.36%. Employees meeting eligibility requirements shall receive benefits equivalent to 2.7% @ Age 55 when combined with PERS. See Plan Summary for details. In conformance with the new pension reform provisions, this plan is closed to new hires effective January 1, 2013.

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

PERS RETIREMENT PLAN

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

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

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

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

PERS RETIREMENT PLAN

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

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

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

All Employees

457 DEFERRED COMPENSATION PROGRAM (Optional)

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

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

SOCIAL SECURITY

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

HEALTH & WELFARE (Policy #302)

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

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

HEALTH INSURANCE

STA shall contribute an amount equal to the PERS Kaiser Bay Area rate. Premium contributions shall be based on the number of eligible dependents under the age of 26 enrolled on the employee’s plan. Beginning January 1, 2022, the premiums for the health plan benefit are as follows:

Employee Only	\$ 857.06
Employee Plus One Dependent	\$1,714.14
Employee Plus Two or More	\$2,228.36

DENTAL INSURANCE

STA shall contribute an amount based on the employee’s number of eligible dependents. The amounts as of January 1, 2022 are as follows:

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

VISION INSURANCE

STA shall contribute an amount based on the employee’s number of eligible dependents. The amounts as of January 1, 2022 are as follows:

Employee Only	\$ 5.40
Employee Plus One Dependent	\$10.78
Employee Plus Two or More	\$17.36

LIFE INSURANCE

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

SHORT TERM DISABILITY

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

LONG TERM DISABILITY

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

HOLIDAYS (Policy #304)

Paid holidays include the following:

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

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

VACATION (Policy #305)

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

Years of Service	Annual Entitlement	Annual Vacation Hours	Maximum Balance
------------------	--------------------	-----------------------	-----------------

0 through 5 years	10 working days	80	320
5+ through 10	15 working days	120	320
11 years	16 working days	128	320
12 years	17 working days	136	320
13 years	18 working days	144	320
14 years	19 working days	152	320
15 years	20 working days	160	320

SICK LEAVE (Policy #306)

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

SICK LEAVE BUYBACK (Policy #306)

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

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

BEREAVEMENT LEAVE (Policy #307)

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

MILEAGE ALLOWANCE/REIMBURSEMENT (Policy #310)

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

COMMUTER TRANSIT INCENTIVE (Policy #310)

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

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

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

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



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

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



HOLIDAY SCHEDULE 2022

Friday	December 31	New Year's Day
Monday	January 17	Dr. Martin Luther King's Birthday
Monday	February 21	Presidents' Day
Monday	May 30	Memorial Day
Monday	July 4	Independence Day
Monday	September 5	Labor Day
Monday	October 10	Columbus Day
Friday	November 11	Veterans' Day
Thursday	November 24	Thanksgiving Day
Friday	November 25	Friday After Thanksgiving Day
Monday	December 25	Christmas Day
Monday	January 1	New Year's Day

Please Note:

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



DATE: November 29, 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 –
December 2021 for the City of Dixon (Dixon Read-Ride) and the City of Rio
Vista (Delta Breeze)

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 Dixon (Dixon Read-Ride) and the City of Rio Vista (Delta Breeze) are within the parameters of their available TDA funds and are being brought forward for STA Board review:

Dixon Read-Ride

The Dixon Read-Ride is requesting a total of \$459,566 in Dixon TDA Funds. The Dixon Read-Ride is requesting \$376,566 for operations, and \$83,000 for Capital projects. Operations is for operating the Dixon Read-Ride dial-a-ride service. The \$83,000 requested in capital projects is for electrical infrastructure upgrades at the Dixon Read-Ride Transit Yard.

City of Rio Vista Delta Breeze

The City of Rio Vista Delta Breeze is requesting a total of \$195,900 in TDA Funds. The City of Rio Vista Delta Breeze is requesting \$85,900 for operations, and \$110,000 for Capital projects. Operations include City of Rio Vista Delta Breeze deviated fixed routes, and dial-a-ride service. The \$110,000 requested in capital projects includes the following four capital projects:

1. \$25,000 for local match to replace Bus #23
2. \$15,000 for local match to replace Bus #24
3. \$50,000 for local match to replace Bus #25
4. \$20,000 for local match for electrical upgrades at the Rio Vista Transit Yard.

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

Fiscal Impact:

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

Recommendation:

Approve the December 2021 TDA Matrix for FY 2021-22 which includes the TDA Claim for the City of Dixon (Dixon Redit-Ride) and the City of Rio Vista (Delta Breeze) as shown in Attachment B.

Attachments:

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

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 14, 2021

Agenda Item 21 - 21-0888

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

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

Background:**1) Fund Estimate Revision**

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

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

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

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

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

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

3) Allocations

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

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

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

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

Issues: None

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

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


Therese W. McMillan

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

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

TDA REGIONAL SUMMARY TABLE

<i>Column</i>	A	B	C	D	E	F	G	H=Sum(A:G)
	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	FY2021-22	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance¹	Outstanding Commitments, Refunds, & Interest²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	21,803,450	(84,837,158)	93,151,568	(8,528,040)	(3,384,941)	84,846,744	(3,393,870)	99,740,869
Contra Costa	27,480,405	(50,154,225)	46,139,252	2,536,705	(1,947,038)	45,908,428	(1,836,337)	68,242,569
Marin	254,408	(11,067,179)	14,000,000	173,464	(566,939)	12,017,498	(480,699)	14,330,553
Napa	2,566,799	(6,400,082)	9,885,444	(1,135,446)	(350,000)	8,979,207	(359,168)	13,186,753
San Francisco	1,706,317	(34,559,356)	53,477,500	(19,401,978)	(1,363,021)	44,562,500	(1,782,501)	42,639,460
San Mateo	4,139,323	(42,693,866)	48,558,690	(6,311,258)	(1,689,897)	42,857,457	(1,714,298)	43,257,389
Santa Clara	6,109,012	(120,691,158)	121,909,000	216,666	(4,885,027)	130,850,000	(5,234,000)	128,325,123
Solano	31,320,613	(18,997,380)	22,251,809	222,766	(898,983)	22,483,483	(899,338)	55,482,971
Sonoma	11,130,299	(17,524,399)	26,300,000	(80,022)	(1,048,799)	26,600,000	(1,064,000)	44,344,180
TOTAL	\$106,510,627	(\$386,924,803)	\$435,673,263	(\$32,307,142)	(\$16,134,645)	\$419,105,317	(\$16,764,211)	\$509,549,867

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

<i>Column</i>	A	B	C	D	E=Sum(A:D)
	6/30/2020	FY2019-21	FY2020-21	FY2021-22	FY2021-22
Fund Source	Balance (w/ interest)¹	Outstanding Commitments²	Revenue Estimate	Revenue Estimate	Available for Allocation
State Transit Assistance					
Revenue-Based	20,210,979	(140,246,431)	147,096,376	179,286,509	206,347,431
Population-Based	64,021,806	(67,321,507)	53,756,799	65,520,778	115,977,875
SUBTOTAL	84,232,784	(207,567,938)	200,853,175	244,807,287	322,325,306
AB1107 - BART District Tax (25% Share)	0	(86,173,152)	86,173,152	83,000,000	83,000,000
Bridge Toll Total					
MTC 2% Toll Revenue	6,609,841	(4,790,435)	1,450,000	1,450,000	4,719,406
5% State General Fund Revenue	15,651,030	(2,327,829)	3,656,386	3,408,427	20,388,014
SUBTOTAL	22,260,871	(7,118,264)	5,106,386	4,858,427	25,107,420
Low Carbon Transit Operations Program	0	0	36,583,611	38,778,628	75,362,239
State of Good Repair Program					
Revenue-Based	416,285	(31,898,364)	31,528,098	31,477,988	31,524,007
Population-Based	13,345,856	(24,867,891)	11,522,035	11,503,725	11,503,725
SUBTOTAL	13,762,141	(56,766,255)	43,050,133	42,981,713	43,027,732
TOTAL	\$120,255,796	(\$357,625,609)	\$371,766,457	\$414,426,055	\$548,822,697

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

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

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

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

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

FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
FY2020-21 Generation Estimate Adjustment			FY2021-22 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 20)	22,251,809		13. County Auditor Estimate	22,483,483	
2. Actual Revenue (Jun, 21)	22,474,575		FY2021-22 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		222,766	14. MTC Administration (0.5% of Line 13)	112,417	
FY2020-21 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	112,417	
4. MTC Administration (0.5% of Line 3)	1,114		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	FY2021-22 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		213,855	19. Article 3.0 (2.0% of Line 18)	431,683	
FY2020-21 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	21,152,462	
9. Article 3 Adjustment (2.0% of line 8)	4,277		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) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,251,791	25,097	1,276,888	(1,664,162)	0	427,235	4,277	44,238	431,683	475,921
Article 4.5										
SUBTOTAL	1,251,791	25,097	1,276,888	(1,664,162)	0	427,235	4,277	44,238	431,683	475,921
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
SUBTOTAL	30,068,822	560,835	30,629,658	(17,919,150)	0	20,934,502	209,578	33,854,588	21,152,462	55,007,050
GRAND TOTAL	\$31,320,613	\$585,932	\$31,906,546	(\$19,583,312)	\$0	\$21,361,737	\$213,855	\$33,898,826	\$21,584,145	\$55,482,971

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 8-Nov-21
 STA Board Action

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
TDA Revenue Available									
FY21-22 TDA Revenue Estimate from MTC	1	\$ 959,641	\$ 5,620,857	\$ 479,869	\$ 1,399,148	\$ 4,749,915	\$ 7,026,636	\$ 916,397	\$ 21,152,462
Projected Carryover from MTC	1	\$ 1,110,864	\$ 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								\$ -
Total TDA Revenue Available for Allocation		\$ 2,070,505	\$ 11,949,431	\$ 1,203,444	\$ 1,701,755	\$ 16,286,958	\$ 18,417,386	\$ 3,377,572	\$ 55,007,050

USES

Paratransit									
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

Local Transit Service	3	\$ 376,566		\$ 85,900		\$ 607,206	\$ 2,273,489		\$ 3,343,161
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SolanoExpress Intercity Bus									
To FAST	4	\$ 192,570	\$ 539,260	\$ -	\$ 97,029	\$ 1,599,041	\$ 114,669	\$ 91,967	\$ 2,634,536
To SolTrans	4	\$ 9,927	\$ 106,881	\$ -	\$ 24,869	\$ 54,484	\$ 860,565	\$ 87,058	\$ 1,143,784
<i>Subtotal SolanoExpress Intercity Bus</i>		\$ 202,497	\$ 646,141	\$ -	\$ 121,897	\$ 1,653,525	\$ 975,234	\$ 179,025	\$ 3,778,319

Transit Capital	Claimed by each agency	3	\$ 83,000		\$ 110,000		\$ 2,400,000	\$ 4,012,000	\$ 6,605,000
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STA Planning	Claimed by STA	6	\$ 26,980	\$ 159,680	\$ 12,834	\$ 40,138	\$ 134,679	\$ 200,798	\$ 26,688	\$ 601,797
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FY 2021-22 TDA Matrix

Date Prepared 8-Nov-21
 STA Board Action

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
Swaps / Other									
LCTOP swap: Dixon to claim from FAST for FY20-21 funding shares	7		\$ 890						\$ 890
SGR swap: Dixon to claim from FAST for FY21-22 funding shares	7		\$ 1,277						\$ 1,277
LCTOP swap: Rio Vista to claim from SolTrans for FY20-21 funding shares	8						\$ 283		\$ 283
SGR swap: Rio Vista to claim from SolTrans for FY20-21 funding shares	8						\$ 1,186		\$ 1,186
LCTOP swap: Vacaville to claim from FAST for FY20-21 funding shares	9		\$ 2,894						\$ 2,894
SGR swap: Vacaville to claim from FAST for FY21-22 funding shares	9		\$ 4,154						\$ 4,154
FTA 5311 CRRSAA fund swap, claimed by Vacaville	10	\$ 462,867							\$ 462,867
Fairfield-Vacaville Train Station claimed by FAST	11					\$ 69,312			\$ 69,312
Suisun City Train Station, claimed by STA	12				\$ 130,000				\$ 130,000
Suisun City Mobility Hub Capital Project, claimed by STA	13				\$ 250,000				
Faith in Action, claimed by STA	14							\$ 45,000	\$ 45,000
<i>Subtotal Swaps</i>		\$ 462,867	\$ 9,215	\$ -	\$ 380,000	\$ 69,312	\$ 1,469	\$ 45,000	\$ 717,863
Total To Be Claimed by All Agencies		\$ 1,154,560	\$ 832,310	\$ 208,834	\$ 542,035	\$ 5,289,663	\$ 8,041,704	\$ 1,004,529	\$ 16,823,635
Balance		\$ 915,945	\$ 11,117,120	\$ 994,610	\$ 1,159,720	\$ 10,997,295	\$ 10,375,682	\$ 2,373,042	\$ 38,183,414

Notes

- (1) MTC October 27, 2021 Fund Estimate; Reso 4450; columns I, H, J; Allocations>Returns in matrix are those not yet included in MTC's fund estimate
- (2) STA will be claimant. Amounts subject to change.
- (3) From each agency's annual TDA claim. Amount claimed from Solano County by STA is for ADA assessments.
- (4) Based on FY 2021-22 Intercity Transit Funding Agreement forecast approved by STA Board in April 2021
- (5) (Not used)
- (6) Claimed by STA from all agencies per formula; Amount in matrix is \$1 less due to rounding.
- (7) Dixon to claim from FAST per April 7, 2021 and June 10, 2021 swap letters
- (8) Rio Vista to claim from SolTrans per April 19, 2021 swap letter and May 21, 2020 SolTrans staff report
- (9) Vacaville to claim from FAST per April 8, 2021 and June 10, 2021 swap letters
- (10) FTA 5311 CRRSAA fund swap from MTC's FY2021 Estimates by Operator. Vacaville to swap with Dixon due to 5311 eligibility limitations.
- (11) FAST to claim from Vacaville based on 2002 agreement for operation of Fairfield - Vacaville Train Station. Amount covers FY19-20 costs.
- (12) To be claimed by STA for Suisun Amtrak station maintenance
- (13) To be claimed by STA for Suisun City Mobility Hub Capital Project
- (14) To be claimed by STA for Faith in Action



DATE: November 18, 2021
TO: STA Board
FROM: Brent Rosenwald, Planning Assistant
RE: 2021 Solano County Congestion Management Program (CMP)

Background:

The Solano Transportation Authority, as the Congestion Management Agency for Solano County, is responsible for maintaining and implementing the Solano County Congestion Management Program (CMP). The CMP report is typically updated biannually with information assessing how the CMP network is performing based on updated Capital Improvement Program (CIP) information, traffic counts and transit data. STA’s last biannual CMP update was completed in 2019.

Discussion:

Guidelines for the CMP biannual updates and traffic model consistency are generally developed prior to each update cycle by the Metropolitan Transportation Commission (MTC). However, no guidelines have been adopted since July 2019. For this CMP cycle, MTC has encouraged all CMA’s to prepare “limited and focused” updates of their prepared 2019 CMPs in the manner of an addendum. With that in mind, STA staff developed the 2021 Solano County CMP utilizing MTC’s previous CMP guidelines. Without a significant update to these MTC guidelines, STA took a streamline approach to this CMP and its update mirrors its previously successful documents.

One of the foremost reasons for this limited approach proposed by MTC lies in large part due to situational challenges posed to all transportation systems by the COVID-19 pandemic. All traffic counts and transit ridership data documented during the 2019-2021 timeframe would have produced information not reflective of normal Solano County traffic patterns. With that in mind, STA staff largely relied on data and supplemental information from 2019. Therefore, most of STA’s revisions to this document are administrative, with the focus on updating on information related to its transportation demand management programs, capital improvements, and a discussion on the proliferation of VMT (vehicle miles travelled) as a metric for transportation performance.

SB 743 and accompanying changes to California Environmental Quality Act (CEQA) change how transportation impacts are to be evaluated. This became effective statewide on July 1, 2020. In order to adequately assess the environmental impact of a project, SB 743 replaced the use of Level of Service (LOS) traffic congestion metric with Vehicle Miles Traveled (VMT) for purposes of assessing the significance of impacts to the environment. This change has been significant in the context of drafting a CMP since LOS is the metric used to evaluate the CMP network performance. Additionally, MTC has not required the inclusion of VMT calculations in the CMP nor given guidance to CMAs regarding how VMT should be incorporated into the CMP. With LOS becoming a less relevant metric of system performance, some CMA’s, both within the Bay Area and statewide, have expressed interest in forgoing a CMP update altogether or updating it as a part of their Comprehensive Transportation Plan. Prior to the next scheduled update, STA staff will engage both MTC and its regional CMA partners to determine the feasibility and subsequent impacts of opting out of preparing a CMP.

The 2021 Solano County Congestion Management Program was approved by both the Solano Express Consortium and TAC at their respective November 2021 meetings.

Fiscal Impact:

None.

Recommendation:

Approve the 2021 Solano County Congestion Management Program (CMP) as shown in Attachment A.

Attachment:

- A. *Click here for immediate review and printing:* [2021 Solano County CMP](#)



DATE: November 8, 2021
TO: STA Board
FROM: Lloyd Nadal, Program Services Division Manager
RE: Safe Routes to School (SR2S) Public Safety Education and Enforcement
Grant Amendment Fiscal Year (FY) 2021-22

Background:

The Solano Safe Routes to School (SR2S) program supports a variety of engineering and enforcement strategies as part of its comprehensive approach. The main goal for SR2S enforcement strategies is to deter unsafe behaviors of drivers, pedestrians and bicyclists, and to encourage all road users to obey traffic laws and share the road safely. Enforcement is one of the complementary strategies that SR2S programs use to enable more children to walk and bicycle to school safely. The SR2S Program has been allocating \$150,000 in a 2-year grant cycle (using Congestion Mitigation and Air Quality Program funds (CMAQ)) since the grant program's inception in 2011.

In 2011, the first SR2S Public Safety Enforcement Grant was piloted by the City of Suisun City and the City of Fairfield Police Departments. Program tasks and activities in the pilot included: development of crossing guard training materials and DVD, bike rodeo instructional DVD, bike rodeo and event assistance and support, coordination with schools, and directed enforcement at schools.

The second round of SR2S Public Safety Enforcement Grants were awarded in 2014 to the City of Rio Vista and the City of Vacaville Police Departments to provide crosswalk safety enforcement, crossing guard training and coordination with schools for SR2S program events. In 2016, the third round of the grants were awarded to the Rio Vista Police Department and the Suisun City Police Department including activities such as hosting a Rio Vista Safety Fair, and the hiring of a School Safety Traffic Officer within the Suisun City Police Department.

In 2018, funding was awarded to the City of Benicia Police Department to hire a Community Services Officer (CSO) to provide SR2S program support and assist existing School Resource Officers (SRO) with traffic and parking enforcement. The Suisun City Police Department was awarded an extension to the FY 2016-2018 grant with remaining funds applied from a vacancy within the department that occurred during the previous grant award period.

In December 2020, the STA Board awarded an extension to the existing agreement with Suisun City Police Department for \$64,000 for FYs 2020-2022. The STA Board also extended the agreement with Benicia Police Department for 1 year (FY 2020-21) in the amount of \$75,000.

Discussion:

With the successful integration of the CSO position in the Benicia USD schools and the resulting deeper engagement with the SR2S Program from the City of Benicia Police Department, staff invited the department to reapply for funding and to continue the existing scope of work from Cycle 4 of the SR2S Education and Enforcement Grant for FYs 2020-2022. The City of Benicia requested \$150,000 in funding for FYs 2020-22.

With a total of \$150,000 of funding available for the 2-year grant cycle, and the desire to support the successful program at both departments, SR2S staff recommended extending the existing agreement with the City of Suisun City Police Department for the total amount of \$64,000 for FYs 2020-22, and the City of Benicia Police Department for one year (FY 2020-21) for the amount of \$75,000, with the intention of seeking additional funding for the second year of the grant.

In October 2021, SR2S staff successfully applied for the CA Office of Traffic Safety Bike and Pedestrian Safety Grant and secured \$37,500 in funding to help support the education and outreach efforts of the Benicia Police Department in partnership with the SR2S Program. With the award of the additional funding, the SR2S program seeks to extend the existing funding agreement in the amount of \$75,000 with the City of Benicia Police Department for FY 2021-22.

Fiscal Impact:

\$75,000 for FY 2021-22 using CA Office of Traffic Safety and CMAQ funds as allocated in previous years.

Recommendation:

Approve the amendment to the funding agreement with the City of Benicia Police Department to extend the Community Services Officer position through FY 2021-22 in the amount of \$75,000.



DATE: October 5, 2020
TO: STA Board
FROM: Debbie McQuilkin, Transit Mobility Coordinator II
RE: Medical Trip Concierge (GoGo) Program Agreement

Background:

The Medical Trip Concierge (GoGo) Program began in April 2019 and serves Solano County Older Adult residents (60+) by providing subsidized Uber and Lyft rides to and from medical and essential appointments within Solano County and, for Rio Vista residents, Antioch medical facilities. The qualified riders pay either 20% or 40% of the cost, depending on their income. The STA subsidized portion is paid directly from a prefunded account set up with GoGo Technologies, Inc. This program is funded with in State Transit Assistance Funds (STAF) to provide the ride subsidies.

This program continues to be one of the more utilized mobility programs among older adults in Solano County (Attachment A) and is funded by STA with State Transit Assistance Funding. Last fiscal year over 4,800 trips were taken utilizing the GoGo Concierge Program.

Discussion:

The current contract/letter agreement with GoGo Technologies Inc, which will expire in December 2021, provides STA with *complimentary* service for use of their platform. The platform allows STA staff to register riders into the program, track usage and run reports. Due to recent circumstances and increased expenses, and to continue to provide the level of service our clients have come to expect, GoGo is requesting to renew the upcoming contract to include a fixed platform subscription fee of \$30,000 per year, for a 3-year term.

Fiscal Impact:

The total contract amount for the subscription fee would be \$90,000 (\$30,000 annually for a 3-year term), plus the annual estimated cost of the subsidized rides at approximately \$130,000 in STAF funds.

Recommendation:

Authorize the Executive Director to enter into an agreement with GoGo Technologies, Inc., for a 3-year term at \$30,000 per year for use of their fixed platform subscription for an amount not to exceed \$90,000.

Attachment:

- A. Medical Trip Concierge Program (GoGo Grandparents) Trips per Month/Per Year Data

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



DATE: November 19, 2021
TO: STA Board
FROM: Debbie McQuilkin, Transit Mobility Coordinator
RE: Countywide Intercity Taxi Card, Benicia Taxi Service and Suisun City
Local Taxi Program

Background:

Intercity Taxi Card Program

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

This program was significantly impacted by the pandemic. With the lack of available drivers to assist ADA clients, the Solano Medical Trip Concierge Program through GoGo Grandparent, which utilizes Lyft/Uber, was expanded to include this vulnerable population, regardless of age, to get to and from medical and other essential appointments. While at first it appeared to be a sound solution, it became apparent that Lyft/Uber drivers are not always able or willing to take the needs of ADA clients into account when a ride was requested and it's not their policy to do so. Lyft/Uber drivers refused services to patrons with special needs, such as using a wheelchair or walker, and are unable to provide Wheelchair Accessible Vehicles (WAVs) to those who are not ambulatory

Benicia Taxi Service

In an effort to replace poorly-performing fixed-route (Route 20) and demand responsive services (Dial-a-ride) that served the City of Benicia, Solano County Transit (SolTrans) proposed a rideshare partnership with Lyft and the Solano Transportation Authority (STA) in order to provide discounted rides to commuters, older adults, individuals with disabilities, military and low-income residents. The program provides rides within Benicia city limits, as well as to select fixed-route, transfer points in Vallejo, allowing for quick connections to school campuses, medical services, social services and retail centers.

As with the Intercity Taxi Card Program, participants of the Benicia Taxi Program also experienced a lack of driver availability, for both WAV and regular taxi rides.

Suisun City Local Taxi Program

Beginning January 1, 2022, the Suisun City Local Taxi Card Program will replace the FAST Local Taxi Scrip program for Suisun City residents. The program will no longer utilize paper scrip, but will instead use the PEX card, which is a pre-paid debit card, for cab fare.

All three (3) programs provide subsidies based on varying status' such as age, income, or veteran status.

Discussion:

In an effort to improve the services provided by taxi companies to assist this vulnerable demographic, STA staff reached out to Veteran's Corp., who provide countywide taxi and WAV services to discuss options. Prior to this, taxi providers serving Solano County only participated in STA's programs by way of a Participation Agreement.

STA staff is recommending entering into an exclusive contract with Veteran's Corp., to provide services for these three (3) specific programs: Intercity Taxi Card Program, Bencia Taxi Service and Suisun City Local Taxi Service. Veteran's Corp., would be paid a monthly installment of \$2,928 to ensure taxi ride availability for both ambulatory and non-ambulatory patrons participating in the STA programs. Additionally, due to costs associated with specialized driver training required to assist and properly secure passengers in WAVs and fuel costs, there will be an increase in the load fee charge from \$25 to \$50.

Fiscal Impact:

State Transit Assistance Funds (STAF) in the amount of \$35,136 will be used for this contract.

Recommendation:

Authorize the Executive Director to enter into a contract with Veteran's Corp. for provision of taxi service in the amount of \$35,136 for one (1) year, with the option to renew plus aggregate of taxi user charges.



DATE: November 17, 2021
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Bay Area Express Lanes Executive Steering Committee (ESC) Memorandum of Understanding (MOU)

Background:

The Bay Area Region has been working for over a decade to plan and develop a regional Express Lanes network (Attachment A). Solano County's I-80 has been part of the effort since the planning effort first began. As part of the planning and development processes, staff at all levels meet on a regular basis to coordinate the system for consistency.

Discussion:

The highest staff level, before advancing to the policy board is the Executive Steering Committee (ESC). The group has existed informally for more than a decade as a collaboration between executive staff of partner agencies with interest in the on-going development and operation of express lanes in the Bay Area. Working with Bay Area Express Lanes Operators, County Transportation Agencies (CTAs) with an interest in express lanes, Bay Area Toll authority (BATA), Caltrans, and the California Highway Patrol (CHP) (collectively, "Partner Agencies"), staff developed the Bay Area Express Lanes Strategic Plan ("Strategic Plan"), which MTC adopted in April 2021. The Strategic Plan includes:

1. The outline of an express lanes network to be built over 30 years that reflects key policies and goals of Plan Bay Area 2050. This network is included in Plan Bay Area 2050; and
2. A detailed narrative that sets forth agreed upon goals, policies, and strategies to guide implementation of the network.

Among the Strategic Plan's recommendations is to formalize the function of the ESC through an MOU executed by Partner Agencies. The primary purpose of the MOU is to document and formalize the process by which the Partner Agencies jointly consult on operations policies that may significantly impact the customer experience and ease of using express lanes with a goal of achieving consistency where it most benefits customers while recognizing the financial and policy considerations of individual operators. These efforts include:

- Standard operating hours
- Demand-based tolling to maintain reliable travel times
- Toll discounts
- Use of FasTrak® and FasTrak Flex®
- Customer account management
- HOV occupancy requirements
- Toll ordinance format
- Pricing policies
- Maximum/minimum tolls
- HOV occupancy requirements

Future coordination is proposed to include:

- Toll ordinance format
- Pricing policies
- Maximum/minimum tolls

The ESC will make recommendations on various operating policies and the importance of their consistency regionwide. These recommendations are intended to demonstrate the deliberative process taken to reach them. The ESC will strive for unanimous consent on matters of consistency in operations and will otherwise endeavor to achieve recommendations by consensus to the extent possible.

Recommendations will be recorded in ESC meeting minutes documenting the position of each Member Agency and include a summary supporting statement for the recommended operating policy. At the request of any Member Agency, a summary dissenting statement may be included. The MOU recognizes the limited authority of the ESC does not require action on recommendations as some ultimately require approval by member agencies' boards.

The MOU also provides for other types of coordination efforts for which the ESC may be an appropriate venue such as examining new tolling technologies or interfacing with other organizations.

The proposed membership of the MOU includes members of the CTA's, Caltrans and CHP. The specific membership is provided below:

Member Type	Member Agency
Operators	<ul style="list-style-type: none"> ➤ Alameda County Transportation Commission ➤ Bay Area Infrastructure Financing Authority ➤ San Mateo County Express Lanes Joint Powers Authority ➤ Santa Clara Valley Transportation Authority ➤ Sunol Smart Carpool Lane Joint Powers Authority
Non-Operator County Transportation Agencies (CTAs)	<ul style="list-style-type: none"> ➤ Contra Costa Transportation Authority ➤ San Francisco County Transportation Authority ➤ Solano Transportation Authority
Other Agencies	<ul style="list-style-type: none"> ➤ Bay Area Toll Authority ➤ California Department of Transportation, Ex Officio Member ➤ California Highway Patrol

Fiscal Impact:

None.

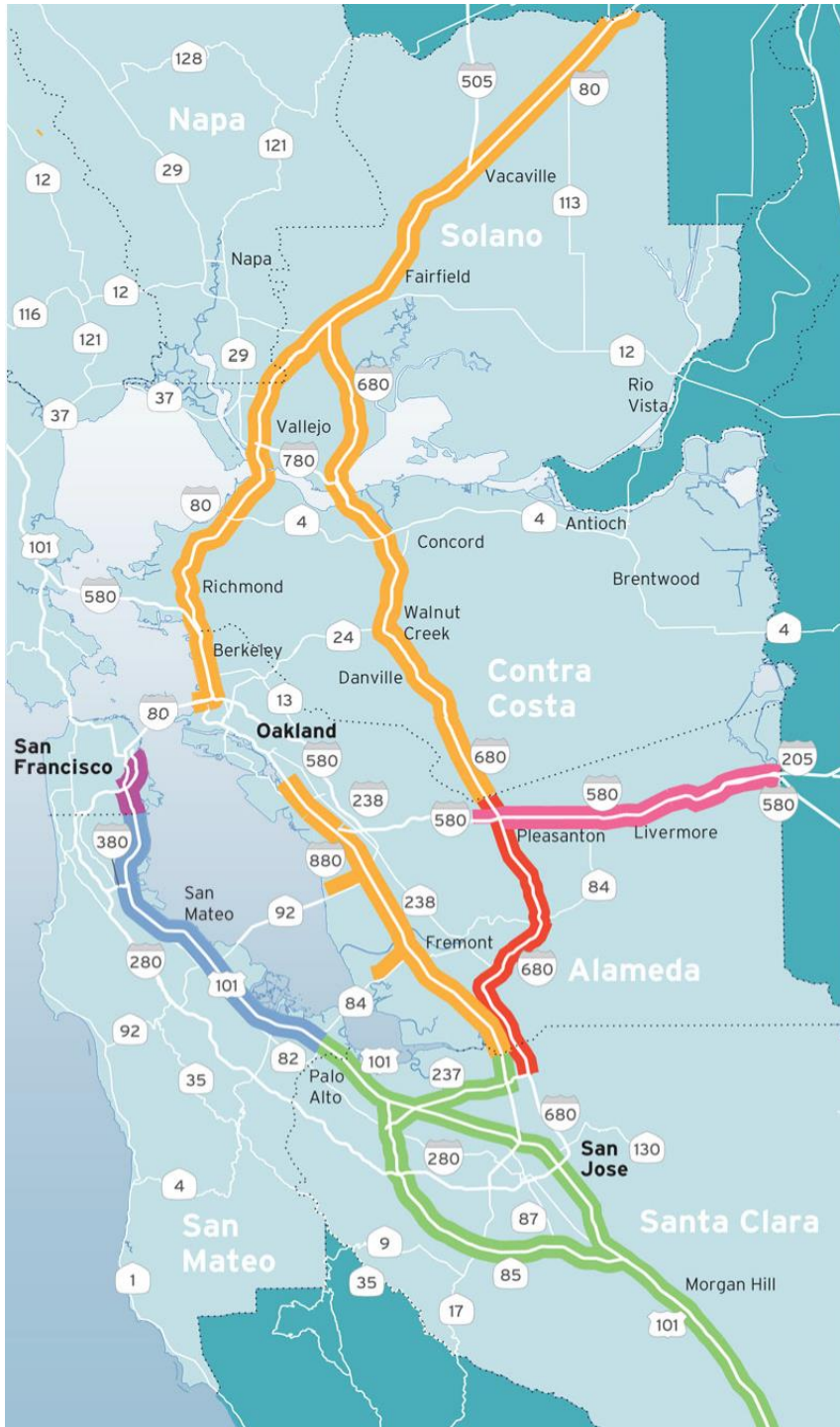
Recommendation:

Authorize the Executive Director to enter into a Bay Area Express Lanes Executive Steering Committee Memorandum of Understanding with the Partner Agencies.

Attachments:

- A. Bay Area Express Lanes Map
- B. ESC MOU

Bay Area Express Lanes



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BAY AREA EXPRESS LANES NETWORK EXECUTIVE STEERING COMMITTEE

MEMORANDUM OF UNDERSTANDING

This Bay Area Express Lanes Network Executive Steering Committee Memorandum of Understanding (“MOU”), is entered into as of _____, 20__.

Article I – Purpose and Mission

The Bay Area Express Lanes Network (“Network”) is conceived as a robust regional network of dedicated managed lanes that allows operators to better manage travel demand by primarily serving people in eligible carpools and buses, providing reliable travel times to lower-occupancy vehicles by allowing paid access, and thereby generating revenue for maintenance, operations, capital investments, and programs. The Network leverages the investments made in the region’s highways and High-Occupancy Vehicle (“HOV”) lanes by making use of existing capacity to move more people, closing gaps in or expanding the managed lanes system, and improving operations to provide priority to carpools and buses, thereby expanding their use.

This purpose is further described in six strategic goals identified in the Bay Area Express Lanes Network Strategic Plan, dated April 2, 2021:

1. Manage congestion and bring reliability to the traveling public;
2. Increase person throughput by creating a seamless network that incentivizes the use of transit, vanpools, and carpools;
3. Minimize greenhouse gas emissions;
4. Focus on equity to improve transportation access and affordability, especially for Equity Priority Communities (also referred to as Communities of Concern);
5. Deliver the Network in a timely manner; and
6. Be responsible in the use of public funds.

The development of the Network has been a cooperative effort among Bay Area Express Lanes operators; several Bay Area county transportation authorities (“CTAs”); the California Department of Transportation; and the California Highway Patrol; and with input from supporting subcommittees and other stakeholders with a vested interest in the success of the Network such as transit operators and those advancing equity, carpooling, and vanpooling. As the Network is built out, not only will more express lanes connect along corridors, but corridors will also begin to connect to each other. This can create complex interactions between multiple operators with different goals and/or policies, which may affect the user experience. Consistency of public-facing operating policies is critical to the smooth functioning of a connected Network as well as the traffic safety and highway operational efficiency.

This Memorandum of Understanding (MOU) formalizes an Executive Steering Committee (“ESC”) and its cooperative effort to:

1. Support the goals of the Network, described above, by following a formalized process to develop recommendations on matters of consistency in public-facing operational policies across the

Network, which would serve as a resource for Member Agencies and their decision-making bodies that may consider actions on these policies; and

2. Promote the goals of the Network through other activities as may be determined by the ESC.

Article II Membership

ESC membership conveys upon all Member Agencies the ability to offer and document recommendations on matters of consistency in operations across the Network, as described in Section IV.B. ESC membership includes the following groups of Member Agencies: Express Lanes Operators with authority granted in statute or by action of the California Transportation Commission to operate an express lane in the nine-county Bay Area; CTAs that are not operators; and other agencies.

Express Lanes Operators (“Operators”)

- Alameda County Transportation Commission (“Alameda CTC”)
- Bay Area Infrastructure Financing Authority (“BAIFA”)
- San Mateo County Express Lanes Joint Powers Authority (“SMCEL-JPA”)
- Santa Clara Valley Transportation Authority (“VTA”)
- Sunol Smart Carpool Lane Joint Powers Authority (“Sunol JPA”)

Non-Operator County Transportation Authorities (“Non-Operator CTAs”)

- Contra Costa Transportation Authority (“CCTA”)
- San Francisco County Transportation Authority (“SFCTA”)
- Solano Transportation Authority (“STA”)

Other Agencies

- Bay Area Toll Authority (“BATA”)
- California Department of Transportation (“Caltrans”), Ex Officio Member
- California Highway Patrol (“CHP”)

ESC membership is voluntary, and the ESC shall not and cannot require compliance with any actions that are inconsistent with policies, procedures, and board actions of any Member Agency.

The ESC may conduct business anticipated under this MOU once it is signed by all of the above-listed Operators.

If other entities wish to gain membership to the ESC, such entities may petition the ESC. Admittance will be decided by majority vote of Operators and Non-Operator CTAs.

Member Agencies may withdraw from the ESC by providing written notice to the ESC Chair 30 days prior to the effective date of the withdrawal. If all Member Agencies withdraw excepting one Member Agency, the MOU shall be terminated.

Article III – Governance

A. Composition

The ESC shall be composed of the Chief Executive or appointed designee of each Member Agency with the authority to represent the interests of the respective Member Agency¹.

B. Responsibilities

The ESC shall provide overall management to the extent necessary to accomplish the Purpose of this MOU, as described above, including, but not limited to, the following activities:

- Developing recommendations for consistent operating policies and practices among Member Agencies, particularly concerning aspects of the Network that are user-facing, as described in Section IV.B;
- Serving as a resource for consistency in tolling practices, project development, and operations for Member Agencies and other stakeholders;
- Other activities, to be determined by the ESC, e.g., examining new tolling technologies or interfacing with other organizations.

C. Amendment and Termination

This MOU may be amended or terminated by unanimous written agreement of the Member Agencies.

Article IV – Conduct of Business

A. Meetings

Member Agencies shall meet every six months or more frequently as may be necessary to carry out the mission and activities defined above.

B. Consistent Operating Policies

The ESC shall make recommendations on various operating policies and the importance of their consistency regionwide. These recommendations are intended to demonstrate the deliberative process taken to reach them. The ESC will strive for unanimous consent on matters of consistency in operations and will otherwise endeavor to achieve recommendations by consensus. For the purposes of this MOU, consensus means that a process to develop recommendations was undertaken with the aim of positive or indifferent acceptance by all, minimizing opposing opinions to the extent possible by considering modifications proposed by dissenters. The action of making a recommendation shall require a quorum be present, here defined as a simple majority of all Member Agencies.

¹ In the case of SMCEL-JPA, the Executive Council, made up of the Executive Directors of the San Mateo County Transportation Authority (SMCTA) and the City/County Association of Governments of San Mateo County (C/CAG), may represent the Member Agency; however, the Executive Council, regardless of number of attendees present at the ESC meetings to represent the Member Agency, will be afforded only one position for each recommendation made by the ESC.

Recommendations shall be recorded in ESC meeting minutes documenting the position of each Member Agency sorted by grouping defined in Article II and including a summary supporting statement for the recommended operating policy. At the request of any Member Agency, a summary dissenting statement may be included. Member Agencies not present on the date an action is taken may supplement the minutes with their position within a timeframe to be specified by the Chair.

The ESC may develop summary memoranda to document additional detail of recommendations.

When presenting actions on express lane operating policies to their decision-making bodies, Member Agencies commit to identifying the recommendations made by the ESC.

C. ESC Administration

Other business the ESC may conduct shall be considered ESC Administration. The ESC shall adopt by consensus methods to take actions on matters related to ESC Administration including:

1. Selection of Officers

The ESC will select a Chair and Vice-Chair of the Committee for a term of two years with the intention that positions rotate amongst Member Agencies. The sitting Vice-Chair will be the Chair pro tempore and, to the extent practicable, become the Chair at the end of the two-year term. At least one of the Chair and Vice-Chair positions shall be held by an Operator at any time.

Duties of the Chair include:

- Coordinating meetings, including the creation and distribution of meeting agendas;
- Taking ESC meeting minutes; and
- Drafting summary memoranda as described in Article IV.B. above.

Duties of the Vice-Chair include:

- Performing the duties of the Chair in the event of a vacancy or absence of the Chair; and
- Other support as coordinated between the Chair and Vice-Chair.

2. Other Business

Activities concerning topics other than consistency in operations may be beneficial to be undertaken by the ESC, particularly when such activities would promote the goals of the Network and/or benefit from unified regional support, such as:

- Examining new tolling technologies; or
- Interfacing with other organizations.

E. No Liability

This agreement is solely intended to guide the obligations, intentions, and policies of the Member Agencies. Nothing in the provision of this MOU is intended to create or imply duties or obligations to, or create or imply rights extending to or for the benefit of third parties not parties to this MOU, and/or affect the legal liability of any party to this MOU by imposing any standard of care with respect to the operation of Member Agencies' express lane facilities.

F. No Partnership

Alameda CTC/BAIFA/BATA/Caltrans/CHP/CCTA/SFCTA/SMCELJPA/VTA/STA/Sunol JPA
Memorandum of Understanding
Bay Area Express Lanes Network Executive Steering Committee

Neither this MOU nor the exercise of any activity described hereunder shall evidence or establish, or be construed as evidencing or establishing, any partnership, joint venture, or other similar legally binding relationship amongst the Member Agencies.

Alameda CTC/BAIFA/BATA/Caltrans/CHP/CCTA/SFCTA/SMCELJPA/VTA/STA/Sunol JPA
 Memorandum of Understanding
 Bay Area Express Lanes Network Executive Steering Committee

IN WITNESS WHEREOF, the parties have executed this MOU as of the last date written opposite their respective names below. This agreement may be executed in counterparts by the respective Member Agencies.

Member Agency	Signature	Date
Alameda County Transportation Commission (“Alameda CTC”)		
Bay Area Infrastructure Finance Authority (“BAIFA”)		
Bay Area Toll Authority (“BATA”)		
California Department of Transportation (“Caltrans”)		
California Highway Patrol (“CHP”)		
Contra Costa Transportation Authority (“CCTA”)		
San Francisco County Transportation Authority (“SFCTA”)		
San Mateo County Express Lanes Joint Powers Authority (“SMCELJPA”)		
Santa Clara Valley Transportation Authority (“VTA”)		
Solano Transportation Authority (“STA”)		
Sunol Smart Carpool Lane Joint Powers Authority (“Sunol JPA”)		



DATE: November 18, 2021
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Notice of Completion – Vallejo Transit Center (VTC) York Street Improvement Project

Background:

On May 8, 2019 the Board approved Resolution No 2019-03 for the construction of the VTC York Street Improvement Project. Located on York Street in downtown Vallejo, the Project is a one block extension of SolTrans' Vallejo Transit Center, located between Sacramento Street and Marin Street in downtown Vallejo. Improvements included bus pads, sidewalks, pavement markings, lighting, security system, landscaping, bus shelters, benches, ornamental metal fencing, kiosk, and shade sails. The VTC York Street Improvement Project was designed by HQE and the construction contract was awarded to O. C. Jones & Sons, Inc. in December 2019. The STA administered the construction of VTC York Street Improvement Project with WSP performing construction management services.

Discussion:

As mentioned above, the contract awarded to O.C. Jones & Sons, Inc. is now complete and the project is closed out. The City of Vallejo has finalized the encroachment permit as acceptance of all work performed. As such, STA staff is recommending the Board accept the work as complete and direct the Executive Director or his designee to file a Notice of Completion with the County Recorder's office (Attachment A). This action by the Board will release the Surety bonds secured by O.C. Jones & Sons, Inc. (contractor) to ensure the performance of the work and allow for final payment to be made.

Presented below is a summary of the budget status for the VTC York Street Improvement Project.

Construction Budget	\$2,400,000.00
Total Construction Cost	\$1,892,384.36 (not including CM)

Fiscal Impact:

The cost for the construction contract for the VTC York Street Improvement Project was funded by a combination of Transit and Intercity Rail Capital Program (TIRCP) a \$1 M swap of State Transit Assistance Funds (STAF) with future One Bay Area Grant Cycle 3 funds from the City of Vallejo to provide for Complete Streets for the entire city block.

Recommendation

Approve the following:

1. Accept the VTC York Street Improvement contract as complete; and
2. Direct the Executive Director to file a Notice of Completion with the County Recorder's office.

Attachment:

- A. York Street Notice of Completion

Recording Requested By:
SOLANO TRANSPORTATION AUTHORITY

When Recorded, Return To:
Solano Transportation Authority
Executive Director
One Harbor Center, Suite 130
Suisun City, CA 94585

SOLANO TRANSPORTATION AUTHORITY
NOTICE OF COMPLETION

In the Matter of Accepting and Giving
Notice of Completion of Contract for
VTC York Street Improvements
STA Contract No. 20191

WHEREAS, the Solano Transportation Authority on November 12, 2019 contracted with O.C. Jones & Sons, Inc. for construction of the VTC York Street Improvement Project, with Liberty Mutual Insurance Company as surety, for work to be performed in Solano County; and

WHEREAS, the Executive Director reports that said work has been inspected and complies with the plans, special provisions and standard specifications, and recommends its acceptance as complete as of December 08, 2021.

NOW, THEREFORE, the Governing Body of the Solano Transportation Authority hereby accepts said work associated with the VTC York Street Improvements as complete on December 08, 2021 and directs the Executive Director or his designee to file a copy of this Resolution and Notice as a Notice of Completion for said contract with the County Recorder.

I HEREBY CERTIFY that the foregoing Notice of Completion was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 08th day of December 2021.

Attest by:



Johanna Masiçlat
Clerk of the Board

See attached notary certificate



DATE: November 24, 2021
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80/I-680/SR12 Construction Package 2 Letter of No Prejudice (LONP) Bridge Toll

Background:

In June 2018, the Bay Area voters approved Regional Measure 3 (RM3). RM3 will raise the bridge toll in three stages: \$1 on January 1, 2019 (in effect); \$1 on January 1, 2022; and \$1 on January 1, 2025. For Solano County, RM3 provides dedicated funding to important capital projects such as, \$150 million for the I-80/I-680/SR12 Interchange, \$105 million for the I-80 Westbound Cordelia Truck Scales, \$100 million for State Route 37 Improvements. It also includes competitive programs that in which Solano County can participate, including \$300 million for Bay Area Express Lanes.

At this time, RM3 remains under litigation initiated in April 2019 by the Howard Jarvis Taxpayers Association and an individual claiming the toll increases are a tax rather than a fee and thus require a two-thirds majority to pass. Bay Area Toll Authority (BATA's) policy is to hold all funds in escrow until such time as the litigation is resolved favor of RM3. As a result, RM3 funding is not currently available to fund projects.

Currently the I-80/I-680/SR12 Interchange Project - Construction Package 2 (CP2) is the active Project and subject of this staff report. With this construction package, the existing eastbound SR 12W to eastbound I-80 connector will be removed. A new two-lane highway alignment and bridge structure for the eastbound SR 12W to eastbound I-80 will be constructed that meets the design requirements for future project phases. The new bridge structure will be designed to accommodate a future connector to southbound I-680. The project will construct the off-ramp from eastbound SR 12W to Green Valley Road. A braided ramp connection for eastbound I-80 to Green Valley Road and southbound I-680 will also be constructed.

The I-80/I-680/SR12 Interchange – Construction Package 2A Project (Project) relies on RM3 funds as part of the local match requirement and an important funding element to the Project. With the RM3 lawsuits, BATA is not able to allocate these funds to projects. However, work continues, and additional funding is needed to fulfill the STA's obligations to the project.

Discussion:

To implement the project, the STA and Caltrans have teamed up to deliver the Project. Caltrans is the lead for design, which began in July 2018, the STA is the lead for Right-of-Way (R/W) (appraisal and acquisitions), which began in June 2019 and Caltrans is the lead for construction which began in June 2020. Bridge toll funds were identified as part of the funding plan for this Project from the \$150M RM3 funds dedicated to this Interchange Complex. These funds were to fully fund the R/W work and provide a match for construction SB 1 funds that were awarded to the project. Previously the STA has worked with BATA staff to facilitate a loan from BATA bridge toll funds for the RM3 demands of the funding plan. The STA Board approved these loans in June 2019 and June 2020. The specific work to be completed with these funds included activities necessary for

construction of the project, and right-of-way activities. Specifically in June 2019, BATA committed \$7.2 million BATA Rehabilitation funds for the Right-of-Way Phase of the Project and in June 2020 BATA committed \$7.1M in BATA Rehabilitation funds for construction. This commitment was an advance eligible for reimbursement from the \$150 million RM3 funds dedicated to the I-80/I-680/SR12 Interchange Project.

The project did require additional R/W. There are 8 private property's and 2 public properties that were required for the construction. The STA did secure rights to all the properties in advance of the constitution. This project had a unique element because it included 3 Clear Channel Outdoors billboards. STA and Clear Channel have resolved the matters which the resolution included the replacement of the 3 billboards with 1 static billboard and 1 digital billboard. There is one property, Salem, Louis that the STA and his lender (a non-traditional lender) have still not been able to resolve the process to clear their interest on the sliver take. While this work is on-going, it may in the future, require the staff to return to the STA Board for a Resolution of Necessity (RON) Hearing so we can have the courts intervene on this matter. There are however, two properties that remain in condemnation, Store Spe Ashley, CA, LLC and Scherner, Steven. Staff has not been able to resolve the financial demands from the owners for various reasons. Currently both cases are progressing, but staff and legal counsel are not expecting a jury trial until spring of 2022, if the courts allow for in person trials by that time.

With the on-going R/W actives, the STA is needing additional funds to cover legal costs for the cases. This is estimated at \$375,000 to provide for the following the cases through to full jury trials. There may be a need for additional funds (above the additional legal costs) in the future should the STA be able to either settle the cases or have a jury issue an award above STA's offer and deposit on the properties. Should this occur, first and foremost should the RM3 funds be available, then these funds would be used to fund this need. However, if no RM3 funds are available, then STA staff will need to work with BATA staff to swap future Solano State Transportation Improvement Program (STIP) funds for funds to pay this award.

Staff is recommending to loan \$375,000 from the STA Project Contingency Fund to the 80/680/12 Interchange (CP2). Since RM3 funds legislatively committed to the Interchange project would have covered the cost increase, STA staff is recommending requesting a Letter of No Prejudice (LONP) so that STA can be repaid this amount from RM3. STA will commit the repaid funds back to the Project Contingency Fund. To secure the future RM3 funding at this time, STA is required to approve the attached LONP Request Resolution, along with the LONP, the Initial Project Report (IPR) and cash flow plan (attachments to resolution).

Fiscal Impact:

This action will allow STA to commit \$375,000 in STA Project Contingency Funds as an advance backed by RM3 funds dedicated to the Project and ensure that R/W activities necessary are not delayed due to the RM3 lawsuit. Should the RM3 legal challenges be successful, then the loan could not be repaid from RM3 funds.

Recommendation:

Approve the following:

1. STA Resolution No. 2021-21 (Attachment A) and Letter of No Prejudice (LONP) for \$375,000 in RM3 funds for the I-80/I-680/SR12 Interchange Project – Construction Package 2 (CP2); and
2. Commitment of \$375,000 in STA Program Contingency funds to cover R/W costs.

Attachment:

- A. STA Resolution No. 2021-21

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

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2021-21**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING AN ALLOCATION FROM THE METROPOLITAN
TRANSPORTATION COMMISSION FOR THE I-80/I-680/SR12 INTERCHANGE
PROJECT - CONSTRUCTION PACKAGE 2 (CP2)**

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

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

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

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

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

WHEREAS, the I-80/I-680/SR12 Interchange Project – Construction Package 2 is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

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

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

RESOLVED, that Solano Transportation Authority will fund the scope of work covered under the LONP with STA Project Contingency Funds; and be it further

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

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

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

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

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

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

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

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

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

RESOLVED, that Solano Transportation Authority is authorized to submit an application for an LONP request for Regional Measure 3 funds for I-80/I-680/SR12 Interchange Project – Construction Package 2 in accordance with California Streets and Highways Code 30914.7(a); and be it further

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

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

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

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

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

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

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

RESOLVED, that Solano Transportation Authority authorizes its Executive Director or his/her designee to execute and submit an LONP request for the construction phase with MTC for Regional Measure 3 funds in the amount of \$375,000, for the project, purposes and amounts included in the project application attached to this resolution; and be it further

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

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

Ron Rowlett, Chair
Solano Transportation Authority

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

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 8th day of December, 2021
by the following vote:

Ayes: _____

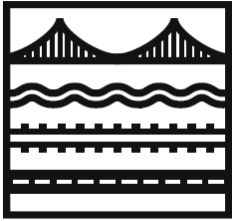
Nos: _____

Absent: _____

Abstain: _____

Attest: _____

Johanna Masclat
Clerk of the Board



Regional Measure 3

LONP Request

SB 595 Project Information

Project Number	21
Project Title	Solano County I-80/I-680/SR12 Interchange Project
Project Funding Amount	\$150,000,000

Subproject Information

Subproject Number	21-CP2
Subproject Title	Construction Package 2
Subproject Funding Amount	\$375,000

I. RM3 LONP Request Information

Describe the scope of the deliverable phase requested for LONP. Provide background and other details as necessary.

I-80/I-680/SR12 Interchange Project - Construction Package 2 (CP2) - R/W Phase: With this construction package, the existing eastbound SR 12W to eastbound I-80 connector will be removed. A new two-lane highway alignment and bridge structure for the eastbound SR 12W to eastbound I-80 will be constructed that meets the design requirements for future project phases. The new bridge structure will be designed to accommodate a future connector to southbound I-680. The project will construct the off-ramp from eastbound SR 12W to Green Valley Road. A braided ramp connection for eastbound I-80 to Green Valley Road and southbound I-680 will also be constructed.

Project phase being requested	Construction
RM3 funding amount planned for this phase	\$375,000
Substitute funding source (if multiple, list amounts)	Local
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval of RM3 IPR resolution for the allocation being requested	December 2021

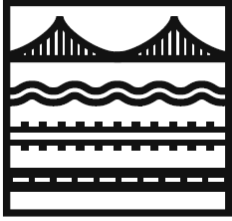
Note: LONP requests are recommended to be submitted to MTC staff for review sixty (60) days prior to action by the Implementing Agency Board

Describe your plan for fully funding this project in the case that RM3 funding is not made available. This includes funding through construction if the LONP request is for an earlier phase.

The R/W Phase of the I-80/I-680/SR12 Interchange Project - Construction Package 2 (CP2) would be completed with STA Project Contingency Funds.

List any other planned bridge toll allocation requests in the next 12 months

None at this time.



Regional Measure 3

Initial Project Report

SB 595 Project Information

Project Number	21
Project Title	Solano County I-80/I-680/SR12 Interchange Project
Project Funding Amount	\$150,000,000

RM3 Allocation History:

	MTC Approval Date	Amount	Phase
#1	December 2018	\$7,200,000	\$500,000 for Design (PS&E) for the Overall I-80/I-680/SR12 Interchange. \$1,500,000 for Design (PS&E) for CP2 and \$5,200,000 for Right-of-Way Activities for CP2. Advanced funding with BATA Toll Bridge Rehabilitation Program Funds.
#2	June 2020	\$7,100,000	Construction Phase for the I-80/I-680/SR12 Interchange - CP2. Advanced funding with BATA Toll Bridge Rehabilitation Program Funds.
#3	June 2020	\$16,700,000	LONP with STIP Funding. Repaid Funds will be used for the I-80 Managed Lanes Project.

Total: \$31,000,000

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
December 2021	\$375,000	LONP with STA Project Contingency Funds.

I. Overall Project Information

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

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



b. Project Purpose

The I-80/I-680/SR 12 Interchange experiences traffic congestion due to San Francisco Bay Area commuter traffic, regional traffic using the interstate system, and recreational traffic traveling between the San Francisco Bay Area and Lake Tahoe. The objectives of the proposed project are to alleviate congestion, improve safety, and provide for existing and proposed traffic demand by upgrading the capacity of the freeway and completing a local roadway system that will provide local travelers alternatives to using the freeways for local trips.

The project provides critical improvements to one of Northern California's most critical transportation corridors/freeway to freeway interchanges. The project has the following benefits:

Goods Movement: I-80 is a major transcontinental highway route, typically six to eight lanes. The route is a primary truck route connecting the Port of Oakland to the Central Valley and Northern California, as well as locations throughout the western United States. In addition to the interchange's importance as a major freight route connecting the Bay Area ports to the greater Interstate system, the convergence of I-80 and I-680 makes this particularly significant for freight.

Traffic Congestion: The tremendous growth in the region has resulted in substantial increases in regional traffic traveling through the interchange area. The corridor functions as an essential commuter route within the San Francisco Bay Area, connecting workers in Solano and Napa Counties with jobs in neighboring Contra Costa, Alameda, and San Francisco Counties, as well as through traffic from the Sacramento area to the San Francisco Bay Area. Its regional significance is demonstrated by its high percentage of inter-county and interregional travel.

Cut-Through Traffic: Due to mainline congestion, vehicles use local roadways to avoid the highway. This has resulted in impacts to local roadway operations, most notably affecting access to local businesses along Central Way, Cordelia Road, and Lopes Road in Cordelia and Fairfield.

Safety: Accident rates within the project area are higher than the statewide average for similar facilities. According to data provided by Caltrans, I-80 within the project limits experienced a total accident rate (including fatal and injury accidents) of 0.79 accidents/million vehicle-miles traveled. This exceeds the statewide average for similar facilities of 0.78 accidents/million vehicle-miles traveled.

A benefit/cost analysis was prepared for the project. The project's main benefit is travel time savings and the first phase of the project will save almost 1 million person-hours of travel time annually over the 20-year period of operation. In addition, the improved safety in the project area is expected to generate \$15.2 million in benefits during the 20-year period of analysis. The slightly higher speeds along the corridor are expected to generate vehicle operating costs and emissions cost savings totaling \$23.3 million for this phase. This project would result in a net present value of \$138.2 million and generate a benefit-cost ratio of 3.21.

c. Detailed Project Description

The I-80/I-680/SR 12 Interchange Project is located in Fairfield and unincorporated Solano County. The interchange is a confluence of interregional significance as it connects the San Francisco Bay Area, Napa Valley, and the Central Valley as well as providing connections to the Tahoe region and states east of California. The interchange also supports Solano County communities served by a series of local roadways that are interwoven with the interregional routes.



The I-80/I-680/SR 12 Interchange Project proposes improvements to address traffic operations and congestion in the existing interchange complex. Improvements include the following components: modification of existing interchanges, adding freeway lanes, constructing new interchanges, auxiliary lanes, high-occupancy vehicle (HOV) lanes and frontage roads within and adjacent to existing freeway rights of way, relocation of the existing westbound truck scales within the interchange area to improve ingress and egress of the truck traffic.

The project is a \$2 billion program to modernize and improve the interchange. A fundable \$700 million first phase (Alternative C-1) has been identified and environmentally-cleared. Alternative C-1 is comprised of the following components: improvements to the I-80/I-680/SR 12 Interchange, realignment of I-680; a new interchange at I-680 and Red Top Road; a new road connecting the I-80/Red Top Road Interchange to Business Center Drive (Business Center Drive Extension); a new interchange at SR 12W and the new Red Top Road alignment, a modified interchange at I-80 and Green Valley Road; new I-80 bridges over Green Valley Creek; widening of I-80, a new lane on eastbound SR 12E, and widening of the SR12E bridge over Ledgewood Creek.

Overall I-80/I-680/SR 12 Interchange Project: Alternative C-1 consists of seven individual construction packages. In 2017, construction was completed on the Initial Construction Package (ICP) that included a new connection from westbound I-80 to westbound SR 12W. RM3 funds will be used for the next three construction packages, which are operable, usable segments. Construction Package 2 (CP2) provides an enhanced connection from eastbound SR 12W to eastbound I-80. Construction Package 3 (CP3) provides the westbound I-80 to southbound I-680 connector and provides a new interchange at I-680 and Red Top Road. Construction Package 4 (CP4) provides the I-680 northbound to eastbound I-80 connector. Detailed descriptions of the three construction packages, includes:

Construction Package 2: With this construction package, the existing eastbound SR 12W to eastbound I-80 connector will be removed. A new two-lane highway alignment and bridge structure for the eastbound SR 12W to eastbound I-80 will be constructed that meets the design requirements for future project phases. The new bridge structure will be designed to accommodate a future connector to southbound I-680. The project will construct the off-ramp from eastbound SR 12W to Green Valley Road. A braided ramp connection for eastbound I-80 to Green Valley Road and southbound I-680 will also be constructed. Construction of this project started in the summer of 2020 and expected to be completed by the end of 2022.

Construction Package 3: This construction package will construct a regional interstate connector, realigning southbound I-680 approximately 0.5 miles to the west of the existing location, connecting back to the existing alignment near the I-680/Red Top Road interchange. The interchange at I-680 and Red Top Road will be constructed with CP3, including realigning Lopes Road and Fermi Road to accommodate the future I-680 northbound alignment. Green Valley Road will be realigned south of I-80 into the newly vacated I-680 southbound roadway.

Construction Package 4: This construction package will realign northbound I-680 to complement the improvements of CP3, construct a new I-680 northbound to I-80 eastbound direct connector and a new I-680 northbound to SR 12 westbound direct connector, widen I-80 westbound with additional auxiliary lanes, remove Neitzel Road, reconstruct the eastbound ramps at I-80/Green Valley Road to their ultimate location, construct a westbound offramp at the I-80/Green Valley Road interchange, and construct a new westbound on ramp at the I-80/Suisun Road Interchange. Northbound Green Valley Road/Lopes Road



will be shifted to the old vacated I-680 northbound roadway. A local connection will be constructed to connect Central Way to the realigned portion of Lopes Road.

d. Impediments to Project Completion

The I-80/I-680/SR 12 Interchange has few impediments to project complete. The project has already been environmentally cleared and a permitting strategy established for each construction package. The Environmental Impact Report/Environmental Impact Statement (EIR/EIS) evaluated the environmental impacts of the project and established mitigations. Progress has been achieved on implementing two environmental mitigation sites. Right of way acquisition requirements and utility relocations have already been identified, reducing any risks.

The one major impediment to accomplish the project completion will be securing necessary funds to complete the interchange improvements. The identified project construction packages of this project are serviceable, provide independent utility and have logical termini. Some of these phases can be and are being delivered by currently identified fund sources. STA is currently delivering the I-80/I-680/SR 12 improvements with the expectation that the project will need to be constructed with multiple construction packages.

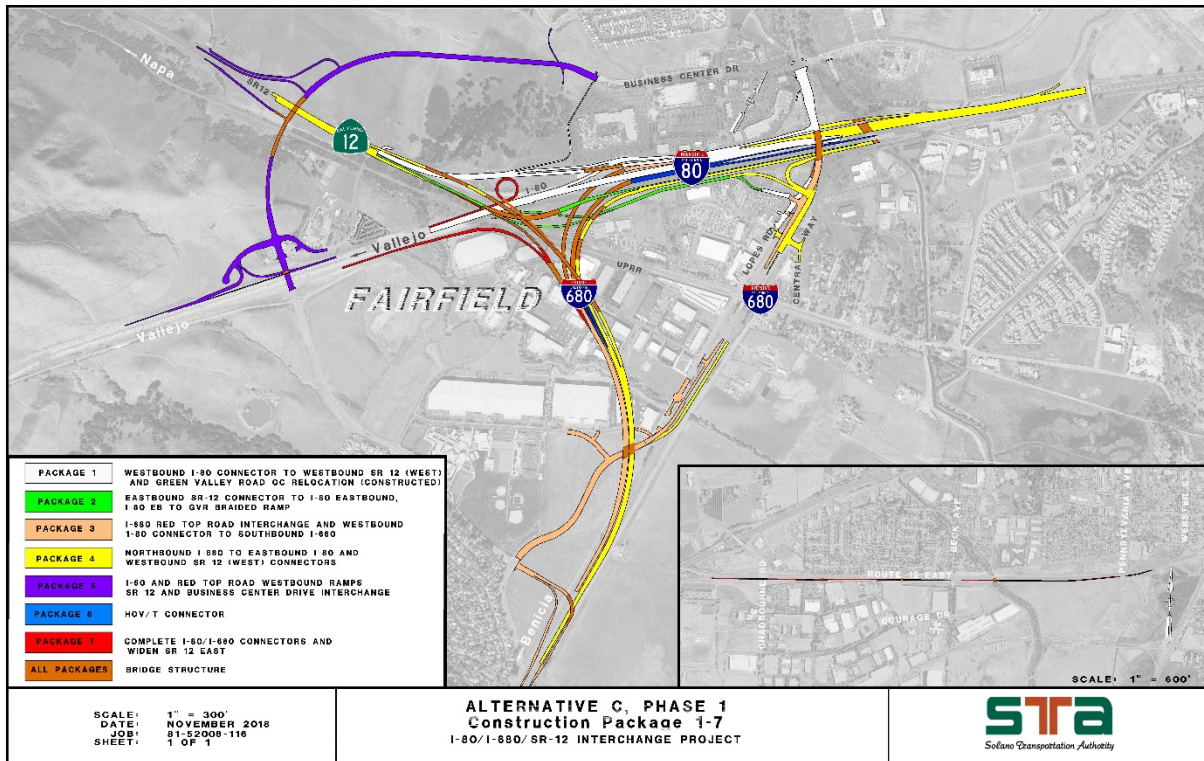
STA has developed a financing strategy for the project and is pursuing additional funding sources. The financing strategy has identified the use of RM3 as matching funds for a construction grant through the California Transportation Commission (CTC) Trade Corridor Enhancement Program. Additionally, the STA will actively seek other state and federal dollars for construction. The agency has also secured Senate Bill 1 Trade Corridor Enhancement Program (TCEP) funds for the construction of CP2. This construction package is currently in the construction phase.

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

Caltrans will be responsible for owning and operating the mainline and interchange improvements. Caltrans has available State Highway Operation and Protection Program (SHOPP) funds for future maintenance needs.



Project Graphic(s) (include below or attach)



II. Project Phase Description and Status

a. Environmental/Planning

Does NEPA apply? Yes No

The environmental document (EIR/EIS) for the Overall I-80/I-680/SR12 I/C Project was approved in December 2012. The document covers the entire project and as such, a Notice of Determination (NOD) has been approved for the entire project. A Record of Decision (ROD) has been issued for the fundable first phase. I-80/I-680/SR 12 Interchange CP2, CP3 and CP4 were covered in the ROD.

b. Design

Ongoing engineering support will be required for the Overall I-80/I-680/SR12 I/C Project for activities which include but are not limited to the following: 1) Continued coordination on the Suisun Creek Reserve Mitigation Site; 2) Continued coordination with the cities of Vallejo and Benicia on water line utility coordination; 3) Preparation of the Federal Highway Financial Plan Annual Update; 4) Right of way related activities for various property owners within the I-80/I-680/SR12 I/C Project; 5) Preparation of strategies applications for upcoming funding opportunities; 6) Evaluation of phasing modifications to compete better with upcoming funding opportunities; 7) Continued coordination with all of the partnering agencies including BATA, Caltrans, FHWA, Solano County, and the cities of Fairfield, Vallejo and Benicia.

Final Design for the first construction package (Initial Construction Package (ICP) was completed in May 2013. Final Design for CP2 was completed in June 2020. CMGC alternative delivery approach is being used for CP2. Final Design for CP3 began in 2013 and was placed on hold in May 2015 due to the lack of construction funds. Final Design for CP4 has not started.



c. Right-of-Way Activities / Acquisition

Right-of-way acquisition for ICP started in spring 2012 and was completed. Activities required to transfer the right-of-way to Caltrans are underway. Closeout of utility relocations are underway. Right-of-way requirements for all future phases have been identified. Right of way acquisition effort for CP2 is expected to be completed by June 30, 2022. Although right-of-way acquisition for CP3 and CP4 has not started, the developer of the Goldhill Village Development has dedicated easements for the relocation of the Benicia NBA water pipeline and the Fairfield-Suisun Sanitation District sewer pipeline associated with CP3.

d. Construction / Vehicle Acquisition / Operating

It is currently envisioned that the fundable phase of the I-80/I-680/SR12 Interchange will be implemented with 7 construction packages. The first construction package (ICP) started construction in spring/summer 2014 and was completed in fall 2017. It is now in the closeout phase. CP2 started construction fall 2020 and is scheduled to be completed by December 31, 2022. Construction of CP3 and CP4 has not been scheduled at this time.

III. Project Schedule

Overall I-80/I-680/SR12 Interchange Project	Planned	
	Start Date	Completion Date
Phase-Milestone		
Environmental Studies, Revalidation (PA&ED)	10/2002 (A)	12/2012 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	01/2013	Ongoing
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition (CON)	N/A	N/A

Construction Package 2	Planned	
	Start Date	Completion Date
Phase-Milestone		
Environmental Studies, Revalidation (PA&ED)	10/2002 (A)	12/2012 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	06/2018	06/2020 (A)
Right-of-Way Activities /Acquisition (R/W)	03/2019	06/2022
Construction (Begin – Open for Use) / Acquisition (CON)	09/2020	12/2022



Construction Package 3 Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	10/2002 (A)	12/2012 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	7/2013	TBD
Right-of-Way Activities /Acquisition (R/W)	TBD	TBD
Construction (Begin – Open for Use) / Acquisition (CON)	TBD	TBD

Construction Package 4 Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	10/2002 (A)	12/2012 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	TBD	TBD
Right-of-Way Activities /Acquisition (R/W)	TBD	TBD
Construction (Begin – Open for Use) / Acquisition (CON)	TBD	TBD

IV. Project Budget

Overall I-80/I-680/SR12 Interchange Project Capital Project	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$18,600
Design - Plans, Specifications and Estimates (PS&E)	\$76,983
Right-of-Way Activities /Acquisition (R/W)	\$150,371
Construction / Rolling Stock Acquisition (CON)	\$612,433
Total Project Budget (in thousands)	\$858,387



Construction Package 2 Capital Project	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	-
Design - Plans, Specifications and Estimates (PS&E)	\$10,500
Right-of-Way Activities /Acquisition (R/W)	\$8,775
Construction / Rolling Stock Acquisition (CON)	\$77,000
Total Project Budget (in thousands)	\$96,275

Construction Package 3 Capital Project	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	-
Design - Plans, Specifications and Estimates (PS&E)	\$11,118
Right-of-Way Activities /Acquisition (R/W)	\$54,069
Construction / Rolling Stock Acquisition (CON)	\$103,843
Total Project Budget (in thousands)	\$169,030

Construction Package 4 Capital Project	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	-
Design - Plans, Specifications and Estimates (PS&E)	\$20,600
Right-of-Way Activities /Acquisition (R/W)	\$28,900
Construction / Rolling Stock Acquisition (CON)	\$186,499
Total Project Budget (in thousands)	\$235,999



V. ALLOCATION REQUEST INFORMATION

Detailed Description of Allocation Request

LONP - \$375,000 of STA Project Contingency Funds will be used for the R/W Phase for CP2.

Amount being requested (in escalated dollars)	\$ 375,000
Project Phase being requested	R/W Phase
Are there other fund sources involved in the Construction phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM3 IPR Resolution for the allocation being requested	December 2021
Month/year being requested for MTC Commission approval of allocation	January 2021

Status of Previous Allocations (if any)

Work is progressing well with the previous RM3 allocations.

Workplan

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
1	I-80/I-680/SR12 I/C – CP2	Draft ED	08/10 (A)
2	I-80/I-680/SR12 I/C – CP2	Final ED	12/12 (A)
3	I-80/I-680/SR12 I/C – CP2	Final Design	06/20
4	I-80/I-680/SR12 I/C – CP2	Right of Way Acquisition	06/22

(A) = Actual Date

Impediments to Allocation Implementation

No impediments. The STA, in cooperation with Caltrans, is prepared to move expeditiously to complete the R/W acquisition for the Construction Package 2 (CP2) project.



RM3 FUNDING INFORMATION

RM3 Funding Expenditures for funds being allocated.

Excel Attachment Included

Next Anticipated RM3 Funding Allocation Request

VII. GOVERNING BOARD ACTION

Check the box that applies:

Governing Board Resolution attached.

Governing Board Resolution to be provided on or before:

VI. Contact/Preparation Information

Contact for Project Sponsor

Name: Janet Adams

Title: Deputy Executive Director/Director of Projects

Phone: (707) 424-6010

Email: jadams@sta.ca.gov

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

Person Preparing Initial Project Report (if different from above)

Name: Dale Dennis

Title: STA Project Management Consultant

Phone: (925) 595-4587

Email: dodennis@thecyberjungle.com

Applicant Agency's Accounting Contact

Name: Susan Furtado

Phone: (707) 424-6075

Title: Accounting Manager

E-mail: sfurtado@sta.ca.gov

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

Project Title:	Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project		
Project Number:	21.1		
Total RM3 Funding:	\$ 150,000,000	\$	21,513

(add rows as necessary)

Overall I-80/I-680/SR12 Interchange

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM3	PSE	YES	\$ 500		\$ 500
RM3	PSE	NO	\$ 4,313		\$ 4,313
					\$ -
					\$ -
					\$ -
PSE Subtotal			\$ 4,813	\$ -	\$ 4,813
					\$ -
					\$ -
					\$ -
					\$ -
ROW Subtotal			\$ -	\$ -	\$ -
RM3 (LONP I-80 Managed Lanes)			\$ 16,700		\$ 16,700
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
CON Subtotal			\$ 16,700	\$ -	\$ 16,700
Capital Funding Total			\$ 21,513	\$ -	\$ 21,513

OPERATING FUNDING (Annual)

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

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

Project Title:	Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project	
Project Number:	21.2	
Total RM3 Funding:	\$ 150,000,000	\$ 13,800

(add rows as necessary)

CONSTRUCTION PACKAGE 2 CAPITAL FUNDING

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM3	PSE	Yes	\$ 1,500		\$ 1,500
RTIP	PSE	Yes	\$ 9,000		\$ 9,000
					\$ -
					\$ -
					\$ -
					\$ -
PSE Subtotal			\$ 10,500	\$ -	\$ 10,500
RM3	ROW	Yes	\$ 5,200		\$ 5,200
STIP	ROW	Yes	\$ 3,200		\$ 3,200
STA Project Contingency Fund	ROW	Yes	\$ 375		\$ 375
					\$ -
					\$ -
					\$ -
ROW Subtotal			\$ 8,775	\$ -	\$ 8,775
RM3	CON	No	\$ 7,100		\$ 7,100
TCEP	CON	Yes	\$ 53,200		\$ 53,200
STIP	CON	No	\$ 16,700		\$ 16,700
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
CON Subtotal			\$ 77,000	\$ -	\$ 77,000
Capital Funding Total			\$ 96,275	\$ -	\$ 96,275

OPERATING FUNDING (Annual)

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

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

Project Title:	Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project		
Project Number:	21.4		
Total RM3 Funding:	\$ 150,000,000	\$	65,187

(add rows as necessary)

CONSTRUCTION PACKAGE 3 CAPITAL FUNDING

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM3	PSE	No	\$ 11,118		\$ 11,118
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
PSE Subtotal			\$ 11,118	\$ -	\$ 11,118
RM3	ROW	No	\$ 54,069		\$ 54,069
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
ROW Subtotal			\$ 54,069	\$ -	\$ 54,069
SB1	CON	No	\$ 103,843		\$ 103,843
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
CON Subtotal			\$ 103,843	\$ -	\$ 103,843
Capital Funding Total			\$ 169,030	\$ -	\$ 169,030

OPERATING FUNDING (Annual)

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

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

Project Title:	Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project		
Project Number:	21.5		
Total RM3 Funding:	\$ 150,000,000	\$ 49,500	\$ 150,000

(add rows as necessary)

CONSTRUCTION PACKAGE 4 CAPITAL FUNDING

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
	PSE				\$ -
RM3		No	\$ 20,600		\$ 20,600
					\$ -
					\$ -
					\$ -
PSE Subtotal			\$ 20,600	\$ -	\$ 20,600
	ROW				\$ -
RM3		No	\$ 28,900		\$ 28,900
					\$ -
					\$ -
					\$ -
ROW Subtotal			\$ 28,900	\$ -	\$ 28,900
SB1	CON	No	\$ 186,499		\$ 186,499
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
CON Subtotal			\$ 186,499	\$ -	\$ 186,499
Capital Funding Total			\$ 235,999	\$ -	\$ 235,999

OPERATING FUNDING (Annual)

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

CASHFLOW for RM3 Allocation Request for the Construction Phase for the I-80/I-680 Interchange Project - CP2A

(\$ x 1000)

RM3 Allocation Request	2022				TOTAL
	Jan-Mar	Apr-June	July-Sept	Oct-Dec	
I-80/I-680 Interchange Project (CP2A) - ROW Phase	\$ 175	\$ 200			\$ 375

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DATE: November 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

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. Subsequently, in October 2021 the STA Board adopted the FY 2021-22 Budget Revision due carryover of funds from prior FY 2020-21, and new programs and projects.

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 \$34.58 million to \$34.62 million, an increase of \$42,662. These are due to new programs funding and staffing changes added to the budget, such as the California Air Resources Board (CARB) grant for the Solano Sustainable Transportation Equity Project (SolSTEP) and the California Public Utilities Commission (CPUC) Transportation Network Company (TNC) Access for All Act.

Revenue Budget changes are summarized as follows:

1. The California Public Utilities Commission (CPUC) funding budget is modified to reflect the increased from \$50,000 to \$92,662 for the implementation of the Senate Bill (SB) 1376 – Transportation Network Company (TNC) for the Access for All Program, a program relating to the accessibility of services for persons with disabilities, including wheelchair users who need a Wheelchair-Accessible Vehicle, and to incentivize the expansion and availability of on-demand transportation services statewide.
2. The California Air Resources Board (CARB) grant for the Sustainable Transportation Equity Project (STEP) of \$150,000 is reflected in the budget with the hiring of College Interns to work on the new pilot program to address community transportation needs, increase residents' access to key destinations, and reduce greenhouse gas emissions.

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 \$42,662. Changes to the budget are due to program expansion and implementation, such as the CARB Grant funding with the staffing change and hiring College Interns for the new pilot program, and the CPUC grant funding for the program delivery and activities for on-demand transportation services. Budgets to these programs and studies are adjusted to reflect anticipated program expenditures.
3. The ***Project Development*** budget has no change. The Project Development budget expenditures are projected at the same level.
4. The ***Strategic Planning*** budget no change. The planning activities and studies are projected at the same level.

The total FY 2021-22 Proposed Budget Revision is balanced for the continued delivery of STA's priority projects. The budget is modified with the hiring of College Interns for the pilot program for the CARB Grant and adjusting the SR2S position to Assistant Program Manager.

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 \$34.62 million, an increase of \$42,662. These changes are due to new programs funding and staffing changes added to the budget,

Recommendation:

Approve the following:

1. STA's FY 2021-22 Proposed Budget Revision as shown in Attachment A;
2. FY 2021-22 Salary Schedule as shown in Attachment B; and
3. Updated Organization Chart as shown in Attachments C.

Attachments:

- A. STA FY 2021-22 Proposed Budget dated December 8, 2021
- B. FY 2021-22 Salary Schedule
- C. STA Organizational Chart – December 2021



FY 2021-22 PROPOSED BUDGET REVISION

December 8, 2021

ATTACHMENT A

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	233,361	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	1,291,750	1,291,750	Contributions to STA Reserve Account	75,000	75,000
State Transit Assistance Fund (STAF)	3,277,776	3,277,776	Subtotal	\$2,214,510	\$2,214,510
One Bay Area Grant 2 (OBAG 2)/(STP): Planning	1,595,562	1,595,562	Mobility Programs		
One Bay Area Grant 2 (OBAG 2): Programs	988,562	988,562	Mobility Programs Management & Administration	293,441	293,441
STIP Planning, Programming and Monitoring (PPM)	157,668	157,668	Employer/Commuter Program	371,146	371,146
Office of Traffic Safety - Older Adult Program	42,898	42,898	Solano Express Marketing	200,000	200,000
Office of Traffic Safety - SR2S Program	116,250	116,250	Transit Management Administration	75,000	75,000
California Department of Public Health	75,000	75,000	Transit Coordination/Programs	483,000	483,000
MTC - Quick Strike Funding	900,000	900,000	Community Based Transportation Plan (CBTP)	250,000	250,000
Regional Transportation for Clean Air (TFCA)	184,500	184,500	Transit Corridor Implementation/Solano Express	325,314	325,314
Transportation for Clean Air (TFCA)	301,299	301,299	Lifeline Program (City of Vallejo)	170,000	170,000
CA Public Utilities Commission (CPUC)	50,000	92,662	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	203,658	203,658	Safe Route to School Program (SR2S)	969,895	969,895
Bridge Toll- Admin Revenue	93,249	93,249	SolSTEP/CARB Program	150,000	150,000
Transit & Intercity Rail Capital Program (TIRCP) 2018	1,500,000	1,500,000	Paratransit Coordinating Council (PCC)	25,000	25,000
Transit & Intercity Rail Capital Program (TIRCP) 2020	1,480,000	1,480,000	Older Adult Safety Mobility Program	42,898	42,898
Yolo/Solano Air Quality Management District (YSAQMD)	150,347	150,347	SR2S Program - OTS Grant	116,250	116,250
Abandoned Vehicle Abatement (AVA) Program/DMV	13,500	13,500	Kid's Plate Program	75,000	75,000
State REAP Funds	213,600	213,600	Solano Intercity Taxi Card/Paratransit Program	600,000	600,000
Local Funds - Cities/County	2,093,474	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
Subtotal	\$16,167,816	\$16,210,478	Medical Transports Program/GoGo Grandparent	150,000	150,000
STA Office Building - Capital			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	352,638	352,638
Subtotal	\$6,000,000	\$6,000,000	CPUC Access for All	50,000	92,662
Transportation Funds for Clean Air (TFCA) Program			Soltrans/Benicia 1st/Last Mile (Lyft) Program	50,000	50,000
Transportation for Clean Air (TFCA)	461,000	461,000	1st/Last Mile Program	10,000	10,000
Subtotal	\$461,000	\$461,000	Solano Local Taxi Program	100,000	100,000
Abandoned Vehicle Abatement (AVA) Program			Transit Coordination-Rio Vista Delta Breeze	85,084	85,084
Department of Motor Vehicle (DMV)	450,000	450,000	Subtotal	\$6,023,395	\$6,066,057
Subtotal	\$450,000	\$450,000	Project Development		
I-80/I-680/SR 12 Interchange Project			Project Management/Administration	207,175	207,175
Bridge Toll Funds	4,500,000	4,500,000	Solano Express Slip Ramp (TIRCP 2018)	1,000,000	1,000,000
Subtotal	\$4,500,000	\$4,500,000	Solano Express Electrification	500,000	500,000
I-80 Express Lanes Project			Countywide Electrification	225,000	225,000
Toll Bridge Funds	3,000,000	3,000,000	Transit Coordination - Equipment	275,000	275,000
Subtotal	\$3,000,000	\$3,000,000	Connected Mobility Plan/BRT	875,000	875,000
I-80 WB Truck Scales Project			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)	446,890	446,890
Subtotal	\$3,000,000	\$3,000,000	Countywide Parking Demand Study	20,000	20,000
Fairgrounds Improvement Project			Solano Projects Website	16,000	16,000
Federal Earmark	300,000	300,000	FF-SS Rail Station Platform Improvement	303,500	303,500
Local Funds - County/Vallejo	200,000	200,000	West Texas Bus Stop (TIRCP 2020)	289,517	289,517
Subtotal	\$500,000	\$500,000	Solano Express/York Street (TIRCP 2018)	200,000	200,000
Regional Transportation Impact Fee (RTIF) program			Inductive Charging (TIRCP 2020)	825,000	825,000
Regional Impact Fee	500,000	500,000	I-80/I-680/SR 12 Interchange Project	4,500,000	4,500,000
Subtotal	\$500,000	\$500,000	Fairgrounds Improvement Project	500,000	500,000
TOTAL ALL REVENUE	\$34,578,816	\$34,621,478	I-80 Express Lanes Project	3,000,000	3,000,000
			I-80 WB Truck scales Project	3,000,000	3,000,000
			Regional Transportation Impact Fee (RTIF) Program	500,000	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
			Subtotal	\$23,467,898	\$23,467,898
			Strategic Planning		
			Planning Management/Administration	228,481	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	85,301	85,301
			Rail Feasibility Study	54,328	54,328
			Solano Bike/Ped Maps	1,213,600	1,213,600
			County Collaborative - SolHIP/LEAP	130,000	130,000
			Electric Vehicle (EV) Implementation (Capital Project) YR1	10,000	10,000
			Moving Solano Forward Economic Strategy	461,000	461,000
			Transportation Funds for Clean Air (TFCA) Programs		
			Subtotal	\$2,873,013	\$2,873,013
			TOTAL ALL EXPENDITURES	\$34,578,816	\$34,621,478



SALARY SCHEDULE
FY 2021-2022
EFFECTIVE JULY 1, 2021
12-8-2021

ATTACHMENT B

Job Title	FLSA Status	Position Code	SALARY RANGE	
			Minimum Monthly	Maximum Monthly
Accountant I	N	919005	\$5,449	\$6,622
Accountant II	N	919010	\$5,855	\$7,117
Accounting & Administrative Services Manager	E	909015	\$10,221	\$12,424
Accounting Technician	N	919020	\$4,767	\$5,793
Administrative Assistant I	N	919025	\$3,972	\$4,828
Administrative Assistant II	N	919030	\$4,470	\$5,434
Administrative Clerk	N	919035	\$3,304	\$4,017
Assistant Director of Programs	E		\$9,512	\$11,494
Assistant Planner	N	919040	\$5,631	\$6,844
Assistant Program Manager	N	919045	\$5,855	\$7,117
Assistant Project Manager	N	909050	\$5,855	\$7,117
Associate Planner	N	919055	\$6,454	\$7,847
Clerk of the Board/Office Manager	E	909060	\$7,661	\$9,313
Customer Service Representative (CSR) I	N	909065	\$3,149	\$3,826
Customer Service Representative (CSR) II	N	909070	\$3,307	\$4,020
Deputy Executive Director/Director for Projects	E	909075	\$16,847	\$20,476
Director for Planning	E	909080	\$12,466	\$15,150
Director of Program	E	909085	\$11,126	\$13,523
Executive Director	E	909000	\$18,552	\$22,550
Legislative Policy and Communications Manager	E	909090	\$8,437	\$10,253
Planning Assistant	N	919095	\$5,005	\$6,083
Program Coordinator I	N	919105	\$3,972	\$4,827
Program Coordinator II	N	919110	\$4,170	\$5,070
Program Services Administrator	E	909100	\$7,320	\$8,897
Program Services Division Manager	E	909115	\$8,447	\$10,267
Project Assistant	N	919120	\$5,005	\$6,083
Project Engineer	E	909125	\$9,487	\$11,533
Project Manager	E	909130	\$6,973	\$8,473
Senior Accountant	N	919135	\$6,973	\$8,473
Senior Customer Service Representative	N	919150	\$3,619	\$4,399
Senior Planner	E	919140	\$7,321	\$8,897
Senior Program Coordinator	N	919145	\$4,566	\$5,551
Senior Project Manager	E	909155	\$8,044	\$9,778
Senior Transit Mobility Coordinator	N		\$5,855	\$7,117
Transit Mobility Coordinator I	N	919160	\$5,004	\$6,082
Transit Mobility Coordinator II	N		\$5,254	\$6,386
Transit Program Manager	E	929535	\$8,044	\$9,778
			Minimum Hourly	Maximum Hourly
Senior Program Coordinator (PT)	N	929525	\$26.34	\$32.02
Program Coordinator II (PT)	N	929520	\$24.06	\$29.25
Program Coordinator I - (PT)	N	929515	\$22.92	\$27.85
Senior Customer Service Representative (PT)	N	929530	\$20.88	\$25.38
Customer Service Representative (CSR) II (PT)	N	929510	\$19.08	\$23.19
Customer Service Representative (CSR) I (PT)	N	929505	\$18.17	\$21.98
College Intern*	N		\$18.00	\$22.00
*New Classification Fair Labor Standards Act (FLSA): E - Exempt N - Non-Exempt				
All classifications may have an equivalent full time and part time salary range.				

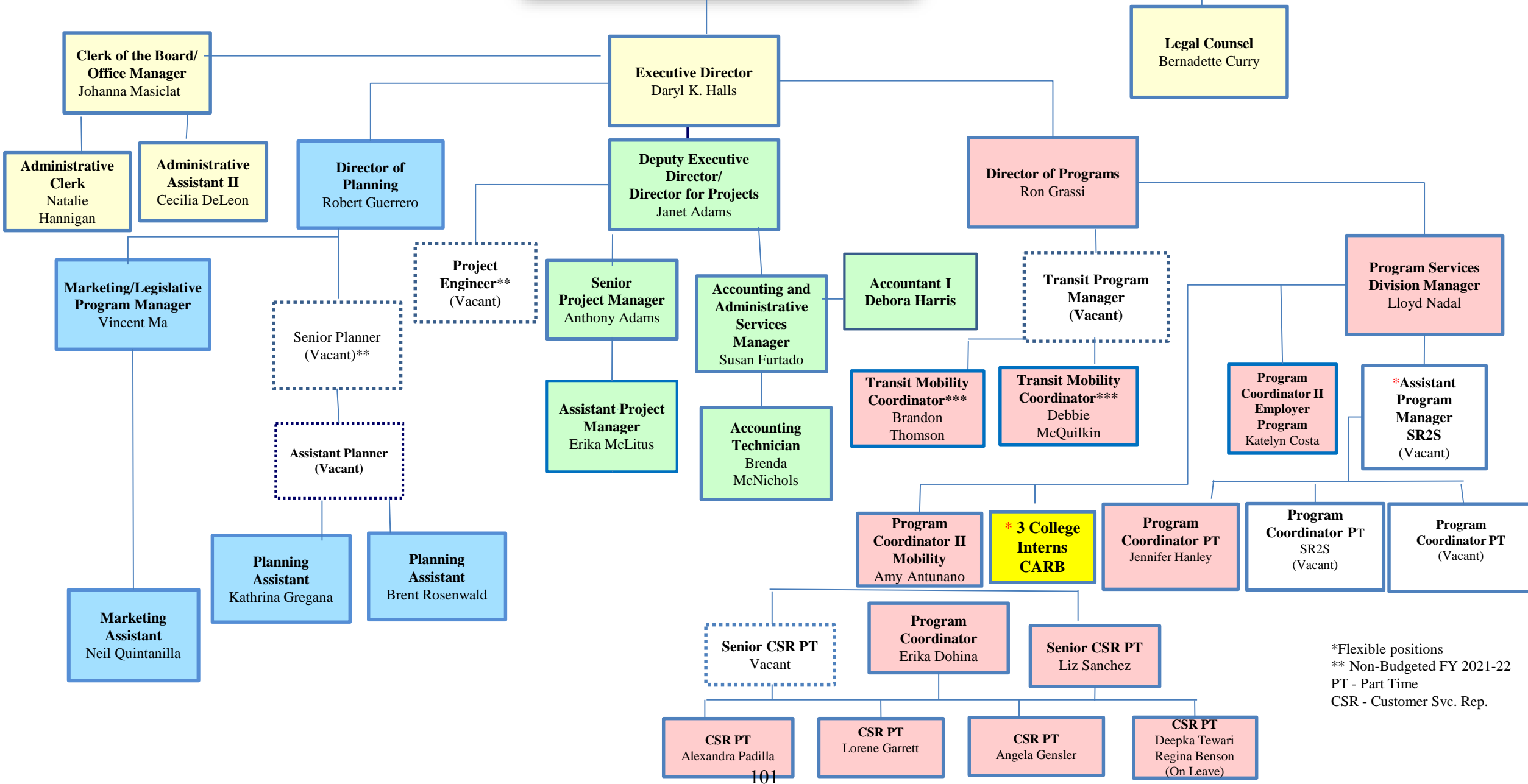
PROPOSED MID-YEAR REVISIONS

STA Organizational Chart

FY 2021-22



One Harbor Center, Suite 130
 Suisun, CA 94585
 Tel.: (707) 424-6075
 Fax: (707) 424-6074



*Flexible positions
 ** Non-Budgeted FY 2021-22
 PT - Part Time
 CSR - Customer Svc. Rep.

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DATE: November 18, 2021
TO: STA Board
FROM: Anthony Adams, Senior Project Manager
Jasper Alve, Assistant Project Manager
RE: Regional Transportation Impact Fee (RTIF) – Fiscal Year (FY) 2020-21
4th Quarter Update and Annual Report

Background:

The STA and the County of Solano coordinates with all seven cities on the collection and management of the Regional Transportation Impact Fee (RTIF), a transportation component of the County's Public Facilities Fee (PFF). The Solano County Board of Supervisors approved the RTIF program as part of the PFF at on December 3, 2013. The RTIF collection formally began on February 3, 2014.

Seven RTIF Working Groups were created to administer the RTIF funds for transportation projects that address development growth. Five of the seven RTIF Working Groups are geographically situated with the City of Fairfield (3 of 5) and the County of Solano (5 of 5) located in multiple Working Groups. The remaining two working groups were created separately with a 10% off the top revenue dedication (5% each) for both the unincorporated County area and transit related projects. The selected RTIF eligible transportation projects for FY 2019-20 each Working Group are listed below:

1. Working Group District 1- Jepson Parkway – Vacaville Phases (CON FY 22/23)
2. Working Group District 2- SR 12 Rio Vista Complete Streets (CON FY 22/23)
3. Working Group District 3- SR 37/Fairgrounds Drive SolanoExpress Bus Stop (Completed)
4. Working Group District 4- Green Valley Overcrossing (Completed)
5. Working Group District 5- SR113 Advanced Traffic and Rail Safety Study (Completed)
6. Transit Working Group District 6- SR 37/Fairgrounds Drive SolanoExpress Bus Stop (Completed)
7. County Unincorporated Working Group District 7- SR113 Advanced Traffic and Rail Safety Study (Completed)

As is required by law, every five years the County must update the Nexus study for the PFF. The most recent Study was completed in April 2019. As part of this update, a recommendation was presented by County staff to increase the amount collected for RTIF from \$1,500 to \$2,500 for each DUE, without increasing the total PFF. The Board of Supervisors passed the updated PFF, with an increased RTIF amount on August 6, 2019. The updated PFF schedule of fees became effective starting on October 6, 2019. Since the increase to \$2,500 per dwelling unit equivalent, the RTIF revenue was projected to average over \$2M per year, well above the historic average of \$1.2M per year. In reality, the average since the RTIF increase is nearly \$3.5M per year. To date, \$14.2 million has been collected as of the end of Fiscal Year (FY) 2020-21.

Discussion:

RTIF Revenues for 4th Quarter of FY 2020-21

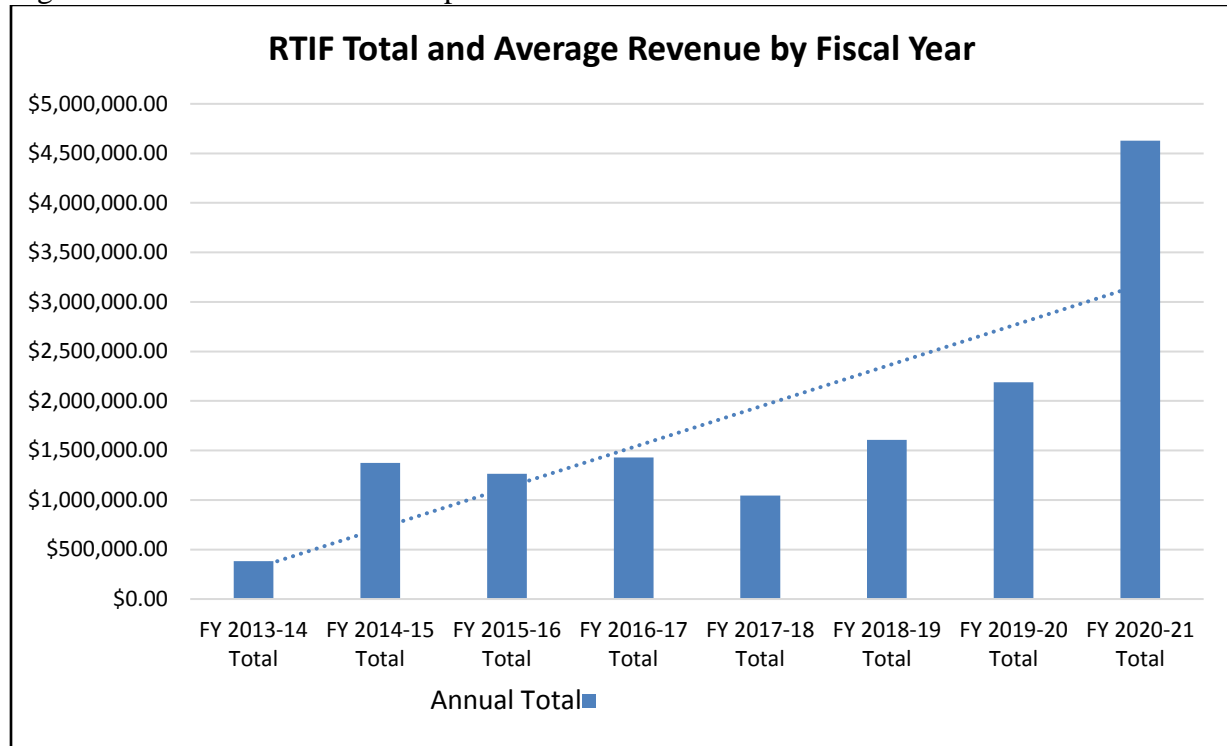
The total revenue collected for Q4 was \$1,524,271. This amount was the second largest quarter for revenue collected since the program started collecting RTIF fees in FY 2013-14.

Several districts contributed to the second highest revenue ever collected. District 5 collected its highest quarterly revenue at \$462,148. Previously, the District’s highest revenue collected was in Q1 of FY 2020-21 at \$188,146. District 1, on the other hand, collected most of the revenue for the quarter at \$806,487. Combined, Districts 1 and 5 collected 83% of the RTIF quarterly revenue.

Annual Report

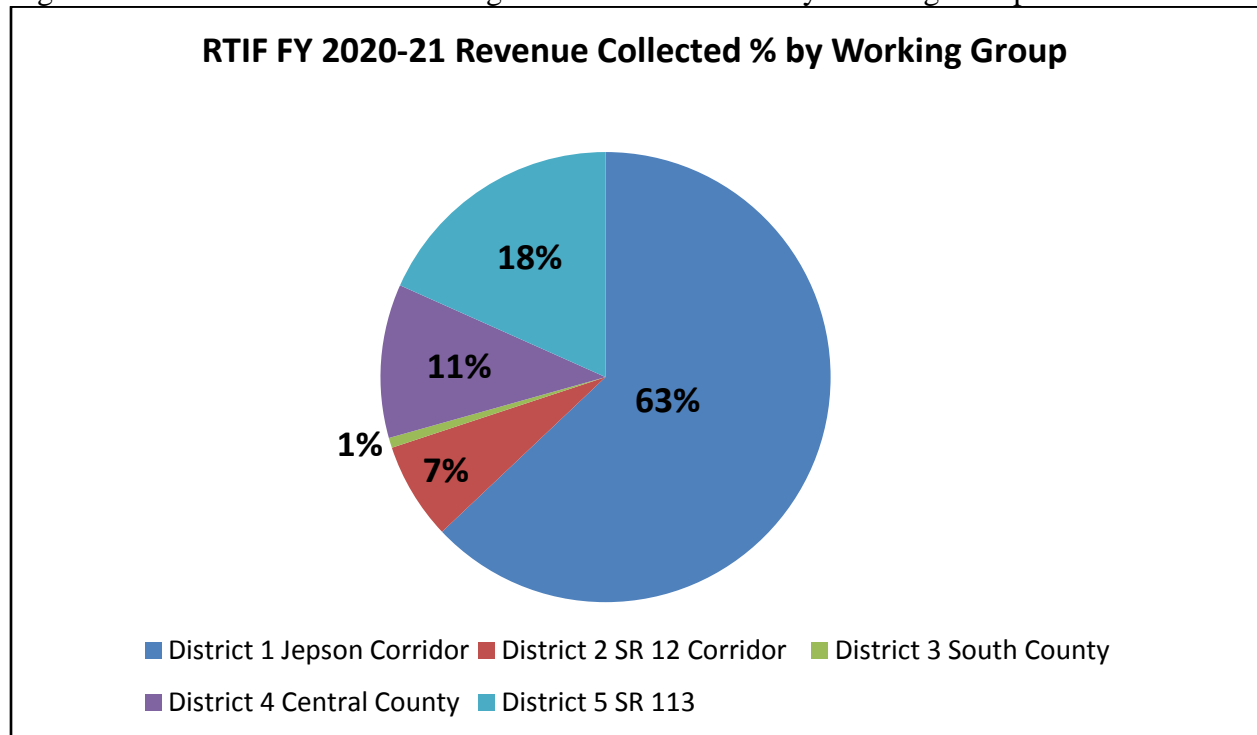
The total revenue collected for FY 2020-21 was \$4,626,884. This was the highest revenue ever collected over the past 8 Fiscal Years as Figure 1 below illustrates. Meanwhile, Figure 2 shows the percentage breakdown of the fiscal year revenue by district. District 1 collected most of the revenue for the year at 63%. District 5 collected 18%, while District 2, 3, and 4 collected, respectively, 7%, 1%, and 11%. Attachment B is the 8th Annual RTIF Report which showcases a summary of FY 2020-21 progress and annual working group meeting project commitments.

Figure 1: RTIF Revenue over the past 8 Fiscal Years



During the fiscal year, there were two significant RTIF funded projects that were completed. First, in Working Group 3, the Solano Express Bus Stop at SR 37 and Fairgrounds Drive was completed. The RTIF funding commitment allocated for this project was \$310,287 through FY 2021-22. The other completed project was the Dixon Advanced Rail Safety Study in Working Group 5; the RTIF funding commitment allocated for this project was \$162,000.

Figure 2: RTIF FY 2019-20 Percentage Revenue Collection by Working Group



All RTIF Working Groups met in August 2021 to receive a status update on the RTIF program funding and for project sponsors to provide project updates. If project funding commitments were satisfied during the previous fiscal year, working group members were asked for priority projects for which that they would like to commit future funding. Attachment C are the priority projects, and committed funding amount for FY 2021-22 that each Working Group identified.

While most funding commitments have been satisfied, some listed above, will not request distribution of funding until a few years out. These “banked RTIF funds” may be used by other working groups to advance funds or meet a critical transportation safety need.

2021 RTIF Nexus Study Update

The 2021 RTIF Nexus Study Update was completed in early Fall 2021 and determined the RTIF funding eligibility of the below four proposed projects. Upon adoption by the STA Board, these projects will be eligible for future RTIF commitments:

- Airport Rd (Rio Vista, Working Group 2)
- Bike/Pedestrian Crossing to the Suisun-Fairfield Train Station (Suisun City, Working Group 2)
- West Texas Complete Streets Project (Fairfield, Working Group 4)
- Parkway Blvd Overcrossing (Dixon, Working Group 5)

Overall, the past two years show an increase in available funding balances to advance RTIF projects and highlights the increasing development activities in Solano County since 2013. As RTIF revenues continue to be collected, STA staff will coordinate with working group members to commit funding and ensure delivery of proposed priority projects.

At the November TAC meeting, this item was unanimously recommended for approval by the STA Board.

Fiscal Impact:

None.

Recommendation:

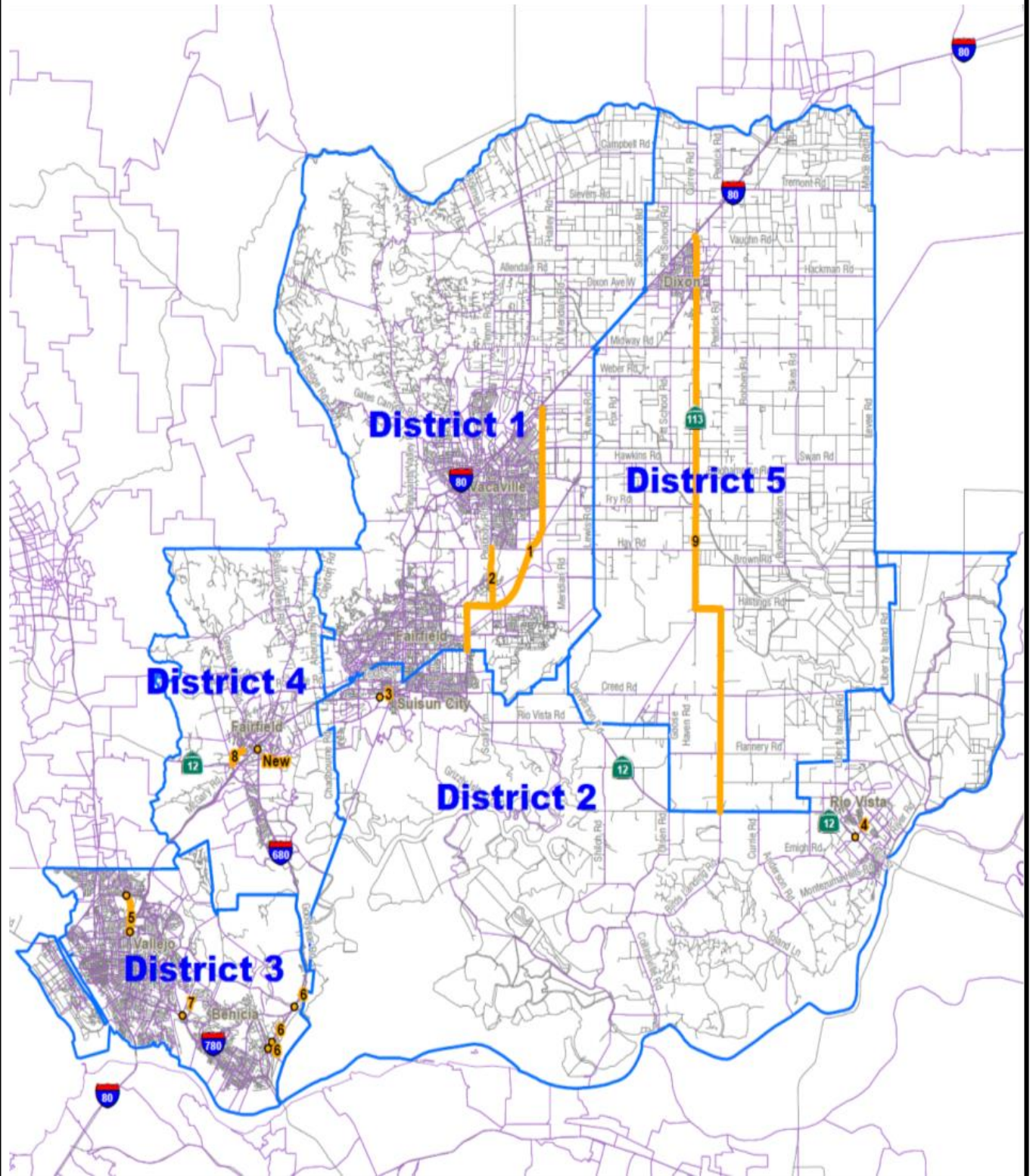
Approve the following:

1. Approve the 8th Annual RTIF Report as shown in Attachment A and forward to Solano County; and
2. Authorize the Executive Director Enter into funding agreements with Working Groups 1, 4, 5, and 7 to allocate RTIF funds for FY 2021-22 and beyond as shown in Attachment D.

Attachments:

- A. RTIF District Map
- B. FY 2020-21 RTIF Annual Report
- C. Summary of FY 2020-21 Progress & Annual Working Group Meeting Project Commitments
- D. FY 2021-22 Working Group Recommendations

Regional Transportation Impact Fee Working Group Districts



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Solano County Regional Transportation Impact Fee

(A Component of the Solano County Public Facility Fee)

8th Annual Report For Fiscal Year 2020-21 October 1, 2021



Solano County Regional Transportation Impact Fee (RTIF)
 (A Component of the Solano County Public Facility Fee)
 Annual Report for Fiscal Year 2020-21

Table of Contents	Page
1. Introduction	1
2. FY 2020-21 RTIF Fee Revenue	1
3. RTIF Revenue and Working Group Districts	2
4. RTIF Working Group Project Delivery Status	3
5. FY 2021-22 RTIF Working Group Recommendations and Approvals	5
Figures	Page
Figure 1. FY 2020-21 RTIF Revenue Collection by Quarter	2
Figure 2. RTIF Revenue over the past 8 years	2
Figure 3. FY 20-21 RTIF Revenue Collection by Working Group	3
Tables	Page
Table 1. RTIF Working Group Fund Distribution Project Status	4
List of Exhibits	Page
A. Regional Transportation Impact Fee Schedule	7
B. Solano Regional Transportation Impact Fee District Map	8
C. FY 2020-21 RTIF Revenue by District	9

Introduction

On December 3, 2013, the Solano County Board of Supervisors established the Regional Transportation Impact Fee (RTIF) as part of the Solano County Public Facility Fee (PFF). This was in response to a recommendation and request by the STA Board of Directors to the Solano County Board of Supervisors to create a transportation impact fee to mitigate the impacts created by future growth. The STA Board's request was built upon several community and stakeholder input meetings during the development of the STA's RTIF Nexus Study.

As is required by law, every 5 years the County must update the Nexus study for the PFF. This update to the study was completed in April of 2019. As part of this update, a recommendation was presented by County staff to increase the amount collected for the RTIF from \$1,500 to \$2,500 for each dwelling unit equivalent (DUE). This increase to \$2,500 per DUE will likely increase the RTIF projected average to over \$2M per year, rather than the \$1.2M a year it has been averaging. As a result, the County of Solano, in partnership with seven cities, then began collecting the RTIF on October 6, 2019 according to the new approved fee schedule included in Exhibit A on page 8. Since the program began in 2013, STA has collected a total of \$14,200,542 with over 98% of the funds committed to priority RTIF projects, all of which will be constructed within the next 3-5 years.

Progress in FY 2020/21

This year, the RTIF program has seen two projects completed, with a majority of committed projects scheduled for construction in FY 21/22 or FY 22/23. Working Groups (WG) 5's SR113 Corridor Safety Study was completed in Spring 2020 and their Advanced Rail Safety Study was completed in Summer 2021. The 113 Corridor Safety Study identifies bike/ped improvements projects that can be undertaken as part of future SR113 improvements planned by Caltrans. The Advanced Rail Safety Study provides data and coordination with stakeholders about potential projects to improve safety along the numerous rail crossings that occur within and around the City of Dixon.

WG3 and WG6's priority project, the Fairgrounds/SR 37 SolanoExpress Bus Stop, was completed in Fall 2019, and will be paid off with RTIF funds in FY 2021/22. WG 1's current priority project, Jepson Parkway Phase 1B in Vacaville, has fulfilled its \$3.5M funding commitment and will go into construction during summer of 2023. WG 2's priority project, SR 12 Complete Streets in Rio Vista, is currently in Design and is scheduled to begin construction in FY 2022/23.

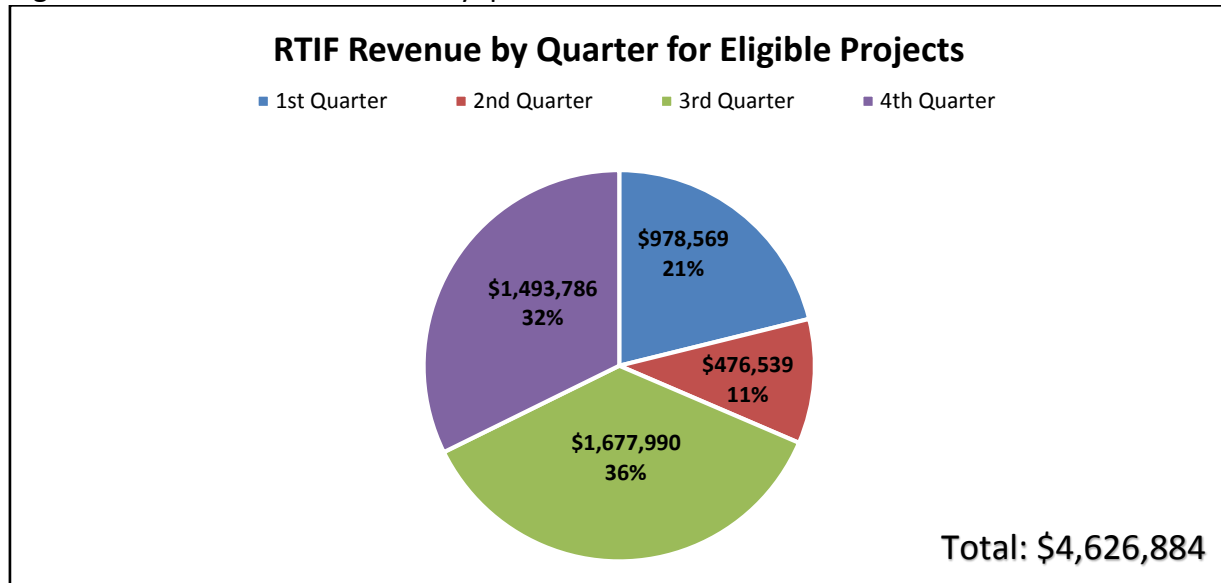
FY 2020-21 RTIF Revenue

In summary, a total of \$4.626 million was collected for eligible RTIF projects in FY 2020-21 (after accounting for STA's two percent administrative fee to manage the program). RTIF revenue collected this fiscal year was an increase of almost \$2.4M in comparison to the \$2.232M collected last fiscal year.

Total RTIF Revenue Eligible for Projects in FY 2020-21: \$4.626M

The 3rd quarter of FY 2020-21 was the largest amount collected (\$1.7M) in one quarter since the inception of the RTIF program, totaling more than some prior fiscal years. FY 2020-21 was also the largest amount collected for any fiscal years since the RTIF began collecting revenue, despite the COVID-19 pandemic. This bodes well for future working groups available funding to advance RTIF projects and highlights the increasing development activities in Solano County.

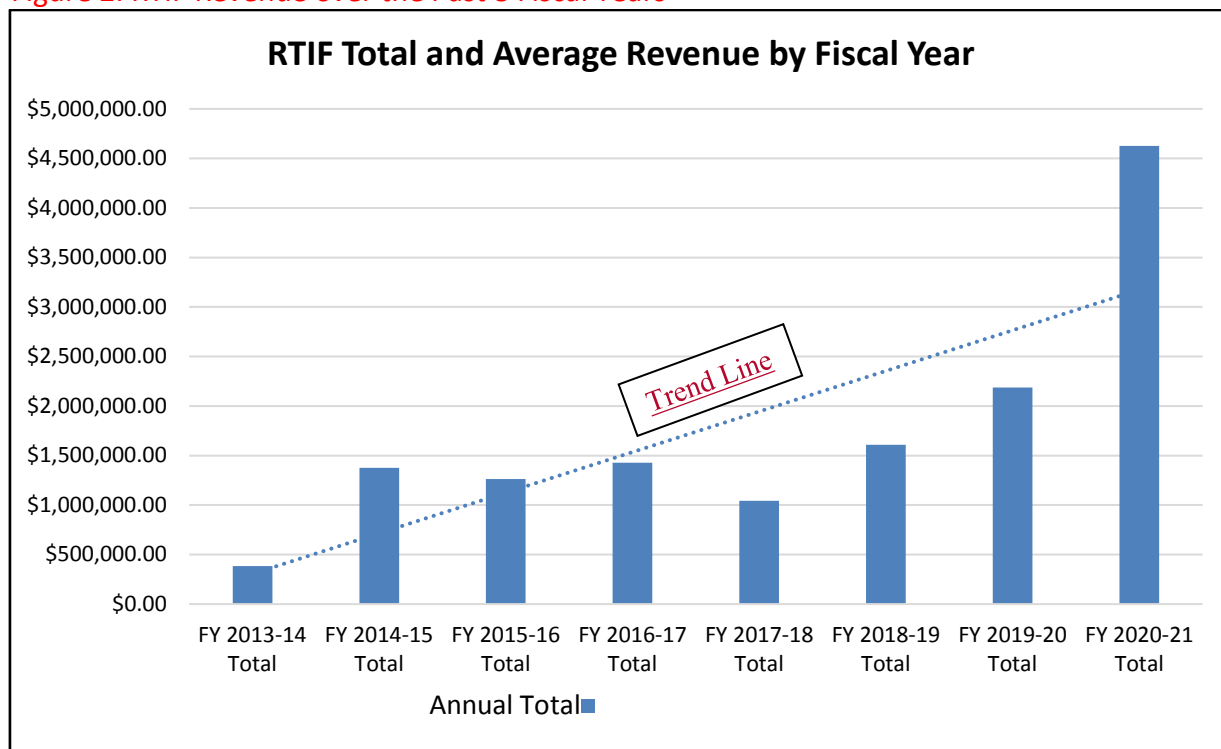
Figure 1: RTIF revenue collection by quarter for FY 2019-20.



Regional Transportation Impact Fee Revenue over the Past 8 Years

The RTIF program is projected to grow over time, with the growth of Solano County’s economy and population. Figure 2 below shows that development has steadily increased since the RTIF was established, with annual revenues averaging approximately \$1.8M over the first 5 years and increasing to nearly \$4M annually over the past 2 years.

Figure 2: RTIF Revenue over the Past 8 Fiscal Years



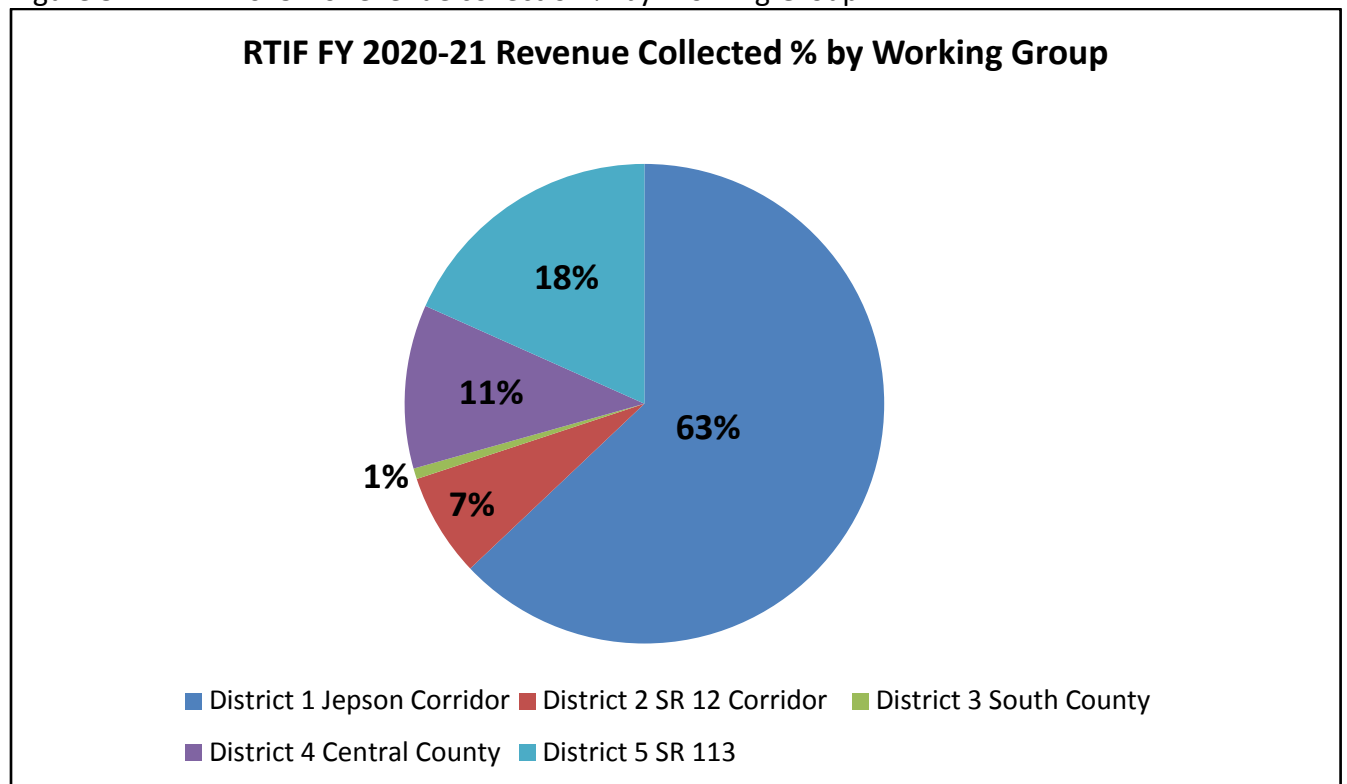
Regional Transportation Impact Fee Revenue and Working Group Districts

For RTIF revenue disbursements, the county is divided into five geographical RTIF districts,

with a Working Group identified for each district. Exhibit B on page 7 is a map of the five RTIF Working Group Districts. Two additional separate districts were established to focus on implementing approved RTIF eligible regional transit facility projects (Transit Working Group) and unincorporated County road projects (unincorporated County Working Group).

Ninety percent (90%) of RTIF revenue collected are returned to the districts that generated the RTIF revenue. The remaining ten percent (10%) of RTIF revenue are split five percent (5%) each to the Transit Working Group and Unincorporated County Work Group. Table 1 on page 5 provides details on the current revenue status of each working group. Exhibit C on page 9 includes a table with further details on how much revenue was collected for each Working Group District by quarter.

Figure 3: RTIF FY 2019-20 revenue collection % by Working Group



The top three Districts with the majority of development and building activities are within District 1 (Jepson Parkway Corridor), District 5 (SR 113 Corridor), and District 4 (Central County). Together these working groups represents 92% of the development in Solano County. The cities of Dixon, Fairfield, Suisun City and Vacaville, and portions of unincorporated County of Solano are included within these Districts.

RTIF Working Group Project Delivery Status

The RTIF Working Groups are made up of Public Works or other local agency staff located in that district. The Transit Working Group is comprised of transit staff from all five transit operators. Each Working Group is responsible for prioritizing and implementing eligible projects within their respective District. The Working Groups are required to meet at least once a year to provide a status update on their respective RTIF District’s project or projects. The Working Groups also provide recommendations to the STA Board for RTIF funding if eligible projects experience implementation issues.

In Fiscal Year 2020-21, five of the seven RTIF Working Groups completed their previous priority project funding commitments.

1. Working Group 1 – Jepson Parkway – Phase 1B in Vacaville - CON in FY 2022/23
2. Working Group 2 – SR 12 Complete Streets in Rio Vista – In Design
3. Working Group 3 – Fairgrounds/SR 37 SolanoExpress Bus Stop – Project Complete
4. Working Group 5 – SR113 Corridor Safety Study – Project Complete
5. Working Group 6 - Fairgrounds/SR 37 SolanoExpress Bus Stop – Project Complete

Working Group District	FY 2019/20 Priority Project	NEW FY 2021/22 Priority Projects	Balance of RTIF at End of FY 20/21	Approved Obligation	Working Group Status
1	Jepson Parkway Vacaville Phases*	1. Cannon Rd Rail Crossing PS&E* 2. Jepson Parkway Fairfield Phases	\$2,476,584	1. \$30,000 2. \$3,500,000	Vacaville's Jepson Parkway Phase 1B has satisfied \$3.5M commitment. Fairfield has committed the next \$3.5M to provide local match for a Federal Lands Access Program (FLAP) grant as well as PS&E for Cannon Rd Rail Crossing Safety Project.
2	SR12 Complete Streets Project in Rio Vista*	TBD	\$45,992	TBD	The SR 12 Complete Streets project is currently in design.
3	SR37/Fairgrounds Dr. SolanoExpress Bus Stop	SR37/Fairgrounds Dr. SolanoExpress Bus Stop	\$310,287	FY 2016-17 through FY 2021-22	Working Groups 3 recommended a six year allocation as part of a finance plan to fully fund the Fairgrounds Dr/SR37 SolanoExpress Bus Stop.
4	Dependent on Nexus Study Update	1. Rockville Rd Ped Safety Crossing* 2. West Texas Complete Street*	\$511,522	1. \$100,000 2. \$411,522	WG4 expected to have further conversation with STA regarding North Connector West as a priority project for local match to I-80/I-680/SR12 interchange package 5.
5	Dixon Advanced Rail Safety Study*	Parkway Blvd Overcrossing Western Embankment	\$1,232,169	\$3,500,000	Traffic study on SR 113 in Dixon/Unincorporated County of Solano. Study is now complete.
6	SR37/Fairgrounds Dr. SolanoExpress Bus Stop*	TBD	\$187,698	TBD	Working Group 6 recommended meeting again in Spring 2022 to select a priority project.
7	Undetermined	1. Safety Striping and Signage at County Intersections* 2. Rockville Rd Ped Safety Crossing*	\$574,066	1. \$250,000 2. \$325,000	WG7 intends to partner with WG4 to fund Rockville Rd Ped Safety Crossing. Both WG7 projects expect construction in Summer 2022.
Total			\$5,338,318	\$8,426,809	Over 98% of collected RTIF funds have been obligated to priority RTIF Projects. Roughly 30% of RTIF revenues collected through FY 20/21 have been disbursed. Numerous projects are banking their balance in anticipation of design completion and beginning of construction.

*Project Funding Commitment has been satisfied

As of the end of FY 2020-21, the STA Board approved the allocation of over 98% of RTIF revenue to implement approved RTIF Projects. In total, approximately 30% of all RTIF revenue collected has been dispersed to projects. The remaining balance is programmed to be dispersed in FY 2021/22 and FY 2022/23 as RTIF-eligible projects advance.

FY 2020-21 RTIF Working Group Recommendations and Approvals

All seven RTIF Working Groups met in Fall 2021 to discuss and affirm their priority projects. Working groups 2 and 6 requested future meetings as they were unable to decide on a priority project. Groups were also asked if they had any potential projects they would like to add to a future Nexus Study Update.

FY 2020-21 revenue collected combined with previous years to complete the funding commitments for several working groups. These projects are listed below:

- Working Group 1 – Jepson Parkway – Vacaville Segments, **CON in FY 2022/23**
- Working Group 2 - SR12 Complete Streets included in SR12 SHOPP, **CON in FY 2023/23**
- Working Group 3 - Fairgrounds Dr Solano Express Bus Stop **Completed**
- Working Group 5: Advanced Traffic and Rail Safety Study **Completed**.
- Working Group 6 – Fairgrounds Dr Solano Express Bus Stop **Completed**

Current Project Recommendations for FY 2021-21 **include:**

- Working Group 1: Working group members discussed updating the existing funding agreement, which allocated the first \$3.5M in RTIF revenue generated by this district to Phase 1B of Jepson Parkway in Vacaville and the following \$3.5M to Phase 2C of Jepson Parkway in Fairfield. City of Fairfield recommended allocating \$30,000 in RTIF revenues to be used for PS&E at the Railroad crossing at Canon Rd near Vanden Rd. PS&E funds will be used to match a funding contribution from Capitol Corridor.
- Working Group 2: Working group members previously committed \$1M of revenue toward the completion of the SR12 Complete Streets Project in Rio Vista; that commitment has been satisfied. Members discussed potential projects, including Airport Rd, Railroad Ave Extension, and Suisun-Fairfield Rail Station Pedestrian Overcrossing. Members requested a future meeting to decide on a priority.
- Working Group 3: With funding committed through Q4 FY 2021-22 for the Fairgrounds Dr Improvements, working group members decided to reconvene later this year to discuss future priorities.
- Working Group 4: Working group members selected new projects, Rockville Ped Safety Crossing and West Texas Gateway Project were potential candidates for future funding, pending the *Nexus Study* update.
- Working Group 5: Working group members discussed the current SR 113 Improvement Study and the possibility of working with Caltrans to improve the city portions of SR 113 as a Complete Streets project in the future. Members proposed including Parkway Blvd and West A St Undercrossing in the *Nexus Study* Update. Members will discuss how to expend available revenue after the *Nexus Study* is updated.
- Working Group 6: recommended to dedicate future Working Group 6 RTIF funds towards the Fairgrounds Dr/SR 37 SolanoExpress Bus Stop project, and revenue collected due to the RTIF increase will fund Art at Regional Transit Facilities.
- Working Group 7: County staff previously recommended McCormack Rd as their priority project going forward. They anticipate banking money until project costs are known.

Solano County updated the Nexus Study for the Public Facilities Fee (PFF), which is required to be updated every 5 years, in 2019. Since this update, several projects were proposed by member agencies to accommodate growth in particular areas. These new projects were added to a new

Nexus Study Update for the RTIF portion of the PFF. The study update was initially scheduled for Summer, but was delayed due to the COVID-19 pandemic and wildfire evacuations in Solano County.

New Projects included in Nexus Study Update:

- Working Group 2: Airport Rd (Rio Vista), Suisun-Fairfield Amtrak Station Pedestrian Under-crossing
- Working Group 4: West Texas Street Complete Streets Project
- Working Group 5: Parkway Blvd Overcrossing,

Exhibit A: RTIF Fee Schedule Effective October 2019

Use Category	Old Fee per sf	Old RTIF Part B	New Fee per sf	New RTIF Part B
Single Family Residential	\$8,962	\$1,500	\$9,263	\$2,500
Multifamily Residential	\$,726	\$930	\$6,662	\$1,400
Second/Accessory Unit	\$4,575	\$805	\$4,536	\$1,200
Multi-family Age Restricted	\$4,348	\$585	\$3,975	\$650
Retail	\$859	\$382	\$1,024	\$714
Service Commercial	\$1,927	\$980	\$2,097	\$1,492
Assembly	\$471	\$75	\$483	\$235
Office	\$1,430	\$269	\$1,359	\$664
Hotel/Motel	\$519	\$230	\$429	\$265
Industrial	\$601	\$110	\$698	\$402
Warehouse	\$181	\$36	\$210	\$121
Health Care Facility	\$946	\$180	\$483	\$235
Place of Worship	\$367	\$75	\$483	\$235
Congregate Care Facility	\$598	\$67	\$483	\$235
Private School	\$1,221	\$793	\$483	\$235
Child Day Care Facility	\$313	\$0	\$483	\$235
Riding Area	\$363	\$47	\$174	\$114
Barn	\$125	\$27	\$174	\$114

Summary of FY 2020/21 Progress and Annual Working Group Meeting Project Commitments					
Working Group District	FY 2019/20 Priority Project	NEW FY 2021/22 Priority Projects	Balance of RTIF at End of FY 20/21	Approved Obligation	Working Group Status
1	Jepson Parkway Vacaville Phases*	1. Cannon Rd Rail Crossing PS&E* 2. Jepson Parkway Fairfield Phases	\$2,476,584	1. \$30,000 2. \$3,500,000	Vacaville's Jepson Parkway Phase 1B has satisfied \$3.5M commitment. Fairfield has committed the next \$3.5M to provide local match for a Federal Lands Access Program (FLAP) grant as well as PS&E for Cannon Rd Rail Crossing Safety Project.
2	SR12 Complete Streets Project in Rio Vista*	TBD	\$45,992	TBD	The SR 12 Complete Streets project is currently in design.
3	SR37/Fairgrounds Dr. SolanoExpress Bus Stop	SR37/Fairgrounds Dr. SolanoExpress Bus Stop	\$310,287	FY 2016-17 through FY 2021-22	Working Groups 3 recommended a six year allocation as part of a finance plan to fully fund the Fairgrounds Dr/SR37 SolanoExpress Bus Stop.
4	Dependent on Nexus Study Update	1. Rockville Rd Ped Safety Crossing* 2. West Texas Complete Street*	\$511,522	1. \$100,000 2. \$411,522	WG4 expected to have further conversation with STA regarding North Connector West as a priority project for local match to I-80/I-680/SR12 interchange package 5.
5	Dixon Advanced Rail Safety Study*	Parkway Blvd Overcrossing Western Embankment	\$1,232,169	\$3,500,000	Traffic study on SR 113 in Dixon/Unincorporated County of Solano. Study is now complete.
6	SR37/Fairgrounds Dr. SolanoExpress Bus Stop*	TBD	\$187,698	TBD	Working Group 6 recommended meeting again in Spring 2022 to select a priority project.
7	Undetermined	1. Safety Striping and Signage at County Intersections* 2. Rockville Rd Ped Safety Crossing*	\$574,066	1. \$250,000 2. \$325,000	WG7 intends to partner with WG4 to fund Rockville Rd Ped Safety Crossing. Both WG7 projects expect construction in Summer 2022.
Total			\$5,338,318	\$8,426,809	Over 98% of collected RTIF funds have been obligated to priority RTIF Projects. Roughly 30% of RTIF revenues collected through FY 20/21 have been disbursed. Numerous projects are banking their balance in anticipation of design completion and beginning of construction.

WORKING GROUP RECOMMENDATIONS:

List of Priority projects, and committed funding amount for FY 2021-22 that each Working Group identified.

- Working Group 1
 - Cannon Road Rail Crossing PS&E (\$30K) (Fairfield)
 - Jepson Parkway Fairfield Phases (\$3.5M) (Fairfield)
- Working Group 2
 - Project to be determined in future working group meeting
- Working Group 3
 - SR37/Fairgrounds Drive – Solano Express Bus Stop (\$310K through FY 2021-22) (STA)
- Working Group 4
 - Rockville Rd Ped Safety Crossing (\$100K) (Solano County)
 - West Texas Complete Street (\$411K) (Fairfield)
- Working Group 5
 - Parkway Blvd Overcrossing Western Embankment (\$3.5M) (Dixon)
- Working Group 6
 - Project to be determined in future working group meeting
- Working Group 7
 - Safety Striping and Signage at County Intersections (\$250K) (Solano County)
 - Rockville Rd Ped Safety Crossing (\$325K) (Solano County)

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DATE: November 18 2021
TO: STA Board
FROM: Anthony Adams, Senior Project Manager
RE: State Route (SR) 12 Clean California Caltrans Program

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 agency portion. STA staff has been coordinating with Caltrans to facilitate improvements in Solano County.

Discussion:

The Clean California Program is a new, two-year statewide program administered by the California Department of Transportation (Caltrans), with the goal of beautifying state right of way. 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. This opportunity also requires for a maintenance plan to be developed describes the anticipated lifespan of the proposed project and a commitment to maintain the improvement of that life.

Caltrans contacted STA staff and requested project ideas, along Caltrans right of way, within Solano County. This contact was for the share of funds from Caltrans pot of funding. As such, the limitations were provided by Caltrans staff. Caltrans informed STA staff that projects needed to be located within a disadvantaged community, use recycled or raw water for landscaping, and be complete by June 30, 2023. This partnership would require the jurisdictions, where improvements are being made, fund the design and deliver the proposed projects. Additionally, the agency would be required to enter into a maintenance agreement for that improved section of the highway.

STA staff suggested to Caltrans several corridors including I-80 and Bay/Vine Trail in Vallejo, I-780 in Benicia, SR113 in Dixon, and SR12 in Fairfield, Suisun City and Rio Vista. As projects were required to be within disadvantaged community, I-780 in Benicia and SR113 in Dixon were eliminated from consideration. Caltrans informed STA staff that landscaping was already being planned for I-80 in Vallejo and SR12 in Rio Vista, so those locations were removed from consideration. This process resulted in SR12 in Fairfield and Suisun City and Bay/Vine Trail in Vallejo being the remaining projects for potential investment through Caltrans' portion of Clean California.

In coordination with the Cities of Fairfield and Suisun City, STA staff and Caltrans were able to identify a dollar amount of up to \$4.7M in improvements, along SR12, with \$2.6M in Fairfield and \$2.1M in Suisun City. As this is a multi-jurisdictional project with a short-timeline, coordinated through Caltrans, the Cities requested that STA staff contract with STA's on-call design firm (Bellecci) to deliver the design of the Project in a timely manner.

STA staff also coordinated with the City of Vallejo and the Vine Trail to identify \$1M in amenity improvements for the Bay/Vine Trail, along the state right-of-way (SR 29) that crosses the Bay Trail/Vine Trail. These improvements include upgraded fencing, colored asphalt, and monument signs at gateways. Caltrans agreed to include these improvements in their submission for Clean California. As this project is already nearing completion for design, the City of Vallejo would incorporate improvements through change order with the selected construction contractor.

At the November TAC meeting, this item was approved recommended for approval by the STA Board with a vote of 6 Ayes, City of Benicia opposed and 1 Absent – City of Rio Vista.

Fiscal Impact:

STA will hold the contract for design, with Fairfield and Suisun City reimbursing STA up to \$470,000 in FY 2021-22. Up to \$4,700,000 in CON funds will be provided to STA in FY 2022-23 to deliver the construction phase in coordination with Cities of Fairfield and Suisun City.

Recommendation:

Authorize the Executive Director to:

1. Enter into a Co-Op Agreement with Caltrans for up to \$4.7M in CON fund for SR12 Clean California Project;
2. Enter into a funding agreement with the City of Fairfield and City of Suisun City to reimburse STA for design costs and deliver the SR12 Clean California Project; and
3. Enter into an agreement with on-call consultant, Bellecci, for an amount not to exceed \$470,000 to deliver design and permits, with an option for Construction Management for the SR 12 Clean California Project.



DATE: November 29, 2021
TO: STA Board
FROM: Ron Grassi, Director of Programs
RE: Solano Express Transition Plan Update/Transitional Costs

Background:

During the months of April, June and July of 2021, the STA Board conducted transit workshops in order for staff and Metropolitan Transportation Commission (MTC) Commissioner Sperring to update the Board on the discussions from the Blue Ribbon Transit Recovery Task Force (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 Coronavirus Aid, Relief, and Economic Security (CARE) Act, Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA), and American Rescue Plan Act (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 July 14th 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. 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 8th STA Board meeting.

In response, SolTrans scheduled a special SolTrans Board meeting on August 26th 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.

In October 2021, the STA Board took action to approve the final framework of the Solano Express Transition Plan and the implementation schedule as shown in Attachment A. The Solano Express Green Express is scheduled to transition from FAST to SolTrans in April 2022, and the Blue Line is scheduled to transition from Fairfield and Suisun Transit (FAST) to SolTrans in August 2022.

Discussion:

STA has contracted with TMD to develop a recommendation for transitioning buses from FAST to SolTrans and not impact the current Solano Express service for the riders. The consultants and staff from FAST, SolTrans, and STA met on November 7, 2021, to complete a pre vehicle assessment to have a better understanding of the condition and auxiliary equipment on the 19 Solano Express buses to be transferred. Transferring the Solano Express fleet from FAST to SolTrans will require a lot of coordination. FAST needs to have enough buses to maintain the current service until the time of transfer and SolTrans will need time to swap out the auxiliary equipment prior to putting the buses back into service. A bus transfer strategy will help resolve these challenges.

STA staff has also been working with both FAST and SolTrans to identify onetime costs for the transition. SolTrans provided STA with a requested list of identifying onetime transition costs of \$1,116,002. This includes \$711,565.22 for On-Board IT Equipment, \$155,110 for Vehicle Transition Cost, \$11,072 for Contractor staffing, \$16,500 for Marketing and Outreach, \$103,600 for Contract Vender Support and \$118,154.73 in contingency. FAST requested transition costs in 3 categories One-Time Costs, Ongoing Impacts Beginning FY 2022-23 and Annual Ongoing Funding Needed to Ensure FAST's Long Term Local Service Sustainability. STA Staff is recommending \$888,269 to cover one-time cost which would include a Parts Inventory and costs of removing proprietary equipment on Solano Express buses. The City of Fairfield will also receive a credit of \$292,500 towards their \$2.9 million funding obligation of Solano Express bus replacement plan. Regarding future funding needs, STA staff and the City of Fairfield and Suisun City staff have agreed on supporting \$2.7 million in Fairfield 5307 funding for FY 2022-23 to provide FAST local service and to continue running FAST Routes 5 and 6 and DART services in the City of Suisun City until December 31, 2022. Fairfield has also agreed to continue their commitment of Fairfield TDA funds for Solano Express service in FY 2022-23. City of Fairfield, Suisun City, and STA staff are in agreement on \$2.7 million of Fairfield 5307 FY 2022-23 funds for local service in Fairfield in Suisun City.

At the September Consortium and TAC meetings, this item was presented as an informational item; however, the funding amounts were not finalized at that time. However, as mentioned above, staff from SolTrans, FAST, and the STA are in agreement with the one-time costs.

Fiscal Impact:

STA staff recommends requesting \$2,004,271 in Solano Express one-time transitional cost from MTC to facilitate the transfer of Solano Express service from FAST to SolTrans. \$1,116,002 would cover the transitional cost for SolTrans and \$888,269 for the City of Fairfield's transitional cost. This includes a \$292,500 credit towards Fairfield's contribution to Solano Express bus replacement. Dedication of \$2.7 million in Fairfield 5307 funds for FY 2022-23 for Fairfield local service \$2.1 million and Suisun City local service \$613,000.

Recommendation:

Approve the following:

1. Transitional Plan funding request from SolTrans in the amount of \$1,116,002 and, the City of Fairfield in the amount of \$888,269; and authorize the request for funding from MTC in the amount of \$2,004,271 to cover the transitional cost for transfer of Solano Express service;
2. Authorize the Executive Director to enter into funding agreements with MTC, SolTrans and the City of Fairfield for these costs; and
3. Support the allocation of Fairfield 5307 UZA for FY 2022-23 for Fairfield local service \$2.1 million and Suisun City local service \$613,000.

Attachment:

- A. The final transition framework and recommended schedule implementation

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

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: November 29, 2021
TO: STA Board
FROM: Vincent Ma, Marketing and Legislative Program Manager
RE: STA's Draft 2022 Legislative Platform and Legislative Update

Background:

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

Monthly legislative updates are provided by STA's state and federal lobbyists and are attached for your information (Attachments A and B). An updated Legislative Bill Matrix listing state bills of interest is available at: <https://sta.ca.gov/operations/legislative-program/current/>

Discussion:

During the first half of the 2021-22 California Legislative cycle, the STA Board took action on six bills. The following bill matrix summarizes the results:

Bill Number	STA Action	Final Result
AB 43 (Freidman) Traffic Safety	Support	<i>Signed by Governor</i>
AB 455 (Bonta/Wicks) Bay Bridge Fast Forward Program	Support	<i>In Committee</i>
AB 1499 (Daly) Design-Build	Support	<i>Signed by Governor</i>
ACA 1 (Aguiar-Curry) Local Government Financing	Support	<i>In Committee</i>
SB 44 (Allen) CEQA: Streamlined Judicial Review	Support	<i>Signed by Governor</i>
SB 339 (Wiener) Road User Charge	Support	<i>Signed by Governor</i>

Additionally, STA staff successfully advocated to include the following STA Priority Projects among the Congressional Member Designated Projects in the House Transportation and Infrastructure Committee Bill:

1. SR37/Fairgrounds Interchange Improvement Project
2. I-505/Vaca Valley Multi-Modal Interchange Project
3. Jepson Parkway Segment C – Vanden Road Travis Air Force Base North Access

In preparation for upcoming appropriations and notices of funding availability (NOFA) for programs authorized in the Infrastructure Investments and Jobs Act (IIJA), STA staff has identified the following programs to track and potentially submit applications (See Attachment D):

Additional efforts by staff in 2022 will be focused on securing funding for the previously listed three Priority Projects, and the I-80 Westbound Truck Scales Project and additional sections of the I-80 Managed Lanes Project. Other potential sources of State funding programs include:

- Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: \$340 million
- Zero-Emission Transit Fleet Infrastructure Deployment Program: \$20 million (est.)
- Energy Infrastructure Incentive for Zero-Emission Commercial Vehicles Project: \$50 million (est.)

2022 STA Legislative Platform Update

To help ensure the STA’s transportation policies and priorities are consensus-based, the STA’s Legislative Platform is first developed in draft form by staff with input from the STA’s state (Shaw/Yoder/Antwih, Inc.) and federal (Akin Gump) legislative consultants.

This draft will be distributed to STA member agencies and members of our federal and state legislative delegations for review and comment before adoption by the STA Board. The SolanoExpress Transit Consortium (Consortium) and the STA Technical Advisory Committee (TAC) reviewed the Draft 2022 Legislative Platform at their meetings on November 16th and November 17th, respectively. Staff proposed edits to the Platform are shown with tracked changes (Attachment C). The Final Draft of the STA’s 2022 Legislative Platform will be placed on the December 2021 agenda of the Consortium and TAC and forwarded to the STA Board for adoption at the January 12, 2022 meeting.

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

The Legislature is currently in recess and is scheduled to reconvene on January 3, 2022 to begin the second session of the two-year cycle. With the assistance of STA’s state legislative advocates (Shaw Yoder), staff will prepare to meet with Solano County’s delegation to provide updates on Priority Projects and Legislative Objectives for 2022.

Staff is monitoring the redistricting process, which is scheduled to be completed by December 27, 2021. The latest draft shows Solano County being located within a single Assembly District, rather than being covered by three different Assembly Districts. Solano County will continue to share a Senate District with Yolo, Napa, and a portion of Sonoma County.

The California Transportation Commission (CTC) is holding workshops for Senate Bill 1 (SB1) programs – Solutions for Congested Corridors, Local Partnership Program, and Trade Corridor Enhancement Program (TCEP). STA is planning to submit an SB1 application for the I-80 Westbound Truck Scales Project for the upcoming TCEP funding cycle.

Updates on the following are detailed in Attachment A:

- Legislative Update
- PEPR and 13(c)
- 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.

The Infrastructure Investment and Jobs Act, commonly referred to as the Bipartisan Infrastructure Plan, was signed by President Joe Biden on November 15, 2021 and authorized a five year plan for \$1.2 trillion in funding for transportation infrastructure, clean energy, water, and broadband, and reauthorized spending for highways, public transportation, and rail programs. Of this amount, \$550 billion is for new program spending.

The focus is now on the \$1.9 trillion Build Back Better Act, commonly referred to as the Reconciliation Bill. The House passed their version of the Bill on Friday, November 19th, and the

Senate will take up the Bill when session reconvenes after the Thanksgiving Holiday, but moderate and progressive Democrats continue to negotiate the details of this spending package. Lawmakers must also raise the debt ceiling and continue funding government programs (not including transportation) before the December 3rd deadline to avoid a government shutdown.

Updates on the following are detailed in Attachment B:

- Office of Secretary
- Federal Highways Administration (FHWA)
- Federal Transit Administration (FTA)
- Federal Rail Administration (FRA)

Fiscal Impact:

None.

Recommendation:

Approve the release of the STA's Draft 2022 Legislative Platform for 30-day review and comment period.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. STA's Draft 2022 Legislative Platform with Tracked Changes
- D. Draft List of Federal Infrastructure Funding Program

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916-446-4656

November 18, 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 – December 2021**

Legislative Update

The Legislature is still in recess and will return to Sacramento to begin the second year of the 2021-22 Legislative Session on January 3. The Legislature released the [2022 Tentative Legislative Calendar](#) in late-October establishing the deadlines for 2022. Two notable deadlines: 1) all two-year bills still in the house of origin must move to the other house by January 31 and; 2) February 18 marks the bill introduction deadline for new bills. The Calendar also notes which holidays the Legislature will take during the session in 2022 and confirms that August 31 will be the final day of the 2021-22 Legislative Session.

PEPRA and 13(c)

In August 2019, the Amalgamated Transit Union, International, joined by various ATU locals, filed in federal court a new lawsuit against the United States Department of Labor (USDOL) related to California's Public Employees' Pension Reform Act of 2013. The lawsuit, which calls for declaratory and injunctive relief, contested USDOL's 2019 determination, which provided for the continued certification of federal grants for California transit agencies over ATU's PEPRA-based objections.

The lawsuit had been moving through the United States District Court for the Eastern District of California and resolution had been expected by mid-2021. Unfortunately, in early 2021, USDOL began to signal that it might change its position regarding the continued certification of federal grants owed to California transit agencies.

Then, on October 28, 2021, USDOL released a new determination, formally nullifying their 2019 determination and arguing that *"...PEPRA effectively precludes certification under Section 13(c) for those transit agencies subject to its reforms,"* noting *"...PEPRA's impact on transit workers' collective bargaining rights is material and significant even if it does not eliminate collective bargaining over pension benefits altogether or alter collective bargaining procedures."* Implementation of the new determination is currently being contested by the State of California, with the support of the California Transit Association, and has been rebuked publicly by [California Governor Gavin Newsom](#) and [United States Senators Feinstein and Padilla](#). More concretely, the State of California is preparing a motion to

stay implementation of the October 28 determination, which will be filed by November 19, 2021, and has filed a cross-complaint that allows the lawsuit to proceed to resolution.

In the near-term we expect the following: USDOL will not act on the certification of California transit grants through December 21, 2021 (*to be clear, this means that USDOL will neither certify grants nor deny certification*), as the Court reviews the State of California's motion to stay implementation of USDOL's October 28 determination. If the Court grants the State of California's motion to stay on or before December 21, 2021, USDOL would be precluded from relying on PEPPRA to withhold certification from California transit grants until the Court issues a ruling on the State of California's cross-complaint.

State Grant Programs

On September 30, the California State Transportation Agency (CalSTA) released the [Transit and Intercity Rail Capital Program's](#) (TIRCP) Cycle 5 formal [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. Grant applications will be due in March 2022, with awards in June 2022.

The CTC is hosting workshops in Fall 2021 for the three SB 1 program – the Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP), and the Trade Corridor Enhancement Program (TCEP). The CTC will solicit applications for the next round of funding in Summer 2022. 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.

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

Per the discussion above on the upcoming two-year bill deadline, below are Bills of Interest that must move to the other house by January 31 if they are to remain active in 2022:

AB 455 (Wicks) Bay Bridge Fast Forward Program – Two-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 467 (Mullin) Part-Time Transit Lanes – Two-Year Bill

This bill would create a new part-time transit lane program at the California Department of Transportation (Caltrans) and authorize the use of highway shoulders for bus operations. The program would incorporate guidance from Caltrans, the California State Transportation Agency (CalSTA), and the California Highway Patrol (CHP). The bill requires Caltrans, in consultation with CalSTA & CHP, to develop guidelines for the program. The guidelines are required to identify a speed limit for the operation of transit buses participating in the program but can be no more than 35 miles per hour or 15 miles per

hour above the speed of traffic. Additionally, the guidelines must specify minimum highway shoulder width & signage requirements, as well as protocols for transit vehicles to safely yield to emergency, maintenance, and disabled vehicles occupying the lanes.

AB 629 (Chiu) Seamless Bay Area – Two-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. However, the bill will need a new author as Assembly Chiu was appointed San Francisco City Attorney in early November.***

ACA 1 (Aguiar-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

November 8, 2021

To: Solano Transportation Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: House Passage of Infrastructure Investment and Jobs Act

The House of Representatives passed the \$1.2 trillion bipartisan Infrastructure Investment and Jobs Act (IIJA) by a vote of 228-206 on November 7. This follows the bill having been approved by the Senate by a vote of 69-30 on August 11. President Joe Biden is expected to sign the bill into law in the coming days.

The bill reauthorizes highway, public transportation and rail programs for five years. It also includes significant funding increases for transportation formula programs, authorizes new competitive grant programs and includes funding for other types of infrastructure, including airports, clean energy, water, lead pipe remediation and broadband infrastructure.

While DOT should be in a position to distribute funding under existing formula and competitive programs in a timely fashion, we note the large number of new competitive grant programs. DOT and other federal departments and agencies will take some time to establish the procedures for soliciting applications and evaluating proposals. These new grant programs provide an opportunity for Solano Transportation Authority and its members to identify needs and provide input to DOT and other agencies regarding how these programs can best be implemented. We look forward to working with STA on these initiatives.

Below is a summary of key transportation programs over the five years of the bill. We have attached our summary of key programs in the IIJA, which we released in August after the Senate passed the bill. We also note that the bill expands Buy America requirements. While FTA already has robust Buy America requirements, we expect DOT may make Buy America requirements for highway projects more stringent. We will be following these developments.

Office of Secretary

- Increases funding for RAISE (formerly BUILD/TIGER) grant program to \$7.5 billion (\$1.5 billion per year up from \$1 billion)
- Increases funding for INFRA program to \$8 billion (\$1.6 billion per year up from \$1 billion).

Solano Transportation Authority
November 8, 2021
Page 2

- \$15 billion for **New** National Infrastructure Project Assistance Grants: \$15 billion
- \$6 billion for **New** Safe Streets and Roads for All program.
- \$500 million for **New** Strengthening Mobility and Revolutionizing Transportation Grant Program (SMART).

Federal Highways Administration (FHWA)

- \$351 billion for highways with \$307 billion provided through formula programs to states.
- \$16 billion for the Highway Safety Improvement Program.
- \$1.5 billion for National Significant Federal Lands Projects and Tribal Projects.
- \$28 billion formula based FHWA Bridge program and **new** \$16 billion bridge grant program.
- \$7.5 billion for **new** electric vehicle charging Stations with \$5 billion in formula funding and \$2.5 billion for a competitive grant program.
- \$250 million for **new** Congestion Relief Program.
- 6.4 billion for **new** Carbon Reduction Formula Program.
- **New** formula and competitive grant program called the Promoting Resilient Operation for Transformative, Efficient, and Cost Savings Transportation (PROTECT) Grant Program with \$7.3 billion in formula grants to states and \$1.4 billion in competitive state and local grants.
- \$500 million for **new** Healthy Streets Program.
- \$350 million for **new** Wildlife Crossings Pilot Program.
- \$1 billion for **new** Active Transportation Infrastructure Investment Program.
- Permitting Reform codifying One-Federal Decision and a two year timeline on NEPA Process.

Federal Transit Administration (FTA)

- \$106.9 billion for transit

Solano Transportation Authority
November 8, 2021
Page 3

- \$33.5 billion for urbanized area formula grants.
- \$2.1 billion for the Transit Accessible for Seniors and Persons with Disabilities Grant Program.
- \$23 billion for Capital Investment Grants.
- \$4.58 billion for rural program grants.
- \$192.8 million for public transit innovation.
- \$5.5 billion for bus and bus facilities grants of which \$3.16 is for formula grants, \$2.34 billion is for competitive grants and \$374.6 million is for low-no emission competitive grants.
- \$24 million for Coordinated Access and Mobility program.
- \$5.25 for the Low-No discretionary grant program.
- \$400 million for passenger ferry program and for low emission ferries.
- \$1.75 billion for ADA accessibility improvements at rail stations.
- \$300 million to train transit workers on the zero-emission vehicles of the future, including through registered apprenticeships and other joint labor-management training programs.
- \$62 million for workforce development.

Federal Rail Administration (FRA)

- \$36 Billion for expanded Federal-State Partnership Grants.
- \$12 billion for Intercity Rail Compact Grants and high-speed rail projects.
- \$5 billion for Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program
- \$3 billion for a **new** Railroad Crossing Elimination Program.

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PROJECTS AND FUNDING PRIORITIES

Pursue (and seek funding for) the following priority projects:

Roadway/Highway:

Priority Tier 1:

- I-80 Corridor Freight and Mobility Improvements
 - ~~I-80 Managed Lanes (Red Top Rd to I-505)~~
 - I-80 Managed Lanes PID (I-505 to Yolo County Line)
 - I-80 Managed Lanes EIR (SR 37 to Carquinez Bridge)
 - I-80 Westbound Truck Scales (TCEP)
- ~~I-80/I-680/SR 12 Interchange Package 2B, 3, 4, and 5~~
- Parkway Blvd. Overcrossing (Dixon)
- SR 37 Corridor Improvements:
 - Segment B ~~and~~
 - Fairground Dr Interchange ~~and Segment C~~
- Vaca Valley Parkway (Vacaville)
- Access to Federal Facility (Travis Air Force Base)
 - Jepson Parkway Segment 2C (Canon Road to Vacaville City Limits) and North Gate Entrance

Priority Tier 2:

- I-80 Corridor Freight and Mobility Improvements
 - ~~I-80 Managed Lanes (SR 37 to Carquinez Bridge)~~
 - ~~I-80 Managed Lanes (I-505 to Yolo County Line)~~
 - I-80/I-680/SR 12 Interchange Package 2B, 3, 4, and 5 6 and 7
 - SR 37 Corridor Improvements:
 - Flood Protection and Adaptation Improvements for Segments B & C
 - Mare Island Interchange

Rail and Mass Transportation:

Priority Tier 1:

- California State Rail Plan: Solano County Rail Hub near Suisun/Fairfield Amtrak Station
- Fairfield-Vacaville Hannigan Train Station, (building/solar panels/electric vehicle charging stations, ~~and complete parking~~)

Transit Centers:

Priority Tier 1:

- Vallejo Station Parking Structure Phase B
- SolanoExpress Buses es capitol to expand service plan

Priority Tier 2:

- Fairground Dr Park and Ride

Programs:

Priority Tier 1:

- Active Transportation (bike, ped, SR2S, PDA, PCA)
 - ~~Bay Trail/Vine Trail~~
 - Heart of Fairfield
 - Hannigan Station South Portal Bike/Ped Connections
 - Solano Rail Hub Pedestrian Crossing
 - Ulatis Bike Path
 - Climate Change Adaptation/Electrification (Infrastructure and Vehicles)
 - Mobility Management
 - Safe Routes to School
 - Safe Routes to Transit
 - SolanoExpress – operating funds to restore service post-COVID-19
 - ~~SeHIP-SubHIP~~ Partnership funding/Affordable housing infrastructure
-

LEGISLATIVE OBJECTIVES

1. Support efforts to protect and ensure efficient, effective implementation of the various SB 1 transportation funding programs.
2. Ensure that new bridge tolls are dedicated to ~~improve~~improving operations and mobility in Solano County. (Specifically: I-80 Managed Lanes, I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales, SR 37/Fairgrounds Interchange, Intercity bus facilities and rail stations, additional operating funds for expansion of SolanoExpress, and additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry operated by the Water Emergency Transportation Authority (WETA).
3. Seek grant funding through SB 1 competitive programs for:
 - I-80 Managed Lanes (Solutions for Congested Corridors and Trade Corridor Enhancement Program)
 - I-80 Westbound Truck Scales (Trade Corridors Enhancement Program)
 - I-80/I-680/SR 12 Interchange and I-80 Westbound Truck Scales (Trade Corridors Enhancement Program)
4. Seek grant funding through Cap and Trade competitive Transit and Intercity Rail Capitol Program (TIRCP) and the Climate Action Plan for Transportation Infrastructure (CAPTI) for:
 - ~~Fairfield-Vacaville Hannigan Train Station (solar panels and charging stations; and parking)~~
 - SolanoExpress Electrification, Capital and Operation Improvements
 - Solano County Mobility-Rail Hub: planning studies to advance the development of this intermodal station as put forth in the 2018 CA State Rail Plan
5. Support efforts by the SR 37 Policy Committee (County Transportation Authorities of Marin, Napa, Solano and Sonoma Counties) to develop an expedited funding, financing and project implementation strategy for the reconstruction of SR 37. Including State authorization for tolling, inclusive of an equity program with discount and premiums, of the SR37 Corridor to provide the necessary revenue to improve the resiliency of this important transportation infrastructure from sea level rise, flooding, congestion, while increasing opportunities for ecological enhancements, transit, multimodal use, and public access.
6. Oppose efforts to reduce or divert funding from transportation projects.
7. Support initiatives to pursue the 55% voter threshold for local transportation infrastructure measures.
8. Monitor/support/seek/sponsor, as appropriate, legislative proposals in support of initiatives that increase funding for transportation infrastructure, operations, and maintenance in Solano County.
9. Monitor and participate in the implementation of state housing and jobs production and climate change legislation that impacts transportation funding, planning and projects. This includes SB2: Building Jobs and Homes Act, Executive Order S-3-05 and subsequent Executive Orders, SB 375 (the California Global Warming Solutions Act), and agency regulations such as the Housing and Community Development Department and California Air Resources Board (CARB) greenhouse gas reduction target setting.

10. Continue to participate in the implementation of the Regional Transportation Plan (RTP), known as Plan Bay Area 2050, including on-going funding of investment in future Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and future Priority Production Areas (PPAs), and OBAG 3
11. Monitor the Implementation of Executive Order N-70-20, which bans the sale of new internal combustion engines for passenger cars and pickup trucks in California by 2035
12. Monitor the implementation of the other three quadrants – Housing, Economic, and Environment ~~With~~ with the Solano City County Coordinating Council (4Cs) and other partnership agencies
13. Support implementation of the Capitol Corridor Strategic Plan and State Rail Plan, including:
 - Implementation of a regional rail hub in at the Suisun/Fairfield Amtrak Station
 - Support designation of an existing train station in Solano County as a ~~full-service~~full-service Amtrak station
 - Support rail crossing safety improvements
14. Monitor and support the California Transit Association’s (CTA’s) and the Metropolitan Transportation Commission’s (MTC’s) efforts to obtain federal and state funding for transit
15. Monitor legislative proposals from the MTC’s Blue Ribbon Transit Recovery Task Force Recommendations and support implementation of regional mapping, wayfinding, integrated fares, and transit priority projects in Solano County
16. Support efforts to ensure Solano receives fair share of federal transportation funding from state and region.
17. Support implementation of national, ~~state~~state, and regional freight plans that include construction of the I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12 East improvements, and Intelligent Transportation System (ITS) deployment and Freight Electrification.
18. Support establishment and operation of regional Managed Lanes network that includes I-80 in Solano County and connects the Bay Area region to Sacramento.
19. Support “fix it first” efforts that prioritize a large portion of our scarce federal and state resources on maintaining, rehabilitating, and operating Solano County’s aging transportation infrastructure over expansion.
20. Advocate for continued Solano County representation on the WETA Board. Support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board.
21. Monitor legislation which impacts STA’s statutory authority to serve as the Congestion Management Agency (CMA) for Solano County.

I. Active Transportation/Land Use/Housing/Jobs

1. Promote, implement, and expand active transportation facilities land use planning, and programs (such as Safe Routes to School and Safe Routes to Transit) to support pedestrian, bicycle, and multimodal use in Solano County. Support legislation that prioritizes road safety for pedestrians and cyclists, particularly for vulnerable users such as children, the elderly, and the disabled.
2. Support legislation that provides adequate, dedicated funding for the development of transportation projects that support housing including affordable housing) and employment areas in Transit Priority Development (TPD) locations and Priority Development Areas (PDAs).
3. Support legislation that provides adequate, dedicated funding for the development of transportation projects that support employment and jobs including designated Priority Production Areas (PPA) in Solano County.
4. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for federal, state and regional funding of Transit Oriented Development (TOD) projects. Ensure that development and transit standards for TOD projects can be reasonably met by suburban communities and monitor MTC's TOD Policy to ensure participation by suburban TOD's
5. Recognize Solano County's housing affordability at the regional context (i.e. Solano County is the most affordable County in the Bay Area) and support funding programs that link transportation investment to STA's future Solano Housing Investment Program. (SolHIP) and Solano Suburban Housing Investment Pool (SubHIP) Program.
6. Monitor legislation and oppose any caps to County Impact Fee, which reduces the Regional Transportation Impact Fee (RTIF) and would negatively impact the development of affordable housing in Solano County.
7. Monitor and comment on the implementation of the San Francisco Bay Area Regional Housing Finance Act which establishes the Bay Area Housing Finance Authority (BAHFA) and authorizes the Authority to raise and allocate new revenue from special taxes, parcel taxes, and business taxes.

II. Climate Change/Air Quality

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with the Metropolitan Transportation Commission (MTC) and the Sacramento Area Council of Governments (SACOG), BAAQMD, and YSAQMD to ensure consistent review of projects in the two air basins.
2. Monitor and participate in the implementation of state climate change legislation. This includes Executive Order S-3-05 and subsequent Executive Orders, SB 375 (the California Global Warming Solutions Act), and agency regulations such as the California Air Resources Board (CARB) greenhouse gas reduction target setting.

3. Continue to participate in the development and implementation of the Regional Transportation Plan (RTP), known as Plan Bay Area, including on-going funding of investment in Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs). (Objective #10)
4. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief, benefit air quality or support climate change adaptation.
5. Support legislation and funding, which provides infrastructure for zero emission vehicles and a ~~three-prong~~three-prong approach for installation of more consumer level chargers, electrification of freight vehicles and support electrification of SolanoExpress and all five local transit operators with the installation of in line inductive chargers
6. Support policies that improve and streamline the environmental review process, including the establishment and use of mitigation banks and advanced mitigation programs.
7. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas (PDA). Allow standards that tolerate higher levels of air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions, provided these standards are equitable.
8. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuel.
9. Monitor the Implementation of Executive Order N-70-20, which bans the sale of new internal combustion engines for passenger cars and pickup trucks in California by 2035 (Objective #11)
10. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
11. Support funding to finance cost effective conversion of public transit fleets and transit infrastructure to zero emission vehicles to meet California Air Resources Board requirements.
12. Support TIRCP Funds that that fund electrification, SolanoExpress, Rail, overall reduction of GHG provides funding from, and any revenue generated by, emission dis-incentives or fuel tax increases (e.g. cap and trade programs) to local transportation agencies for transportation purposes.
- ~~13. Monitor federal CAFÉ/SAFE vehicle rule action on fuel economy standards for cars and light duty trucks to ensure that federal action does not negatively impact the advancement of any transportation projects in Solano County.~~
- ~~13. Support the State's Climate Action Plan for Transportation Infrastructure (CAPTI) which builds on executive orders signed by Governor Gavin Newsom in 2019 and 2020 targeted at reducing greenhouse gas (GHG) emissions in transportation by detailing how the state recommends investing billions of discretionary transportation dollars annually.~~

III. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.
3. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

IV. Environmental

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta (Estuary) in the context of rising sea level and ecosystems functions, including those that would potentially impact existing and proposed transportation facilities such as State Routes 12, 84 and 113.
2. Seek funding for vulnerability assessment, adaptation and projects implementation for sea-level rise, flood protection and climate change in relation to existing and proposed transportation facilities in Solano County, including State Route 37, State Route 12, and I-80. (Objective #5)
3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new “critical habitat” in areas that will impact existing and proposed transportation facilities.
4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably foreseeable transportation improvements.
5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.
6. Advocate for regulations that increase safety pertaining to the transport of volatile and hazardous materials.
7. Monitor and support provisions in the FAST Act, and subsequent reauthorization act, that further streamline the environmental review and permitting process.
8. Advocate for further streamlining of project delivery requirements to allow projects to advance quicker and more cost-effectively. (Objective #16)
9. Monitor the San Francisco Bay Regional Water Quality Control Board’s Cease and Desist Order (CDO), which requires Caltrans to develop a workplan and identify the feasibility of trash capture systems, and the potential impact on State Highway Operations and Protection Program (SHOPP) Funds

10. Support and monitor MTC's Climate resiliency implementation efforts, including projects such as the SR 37 Corridor.

V. Water Transport

1. Protect existing sources of operating and capital support for San Francisco Bay Ferry service operated by WETA which do not jeopardize transit operating funds for FAST, SolTrans, and SolanoExpress intercity bus operations, and include additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry.
2. Support efforts to increase and expand levels of service directly between Vallejo and San Francisco as well as capacity improvements at the Vallejo Station that support the increased service of Ferry Operations as a result of RM3. Support efforts to reduce overall travel time between Solano County and San Francisco Ferry Terminals.
3. Seek funding opportunities for passenger and freight water transport operations and infrastructure.
4. Advocate for continued Solano County representation on the WETA Board. support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board. (*Objective #19*)
5. Support recommendations of the Water Transit Study including water transit options between Solano, Contra Costa, Marin, and San Francisco counties where feasible.

VI. Funding

1. Work with member and partner agencies to support the implementation of SB 1 funded projects, and oppose efforts to divert funds to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.
2. Protect Solano County's statutory portions of state highway and transit funding programs.
3. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.
4. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
5. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
6. Support efforts to protect and preserve funding in the Public Transportation Account (PTA), and the efforts of the California Transit Association's Transportation Development Act Task Force.

7. Support legislation that increases the overall funding levels for transportation priorities in Solano County.
8. Support legislation that encourages public private partnerships and provides low-cost financing for transportation projects in Solano County.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support initiatives to pursue the 55% or lower voter threshold for local transportation infrastructure measures. Any provisions of the State to require a contribution for maintenance on a project included in a local measure must have a nexus to the project being funded by the measure. (Objective #7)
11. Seek funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
12. Support implementation of national, state and regional freight plans that fund construction of the I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12 East improvements, and Intelligent Transportation System (ITS) deployment and electrification of freight. (Objective #14)
13. Support legislation that provides funding that would allocate State ATP funds at the regional and county level by formula.
14. Ensure STA population-based funds (SB 1) continue to be distributed by formula to the county transportation authorities. (Objective #1)
15. Ensure that new bridge tolls are dedicated to improve operations and mobility in Solano County. (Specifically: I-80 Managed Lanes, I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales, SR 37/Fairgrounds Interchange, Intercity bus and rail facilities, additional operating funds for SolanoExpress, and additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry operated by the Water Emergency Transportation Authority (WETA)). (Objective #2)
16. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA), SB 1, and any local ballot initiative raising transportation revenues. (Objective #6)
17. Support the authorized funding for the federal Rail Title accounts established in the FAST Act, for which the Capitol Corridor Joint Powers Authority (CCJPA) is an eligible applicant (CRISI, SOGR)
18. Support the prompt passage of legislation of multiyear surface transportation legislation or legislation which reauthorizes the FAST Act to provide stable and reliable funding to address resilient infrastructure, support deployment of new technologies, including autonomous vehicles, and support rail projects.

19. Support Caltrans' California State Rail Plan, which designates the Suisun/Fairfield Amtrak Station as the Solano County Transit-Rail Hub.
20. Protect construction jobs, by opposing efforts to divert funding from construction to transit operations.

VII. Project Delivery

1. Support federal and state laws and policies that expedite project delivery.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.
5. Support legislation that encourages public private partnerships and provides streamlined and economical delivery of transportation projects in Solano County.
6. Support legislation and/or administrative reforms that require federal and state regulatory agencies to adhere to their statutory deadlines for review and/or approval of environmental documents that have statutory funding deadlines for delivery, to ensure the timely delivery of projects funded with state and/or federal funds.
- 6.7. Prevent project delivery delays by requesting Pacific Gas & Electric (PG&E) maintain customer service levels and increase wildfire prevention and hardening efforts, with more undergrounding of PG&E service lines within Solano County.
- ~~7.—To create consistency in the application of Federal regulations (i.e. ADA), advocate for the establishment of a Federal definition establishing the threshold between maintenance and improvement in paving as “more than one inch.” This would mirror the threshold used in the State of California Streets for roads.~~

VIII. Rail

1. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
2. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.

3. Support legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
4. Support implementation of the new State Rail Plan, including making Solano County a regional rail hub, connecting the Capitol Corridor to the state high speed rail system, and exploring connection of the Sonoma Marin Area Rapid Transit (SMART) system to Solano County.
5. Support legislation and funding to adequately fund replacement of at-grade railroad crossings with grade-separated crossings.
6. Oppose legislation that would prohibit Amtrak from providing federal funds for any state-supported Intercity Passenger Rail corridor services.

IX. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.
2. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

X. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support tax benefits and/or incentives for programs to promote use of shared mobility options.
3. In partnership with the affected agencies and local governments, seek additional strategies and funding of programs that benefit transit dependent riders (including older adults, people with disabilities, students, youth, veterans, and the economically disadvantaged), such as intercity paratransit operations, mobility management, microtransit, and other community-based programs.
4. Monitor efforts to change Federal requirements and regulations regarding the use of Federal transit funds for transit operations in rural, small and large Urbanized Areas (UZAs).
5. Work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry, and rail. (Objective #2)
- 5-6. Support implementation of MTC Blue Ribbon Task Force's 27 recommendations consistent with the recommendations identified in STA's Connected Mobility Plan.
- 6-7. Monitor implementation of requirements in the FAST Act for transit agencies to prepare asset management plans and undertake transportation planning.
- 7-8. Support the use of Cap and Trade funds for improved or expanded transit service.

8-9. Support funding of discretionary programs, including the ~~Better Utilizing Investments to Leverage Development (BUILD)~~ Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant, bus and bus facilities, Infrastructure For Rebuilding America (INFRA), Bus and Bus Facilities, Low or No Emissions grants, and ITS deployment.

9-10. Support increased funding for public transportation.

XI. Travel Demand Management (TDM)/Micotransit

1. Support TDM related legislation and policy at the regional and state level that provides qualified Commuter Carpools and Vanpools with incentives to encourage and promote clean air initiatives and ridesharing.
2. Promote innovative programs and projects to fill commuter first/last mile gaps, microtransit, and Safe Routes to Transit.
3. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools, carpools and public transit without reducing existing transportation or air quality funding levels.

XII. Movement of Goods

1. Monitor and participate in implementation of national, state and regional freight plans that include construction of the I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12/Church Road improvements, and Intelligent Transportation System (ITS) deployment and electrification of freight.
2. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment. Support the development of workforce development incentives, training, and education funding for the logistics, freight, and maritime industries.
3. Support efforts, including the use of dredging, to mitigate the impacts of additional maritime goods movement on surface transportation facilities.
4. Monitor and support initiatives that augment planning and funding for movement of goods via aviation, rail, and truck.
5. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.
6. Support research into clean vessel and vehicle fuels, including the electrification of freight.

DRAFT LIST OF FEDERAL INFRASTRUCTURE FUNDING PROGRAMS

- Nationally Significant Freight and Highway Projects program (INFRA): \$8 billion
- Bridge Investment Program: \$12.5 billion
- Promoting Resilient Operations for Transformative, Efficient and Cost Savings Transportation (PROTECT) Grant Program: \$7.3 billion
 - SR37 Interim/Ultimate Project
- Healthy Streets Program: \$500 million
 - SR 12 Complete Streets
 - SR 29 Complete Streets
 - Heart of Fairfield
- Charging and Fueling Infrastructure Competitive Grants: \$2.5 billion
 - Solano EV Program
 - SolanoExpress Electrification
- National Electric Vehicle Formula Program: \$5 billion
 - Solano EV Program
 - Carbon Reduction Formula Program: \$6.4 billion
- Reconnecting Communities Pilot Program: \$1 billion
 - SR12 Downtown Rio Vista
 - SR12 Suisun City/Fairfield
 - I-505/Vaca Valley Interchange
 - SR37/Fairgrounds Interchange
- Active Transportation Infrastructure Investment Program: \$1 billion
- Safe Streets and Roads for All Competitive Grant Program: \$1 billion
 - Vallejo
 - Heart of Fairfield
- Railroad Crossing Elimination Program: \$3 billion
 - Park Road – Dixon
- Canon Road – Suisun City
- Local and Regional Project Assistance (the RAISE/BUILD program): \$7.5 billion
 - SR37/Fairgrounds Dr
 - I-505/Vaca Valley
- National Infrastructure Project Assistance Program: 10 billion
 - SR37 Interim Project
- I-80 Westbound Truck Scales
- Public Transportation Programs: \$106.9 billion
 - 5307 Urbanized Area Formula and 5336 State of Good Repair formula programs: \$33.5 billion
 - SolTrans
 - Transit Accessibility for Seniors and Persons with Disabilities Grant Program: \$2.1 billion
 - Solano Mobility
 - Rural Program Grants: \$4.58 billion
 - Dixon Read-Ride
 - Rio Vista Delta Breeze
 - Public Transit Innovation: \$192.8 million
 - Microtransit
 - 5337 State of Good Repair: \$18.4 billion
 - SolanoExpress bus replacements
 - Bus and Bus Facility: \$2.34 billion
 - SolanoExpress Electrification
 - Low-No Emission Program: \$374.6 million

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- SolanoExpress Electrification
 - Transit-Oriented Development Planning Pilot Program: \$68.8 million
 - Americans with Disabilities Act (ADA) accessibility improvements at rail stations: \$1.75 billion
- Solano Rail Hub (Suisun Station)
- Reimbursement of Costs for Early Utility Relocation Work in Advance of Completing Environmental Review Process:
 - I-80/I-680/SR12 Interchange Project – water line relocation
- Hydrogen Research and Development Programs:
 - SolanoExpress – backup to electrification



DATE: December 1, 2021
TO: STA Board
FROM: Bernadette Curry, STA Legal Counsel
RE: Solano County Transit (SolTrans) Joint Powers Agreement (JPA) –
Appointment of STA Ex-Officio Board Member

Background:

In November, 2010, the Cities of Benicia and Vallejo, and the STA joined together to establish a Joint Powers Agreement creating Solano County Transit (“SolTrans”) in order to consolidate the transit services of Benicia and Vallejo. SolTrans governing board is comprised of five voting directors, two voting directors from both Benicia and Vallejo, the Solano County representative to the Metropolitan Transportation Commission, and one ex-officio, non-voting director appointed by the STA. Each director serves a term of two years and may serve any number of terms consistent with the appointment process of the director’s appointing governing body.

City of Fairfield Mayor Harry Price was the first ex-officio Board Member appointed by the STA Board in December of 2010. Former City of Suisun City Mayor Pete Sanchez served from January of 2013 until Suisun City Mayor Lori Wilson took office in December 2018 at which point, she was appointed and has served as the Ex Officio Director ever since.

Discussion:

Any member of the STA Board or a Board Alternate or a member of staff is eligible to be appointed by the STA Board. Staff recommends the appointee be from outside of Benicia or Vallejo to help provide a more countywide perspective to SolTrans which operates two Solano Express routes, the regional transit facility at Curtola in Vallejo, and is scheduled to operate all four Solano Express routes through a contract with STA beginning in 2022.. Mayor Wilson has indicated that she is interested in continuing to serve as STA representative on the SolTrans Board as the Ex-Officio member.

Fiscal Impact:

No fiscal impact.

Recommendation:

Appoint a STA Board Member to the SolTrans JPA Board as an Ex-Officio member for a term expiring December 2022.

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DATE: November 18, 2021
TO: STA Board
FROM: Robert Guerrero, Director of Planning
Kathrina Gregana, Planning Assistant
RE: One Bay Area Grant (OBAG) Cycle 3 Update

Background:

STA receives federal transportation funding from the Metropolitan Transportation Commission (MTC) for local projects. These are the federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. Every four years, MTC develops policies about how the region will use this funding for projects and programs.

In May 2012, MTC approved its final policies and guidelines (Resolution 4035), consolidating these funds as well as the Local Streets and Roads (LS&R), bicycle, pedestrian, and Planning funds into a single program known as the One Bay Area Grant (OBAG) Program. MTC then tasked the Bay Area County Transportation Agencies (BACTAs), such as STA, with determining how OBAG funds will be allocated within their respective counties. The OBAG 1 and OBAG 2 Programs established program commitments and policies for investing federal funds through FY 2021-22, with OBAG 2 expanded the previous program iteration by incorporating additional revenues and housing-related program elements.

MTC created OBAG as a new funding approach that also better integrates the region's federal transportation program with California's climate law (SB 375, Steinberg, 2008) and the Sustainable Communities Strategy (SCS). This is accomplished by the following principles:

- *Using transportation dollars to reward jurisdictions that accepted the Regional Housing Need Allocation (RHNA) process to produce housing.* This was accomplished by using a county fund distribution formula that considered population, past housing production, future housing commitments from Regional Housing Needs Allocation (RHNA), and added weight to acknowledge very low and low income housing. Within Solano County, LS&R funds are allocated based on a roadway formula.
- *Supporting the SCS by promoting transportation investments in Priority Development Areas (PDAs).* In previous cycles, this was accomplished by requiring that at least 50% of all OBAG funds be spent within designated Priority Development Areas (PDAs) for Marin, Napa, Solano, and Sonoma counties only. Since the PDA program was adopted by Association of Bay Area Governments in November 2007, over 100 PDAs have been approved within the Bay Area, with twelve of them within Solano County.
- *Providing a higher proportion of funding to local agencies and additional investment flexibility.* The OBAG block grant program allowed each county the flexibility to invest in one or more of the following transportation categories to best meet the county's needs: Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, Safe Routes to School, and required CMA planning activities.

Project and Program Funding Selection Process

During past OBAG cycles, STA screened projects and programs for eligibility based on the following criteria:

- Projects or programs must be identified in an adopted or draft STA document.
- The project must be delivered by a public agency.
- Projects may only be programmed in jurisdictions with a Housing Element approved by the California Department of Housing and Community Development.
- Projects may only be programmed in jurisdictions that demonstrate compliance with MTC's Complete Streets policy.

For OBAG Cycle 1 and 2, STA created a Project and Program Screening and Ranking Criteria for eligible projects and programs in order to ensure compliance with MTC's Guidelines and to prioritize projects and programs for funding. Similar criteria are planned for use with OBAG 3, contingent upon MTC's adopted OBAG 3 Guidelines. Past metrics have included:

- How many of goals of the Regional Transportation Plan (RTP) or the Solano Comprehensive Transportation Plan (CTP) are advanced by the project?
- Does the project support transportation and land use connections, Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs)?
- Does the project address safety improvements?
- Is the project located in a community of concern as defined by MTC, and included in any of the STA's Community Based Transportation Plans?
- Will the project be delivered in the first two years of the OBAG cycle (FY 2022-23 or FY 2023-24), or the second two years (FY 2024-25 or FY 2025-26)?
- Does the project or program support maintaining and expanding the employment base in Solano County?
- Does the project or program benefit a large number of residents and businesses, including multiple jurisdictions?
- Does the project encourage or facilitate the use of public transit or other use of alternative modes?
- Have adequate local match funds been identified for the project?

Discussion:

MTC recently released their draft program framework for the OBAG 3 cycle (included as Attachment A). Below are some key takeaways from the draft guidelines:

- The percentage share of selected projects that are located in PDAs is maintained at 50% for Solano County.
- For fund eligibility, local compliance with state and local housing laws remains a requirement, including the adoption of a certified housing element and annual progress reporting; and compliance with current state laws governing surplus lands, density bonus and accessory dwelling units.
- Compliance with the Complete Streets policy and checklist continues to be a requirement. MTC is currently updating the policy and checklist and is exploring how they will be incorporated into the OBAG 3 process.
- There is an increased emphasis on investments in equity opportunities and active transportation and safety, including alignment with the Regional Active Transportation Plan and Regional Safety/Vision Zero Policy.
- The project selection process for the County and Local Program will be more regional in nature, with MTC playing an increased role. The guidelines propose for MTC to review and select projects that are screened, prioritized, and nominated by CTAs.

MTC is anticipated to adopt the OBAG 3 Guidelines in January 2022 and for the Call for Projects to open in May 2022. STA will likely submit a list of Solano OBAG projects for consideration in Fall 2022. STA staff plans to recommend an OBAG 3 process for Solano County that is similar to the previous OBAG cycles' project review and selection process. This includes assessing priority projects identified by the seven cities and the county against the criteria that MTC establishes, as well as STA selected criteria such as project deliverability or support for regional housing goals.

In previous OBAG cycles, STA staff identified potential alternative funding sources for some projects that were not good candidates for the Federal OBAG funds. For example, this included TDA Article 3 and Air District (BAAQMD or YSAQMD) funds. STA staff will provide similar input for projects selected and not selected for OBAG 3 to help local agencies develop funding plans for priority projects. STA staff will also support and facilitate funding swaps between larger jurisdictions and smaller cities who wish to avoid federalizing smaller projects.

STA staff will return to request feedback on this process and will meet with all eight member agencies, SolTrans, and each Advisory Committee to discuss OBAG 3 priorities in the January 2022 to March 2022 timeframe.

This informational item was also presented to the STA TAC at their meeting on November 17, 2021.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. One Bay Area Grant (OBAG) 3 Framework Proposal

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Latham Square, Oakland
SPUR

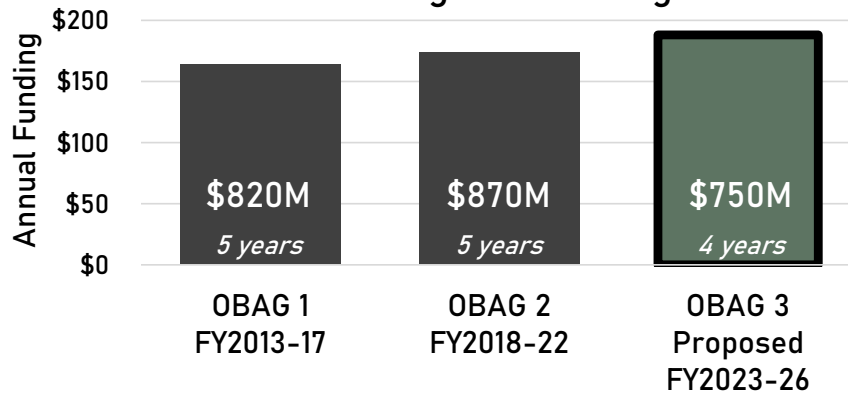
One Bay Area Grant OBAG 3 Framework Proposal

MTC Programming & Allocations Committee

October 13, 2021

Program Revenues

OBAG Program Funding



Federal Fund Source

- ❖ Regional shares of federal STP/CMAQ
- ❖ STP/CMAQ account for only 1.3% of *Plan Bay Area 2050* transportation revenues

OBAG 3 Funding Assumptions

- ❖ (New) 4-year program, FY2023-FY2026
- ❖ \$750 million total, or \$188 million/year
 - Assumes 2% annual increase over current funding levels
 - Actual program funding dependent upon passage of new surface transportation authorization and annual appropriations

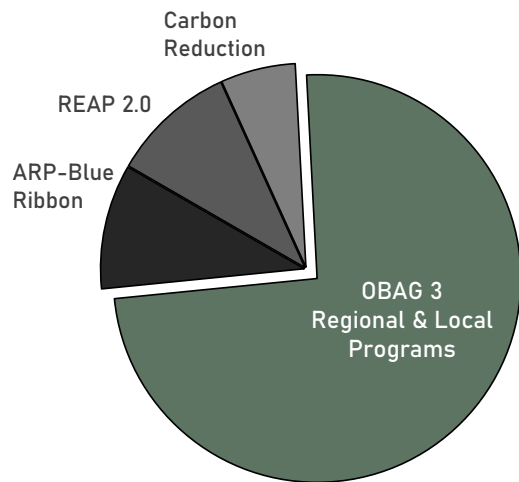




OBAG 3 Considerations

- Preserve effective program features to support regional objectives
- Advance *Plan Bay Area 2050* implementation
- Incorporate recent policy initiatives and adapt to current landscape
- Advance equity through policies and investments
- Address federal requirements, including performance & recertification
- Coordinate with complementary fund sources
- Reflect a shared/partnership approach to program implementation

Comprehensive Funding Approach



Amount	Fund Source	Purpose
\$750 million	OBAG 3 - STP/CMAQ <i>FHWA formula funds</i>	STP: Flexible federal fund source CMAQ: Emissions reductions focus
\$85-\$100 million	ARP - Blue Ribbon <i>One-time FTA funding</i>	Commission set-aside within ARP framework for near-term Blue Ribbon projects and hardship funding
\$100 million	REAP 2.0 <i>One-time funding from State budget surplus</i>	Flexible source for projects that advance the Sustainable Communities Strategy
\$60 million	Carbon Reduction <i>Potential new FHWA formula program</i>	Flexible source for projects that reduce greenhouse gas emissions
\$1 billion+	Total	

Proposed Focus Areas

Planning & Program Implementation	Growth Framework	Climate Initiatives, Conservation & Resilience	Complete Streets & Community Choice	Multimodal Systems Operations & Performance
<p>Coordinated and collaborative performance-based planning and programming activities</p>	<p>Assist local planning efforts to create range of housing options in <i>PBA 2050</i> growth areas</p> <p>Regional studies and pilots to advance growth framework</p>	<p>Reduce emissions and solo vehicle trips</p> <p>Protect priority natural and agricultural lands and improve access to parks and open space</p> <p>Protect transportation assets from impacts of climate change</p>	<p>Improve and maintain local streets and roads to meet the needs of all users, while improving safety</p> <p>Support development and advancement of community-led transportation enhancements in Equity Priority Communities (EPCs)</p>	<p>Support efforts to increase transit system integration, efficiency and reliability to increase ridership and improve mobility options</p> <p>Optimize existing highways and key arterials to maximize person throughput and multimodal system performance</p>

Partnership Approach – County/Local

- ❖ Achieve desired outcomes through a shared approach with CTAs, jurisdictions, and transit operators
- ❖ Partnerships needed in key areas that are implemented at the local level:
 - Growth framework implementation – implementing local plans
 - Active transportation & safety – aggressive mode shift and safety targets
 - Community choice – delivering priority projects identified by Equity Priority Communities
 - Transit oriented development implementation – accelerating transit-supportive housing and access improvements

County & Local Program Proposed Focus Areas

- Maintain program flexibility to identify range of project types to address *PBA 2050* goals
- Focus investments in PDAs and other select growth geographies
- Emphasize bicycle/pedestrian projects and programs, including SRTS and other safety efforts
- Prioritize projects within EPCs or that otherwise directly benefit disadvantaged populations
- Prioritize transit access improvements and other supportive infrastructure to accelerate TOD

Partnership Approach - Regional

OBAG 2 Regional Programs

Regional Programs	Funding (Annual)
Regional Planning Activities	\$2
PDA Planning & Implementation	\$4
Climate Initiatives	\$5
Pavement Management	\$2
Active Operational Management	\$35
Transit Capital Priorities	\$38
Priority Conservation Area Grants	\$3
Housing Initiatives	\$8
N/A	-
OBAG 2 Regional Program Total	\$95 (55%)

OBAG 3 Regional Programs

Regional Programs - <i>Proposed</i>	Funding (Annual)
Planning & Program Implementation	\$10
Growth Framework	\$6
Climate, Conservation, & Resilience	\$25
<i>Redirected to Complete Sts. & Com. Choice</i>	-
Multimodal Systems Operations & Performance	\$40
<i>Redirected to Climate, Cons. & Resilience</i>	-
<i>Future initiatives require new/inc. revenues</i>	-
Complete Streets & Community Choice	\$14
OBAG 3 Regional Program Total	\$94 (50%)

OBAG 3 Regional Program Highlights

Consolidates:

- OBAG staff costs into single category (Planning & Prg. Imp.)
- Transit and highway investments into single multimodal program category

Significantly increases:

- Resources dedicated to Climate Initiatives

Creates new program:

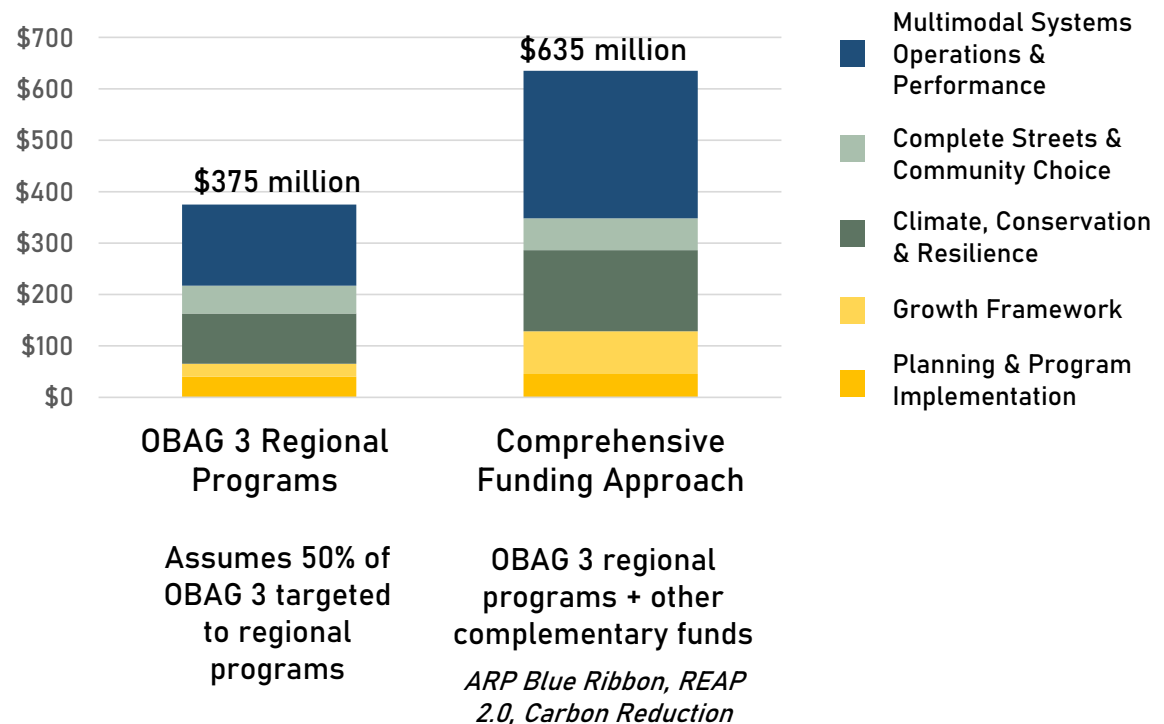
- Coordinating regional policies, tools, and assistance for safe, active and sustainable local streets

Notes: Amounts in millions. Totals may not add due to rounding. OBAG 2 total does not include Safe & Seamless Mobility Quick-Strike or Regional Strategic Initiatives as they were funded with one-time revenue increases and prior cycle savings.

Partnership Approach - Regional

Significant resources are required to advance regional priorities:

- ❖ Catalytic investments to reach aggressive goals in *Plan Bay Area 2050*
 - Climate Initiatives
 - PDA & TOD implementation
- ❖ Coordinate and deploy strategies at a regional scale
 - Bay Area Forwards
 - Regional transit investments emerging from Transit Transformative Action Plan



Key Program Provisions

PDA Investment Targets

- ❖ Maintain PDA investment targets at OBAG 2 levels
 - 50% North Bay counties
 - 70% elsewhere
- ❖ Incorporate consideration for new *PBA 2050* growth areas
- ❖ Develop uniform definition for projects that are credited towards PDA targets

Local Policy Adoption

For fund eligibility, local jurisdictions must maintain:

- ❖ Certified Housing Element annual progress reporting
- ❖ Compliance with current state laws governing surplus lands, density bonus, and accessory dwelling units, including the Housing Accountability Act
- ❖ Compliance with (updated) Complete Streets policy & checklist

CMAQ Process

For all projects seeking CMAQ funding, MTC will:

- ❖ Assess emissions benefits and cost-effectiveness of projects prior to project selection
- ❖ Document CMAQ programming process in OBAG 3 guidelines

Key Program Provisions

Equity Opportunities

- ❖ Equity lens woven throughout program focus areas
- ❖ Increased investment in community-based planning and participatory budgeting efforts
- ❖ (New) dedicated funding to develop community projects for implementation
- ❖ County and Local Program: Prioritize projects within EPCs or that directly benefit disadvantaged populations

Active Transportation & Safety

- ❖ (New) regionwide investment target to meet *PBA 2050* mode shift goals
 - \$200 million regionwide target, including SRTS
- ❖ (New) Regional Active Transportation Plan alignment, including AT Network implementation
- ❖ (New) Regional Safety/Vision Zero Policy alignment

Federal Performance

- ❖ Align investments with federal goal areas – ex. safety & asset management
- ❖ Report on program performance outcomes

Local Call for Projects Framework

MTC and CTA Roles

- ❖ MTC initiates regionwide call for projects
- ❖ CTAs assist with local outreach and initial project screening process, using processes reviewed by MTC for consistency with guidelines
- ❖ MTC develops countywide nomination targets to guide CTAs in the maximum amount of funding requests that they can submit to MTC for project selection
- ❖ MTC selects projects based on initial screening & prioritization by CTAs and additional regional considerations

Nomination targets:

- ❖ Are based on housing outcomes and planned growth of local jurisdictions; and are based on considerations required to be addressed in MTC's performance-based planning process
- ❖ Do not imply guaranteed amounts for individual jurisdictions
- ❖ Carry forward the OBAG 1 & 2 incentive/reward for cities that make progress on housing outcomes by increasing the amount of funding requests that their county can submit to MTC for project selection

Investment & Policy Priorities

- ❖ Proposed investment levels, partnership approaches, and policy provisions are intended to work together to address several overarching program considerations
- ❖ Delivering on regional priorities will require significant investment from OBAG 3, *and* giving top priority to regional initiatives when defining complementary fund programs

Amount	Fund Source
\$750 million	OBAG 3 - STP/CMAQ <i>FHWA formula funds</i>
\$85-\$100 million	ARP - Blue Ribbon <i>One-time FTA funding</i>
\$100 million	REAP 2.0 <i>One-time funding from State budget surplus</i>
\$60 million	Carbon Reduction <i>Potential new FHWA formula program</i>
\$1 billion+	Total

OBAG 3 Development Schedule



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DATE: November 5, 2021
TO: STA Board
FROM: Anthony Adams, Senior Project Manager
Jasper Alve, Assistant Project Manager
RE: Local Road Safety Plans and Regional Vision Zero Policies

Background:

Federal regulations require that each State has a Strategic Highway Safety Plan (SHSP). A SHSP is a statewide data-driven traffic safety plan that coordinates the efforts of a wide range of organizations to reduce traffic accident fatalities and serious injuries on all public roads. In coordination with federal, state, local and private sector safety stakeholders, the SHSP establishes goals, objectives, and emphasis (or challenge) areas. The SHSP address the 4Es of traffic safety: Engineering, Enforcement, Education, and Emergency Services.

While the SHSP is used as a statewide approach for improving roadway safety, a Local Road Safety Plan (LRSP) provides a framework for organizing stakeholders to systematically identify, analyze, and prioritize roadway safety improvements on local roads. LRSPs create an opportunity to address unique highway safety needs in local jurisdictions while contributing to the success of the SHSP. These Plans can be continually reviewed and updated to reflect changing local needs and priorities and incorporate a data-driven approach resulting in a prioritized list of improvements and actions that can demonstrate a defined need and contribute to the statewide plan. The LRSP offers a proactive approach to addressing safety needs and demonstrates agency responsiveness to safety challenges.

The California Transportation Commission (CTC) allocated \$10 million in 2019 and another \$8 million of state funds in June 2020 for the purpose of assisting local agencies in developing their LRSPs. The funds will be awarded to the applicants on a "first come first serve" basis. Each applicant may request up to \$72,000 of state funds with an expected \$8,000 local match in funds. There is no application deadline and Caltrans will continue to accept applications as long as the funding is available.

Discussion:

HSIP Funding Requirements

Beginning with HSIP Cycle 11 in 2022, a Local Road Safety Plan (LRSP), or its equivalent such as Systemic Safety Analysis Report (SSAR) or Vision Zero Action Plan, will be required for an agency to be eligible to apply for federal HSIP funds. It is likely that many other state funding programs will adopt similar requirements within the next several years. Though STA and its member agencies completed a Countywide *Solano Travel Safety Plan* in Spring 2018, this will not fulfill the new LRSP requirement.

MTC Funding Requirements

Additionally, the Metropolitan Transportation Commission (MTC) will be releasing guidelines for the Cycle 3 of the One Bay Area Grant (OBAG 3) program in early 2021. MTC staff has indicated that the adoption of Vision Zero policies or their equivalent may be incorporated as a

recommendation or requirement for eligibility. On June 12, 2020 MTC passed *Resolution 4400: Regional Safety/Vision Zero Policy* to establish a region-wide policy of intent to work with Bay Area agencies to encourage and support actions towards eliminating traffic fatalities and serious injuries in the Bay Area by 2030. This Vision Zero policy aims to motivate and facilitate action across the region by eliminating some duplication of costs among local jurisdictions through a regional safety strategy and approach wherein MTC provides data and technical assistance to jurisdictions that need it, allowing local governments to redirect their limited safety dollars towards enforcement and engineering. The policy establishes a framework of principles and actions to guide MTC staff in working towards the policy goals as summarized below:

1. Provide regional leadership to promote safety, engaging and incentivizing leadership across jurisdictions to prioritize safety and work towards aligning funding policy with safety goals.
2. Apply a data driven approach to inform safety policy and strategic use of available funds and resources. Regional safety data will be housed at MTC so that local jurisdictions can benefit from consistent and reliable data.
3. Promote equity in regional safety policies by considering and analyzing impacts on communities of concern and protecting vulnerable roadway users, such as pedestrians and bicyclists.
4. Support beneficial safety policies and legislation that target evidence-based solutions to safety problems.
5. Engage key regional stakeholders for safety policy development, implementation, and collaboration on safety best practices. Provide education and technical assistance within budgetary constraints.

To complement the Regional Vision Zero Policy, MTC staff is working to establish a regional safety program that will enhance access to reliable and consistent data by integrating several available sources into a single regional safety data repository, use this data to inform and develop regional policy and support legislation that has been proven effective, such as lowered speed limits and automated speed enforcement, and support jurisdictions by providing technical assistance with safety planning. These strategies will tie into key Plan Bay Area 2050 goals, by encouraging active transportation, reducing reliance on greenhouse gas emitting modes of transportation, and addressing significant equity issues.

Member Agency LRSP Funding

STA member agencies agreed to request allocation of awarded LRSP funds from Caltrans and contribute the required local match funds in the amounts shown in the table below. STA agreed to manage the combined funding allocations and local match funding totaling \$446,890 to develop a Countywide LRSP.

Member Agency	LSRP Awarded Funds	Local Match	Total Funding
City of Benicia	\$36,000	\$4,000	\$40,000
City of Dixon	\$40,000	\$5,000	\$45,000
City of Fairfield	\$101,000	\$12,000	\$113,000
City of Rio Vista	\$40,000	\$4,445	\$44,445
City of Suisun	\$40,000	\$4,445	\$44,445
City of Vacaville	\$72,000	\$8,000	\$80,000
City of Vallejo	\$72,000	\$8,000	\$80,000
TOTAL	\$401,000	\$45,890	\$446,890

STA Efforts

STA staff recognizes the new state and regional funding eligibility requirements and in order to proactively meet these new requirements, a contract with DKS Associates to perform Solano's countywide *Local Road Safety Plan* was executed at a kick-off meeting in October 2021.

Thereafter, DKS met with the Solano County Project Delivery Working Group (PDWG) to discuss the project schedules below. The Plan is anticipated to be completed by April/May 2022 and approved by the Board at the same time that HSIP Cycle 11 starts in Q2/Q3 2022.

- Oct/Nov 2021: Safety Data Analysis
- Nov 2021: Develop Emphasis Areas and Goals (Workshop)
- Jan/Feb 2022: Countermeasure Development (Workshop)
- March 2022: Final Strategy List
- Apr 2022: Draft LRSP (Workshop)

During the kick-off meeting, it was requested that member agencies provide a designated person to represent them as a member of the Project Team Leadership (PTL). PDWG members were generally selected to be PTL members, with the exception of Garland Wong for Fairfield and Gwens Owens for Vacaville.

The county's LRSP will include plans for each member jurisdiction, which they can help craft to their individual needs. Additionally, the plan would also create an opportunity for the STA Board to adopt a countywide Vision Zero Policy, providing blanket eligibility for all Solano member jurisdictions pursuing State and Regional funding opportunities.

Additionally, STA is planning on funding and coordinating HSIP applications for each member agency with 1 B/C and 1 Set-Aside application per member agency. If member agencies are interested in further HSIP applications, it is recommended that the agency budget local funding to pay for additional applications in the upcoming fiscal year. Each additional HSIP application is approximately \$8-10k.

Fiscal Impact:

None to the STA Budget. The Study will be funded with pooled HSIP funds from each participating agency.

Recommendation:

Informational.

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DATE: November 10, 2021
TO: STA Board
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: Solano Express Intercity Year-End Report for Fiscal Year (FY) 2020-21

Background:

Prior to 2005, the funding for Solano County’s intercity bus routes, collectively called Solano Express, was shared among local jurisdictions through various verbal understandings and informal and year to year funding agreements. In FY 2005-06, at the request of Vallejo Transit and Fairfield and Suisun Transit (FAST), the STA developed with the transit operators a countywide cost-sharing method that would provide funding stability for the operators of the intercity services and an equitable and predictable cost sharing formula for the funding partners. A working group was formed, the Intercity Transit Funding Working Group (ITFWG), and was comprised of representatives from STA, Solano County, and each participating cities in Solano County. The first countywide Intercity Transit Funding Agreement was established for FY 2006-07.

Key components of the agreement are the Intercity Cost Sharing Formula, primarily based upon two factors: ridership by residence and population. This shared funding is for the cost of these routes after farebox and other non-local revenue are taken into account. Another key element of the agreement is that these routes be regularly monitored so that all the funding partners are aware of these routes’ performances. This data helps guide future funding, service planning and marketing decisions.

In the Intercity Funding Agreement, it states that transit operators shall report at least quarterly to the ITFWG the following information by intercity route:

- Budget vs. actual cost for the quarter
- Budget vs. actual fares for the quarter
- Ridership
- Service hours

Discussion:

FAST and SolTrans have submitted their FY 2020-21 Solano Express year-end report for review by the ITFWG, Consortium, and STA Board (Attachment A). The following table shows where the Solano Express Intercity Routes are compared to the estimated yearly projections. A percentage of 100% would indicate that the estimate is meeting the budget actual. A summary of the FY 2020-21 year-end report is presented in the following table. Please note that ridership increased on all four of the Solano Express routes when comparing the fourth quarter to the third quarter, but fare revenue decreased. For SolTrans, this inverse relationship is caused by how SolTrans recognizes the Solano Community College Transportation Fee. SolTrans received approximately \$39,000 in the third quarter even though it was for Q1/Q2. Moreover, the information provided by FAST is preliminary as the City of Fairfield has yet to close their financial books for FY 2020-21. FAST staff will provide updated information once they have completed their process.

FY 2020-21	FAST	SolTrans
Cost	99%	110%
Revenue Hours	100%	110%
Fares	95%	115%
Ridership	23%	34%
FareBox Recovery Ratio	8%	14%

A vital piece of this report is the cost per vehicle revenue hour as the operators have been capped by the funding partners and the STA Board at \$143.00 an hour. However, because of the COVID-19 Pandemic and the cut in service by both operators, the STA Board acted to temporarily increase the cost per vehicle revenue hour to \$193.78 for FY 2020-21. Based upon the information submitted by FAST and SolTrans, the combined hourly rate was \$192.46, slightly under the adjusted cost per revenue hour performance benchmark of \$193.78. The cost per vehicle revenue hours for FY 2021-22 has been decreased from \$193.78 to \$174.40. There will be a year-by-year reduction of the cost per vehicle revenue hour, every fiscal year, until it matches the cost per vehicle revenue hour performance target adopted by the STA Board for future years.

Recommendation:

Informational.

Attachment:

- A. FY 2020-21 Year-End Solano Express Intercity Quarterly Report

SOLANO EXPRESS INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2020-21 Budget vs Estimated or Actual Cost
Budget from June 10, 2020 STA Board Approved Intercity Funding Agreement for FY2020-21

SolanoExpress Route	FY 20-21 Annual Budget Expenses	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Blue Line	\$ 3,326,621	\$ 868,030	26.1%	\$ 789,590	23.7%	723,730	21.8%	793,783	23.9%	\$ 3,175,133	95.4%
FAST GX	\$ 695,670	\$ 221,092	31.8%	\$ 201,112	28.9%	184,338	26.5%	202,181	29.1%	\$ 808,723	116.3%
Subtotal, FAST	\$ 4,022,291	\$ 1,089,122	27.1%	\$ 990,702	24.6%	\$ 908,068	22.6%	\$ 995,964	24.8%	\$ 3,983,856	99.0%
SolTrans Y Line	\$ 1,145,046	\$ 332,682	29.1%	\$ 307,015	26.8%	\$ 155,755	13.6%	\$ 245,610	21.4%	\$ 1,041,062	90.9%
SolTrans R Line	\$ 3,522,339	\$ 1,016,001	28.8%	\$ 1,002,637	28.5%	\$ 1,076,412	30.6%	\$ 988,911	28.1%	\$ 4,083,961	115.9%
Subtotal, SolTrans	\$ 4,667,385	\$ 1,348,683	28.9%	\$ 1,309,652	28.1%	\$ 1,232,167	26.4%	\$ 1,234,521	26.4%	\$ 5,125,023	109.8%
Total	\$ 8,689,676	\$ 2,437,805	28.1%	\$ 2,300,354	26.5%	\$ 2,140,235	24.6%	\$ 2,230,485	25.7%	\$ 9,108,879	104.8%

Report Completed By: Kristina Botsford
Diane Feinstein

SolanoExpress Route	FY 20-21 Budgeted Cost Per Hour	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Blue Line	\$ 193.78	\$ 205.94	106.3%	\$ 188.63	97.3%	\$ 178.04	91.9%	\$ 192.06	99.1%	\$ 191.28	98.7%
FAST GX	\$ 193.78	\$ 206.63	106.6%	\$ 186.39	96.2%	\$ 189.65	97.9%	\$ 190.38	98.2%	\$ 193.34	99.8%
Subtotal, FAST	\$ 193.78	\$ 206.08	106.3%	\$ 188.17	97.1%	\$ 180.28	93.0%	\$ 191.72	98.9%	\$ 191.70	98.9%
SolTrans Y Line	\$ 193.78	\$ 218.58	112.8%	\$ 201.19	103.8%	\$ 103.08	53.2%	\$ 162.23	83.7%	\$ 171.42	88.5%
SolTrans R Line	\$ 193.78	\$ 206.13	106.4%	\$ 192.85	99.5%	\$ 210.48	108.6%	\$ 189.01	97.5%	\$ 199.47	102.9%
Subtotal, SolTrans	\$ 193.78	\$ 209.07	107.9%	\$ 194.74	100.5%	\$ 185.99	96.0%	\$ 183.00	94.4%	\$ 193.05	99.6%
Total	\$ 193.78	\$ 207.72	107.2%	\$ 191.86	99.0%	\$ 183.52	94.7%	\$ 186.79	96.4%	\$ 192.46	99.3%

SOLANO EXPRESS INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 20-21 Budget vs Estimated or Actual Hours

Budget from June 10, 2020 STA Board Approved Intercity Funding Agreement for FY2020-21

Intercity Route	FY 20-21 Budget Revenue Hours	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Blue Line	17,167	4,215	24.6%	4,186	24.4%	4,065	23.7%	4,133	24.1%	16,599	96.7%
FAST GX	3,590	1,070	29.8%	1,079	30.1%	972	27.1%	1,062	29.6%	4,183	116.5%
Subtotal, FAST	20,757	5,285	25.5%	5,265	25.4%	5,037	24.3%	5,195	25.0%	20,782	100.1%
SolTrans Y Line	5,909	1,522	25.8%	1,526	25.8%	1,511	25.6%	1,514	25.6%	6,073	102.8%
SolTrans R Line	18,177	4,929	27.1%	5,199	28.6%	5,114	28.1%	5,232	28.8%	20,474	112.6%
Subtotal, SolTrans	24,086	6,451	26.8%	6,725	27.9%	6,625	27.5%	6,746	28.0%	26,547	110.2%
TOTAL	44,843	11,736	26%	11,990	27%	11,662	26%	11,941	27%	47,329	106%

Report Completed By: Kristina Botsford
Diane Feinstein

SOLANO EXPRESS INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2020-21 Budget vs Estimated or Actual Fare Revenue

Budget from June 10, 2020 STA Board Approved Intercity Funding Agreement for FY2020-21

Intercity Route	FY 20-21 Annual Budget Fares	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Blue Line	\$ 127,889	\$ 43,900	34.3%	\$ 46,563	36.4%	43,519	34.0%	\$ 36,854	28.8%	\$ 170,836	133.6%
FAST GX	\$ 217,652	\$ 37,888	17.4%	\$ 38,328	17.6%	40,945	18.8%	\$ 41,359	19.0%	\$ 158,520	72.8%
Subtotal, FAST	\$ 345,541	\$ 81,788	23.7%	\$ 84,891	24.6%	\$ 84,464	24.4%	\$ 78,213	22.6%	\$ 329,356	95.3%
SolTrans Y Line	\$ 83,524	\$ 17,892	21.4%	\$ 19,304	23.1%	\$ 14,433	17.3%	\$ 21,104	25.3%	\$ 72,733	87.1%
SolTrans R Line	\$ 526,139	\$ 161,196	30.6%	\$ 160,529	30.5%	\$ 178,375	33.9%	\$ 129,290	24.6%	\$ 629,390	119.6%
Subtotal, SolTrans	\$ 609,663	\$ 179,088	29.4%	\$ 179,833	29.5%	\$ 192,808	31.6%	\$ 150,394	24.7%	\$ 702,123	115.2%
TOTAL	955,204	260,876	27%	264,724	28%	277,272	29%	228,607	24%	1,031,479	108%

Report Completed By: Kristina Botsford
Diane Feinstein

SOLANO EXPRESS INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2020-21 Budget vs Estimated or Actual Ridership

Intercity Route	FY 20-21 Annual Budget Ridership	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Blue Line	162,492	12,148	7.5%	12,045	7.4%	11,118	6.8%	13,043	8.0%	48,354	29.8%
FAST GX	209,229	10,404	5.0%	8,404	4.0%	8,386	4.0%	9,911	4.7%	37,105	17.7%
Subtotal, FAST	371,721	22,552	6.1%	20,449	5.5%	19,504	5.2%	22,954	6.2%	85,459	23.0%
SolTrans Y Line	78,420	5,245	6.7%	5,282	6.7%	4,464	5.7%	5,925	7.6%	20,916	26.7%
SolTrans R Line	460,117	39,700	8.6%	39,918	8.7%	38,047	8.3%	45,499	9.9%	163,164	35.5%
Subtotal, SolTrans	538,537	44,945	8.3%	45,200	8.4%	42,511	7.9%	51,424	9.5%	184,080	34.2%
TOTAL	910,258	67,497	7%	65,649	7%	62,015	7%	74,378	8%	269,539	30%

Report Completed By: Kristina Botsford
Diane Feinstein

Intercity Route	Cost		Fares		Ridership		Revenue Hours		Farebox Recovery Ratio
	Estimate or Actual	% of Budget	Estimate or Actual	% of Budget	Estimate or Actual	% of Budget	Estimate or Actual	% of Budget	
FAST Blue Line	\$ 3,175,133		\$ 170,836		48,354		16,599		5%
FAST GX	\$ 808,723		\$ 158,520		37,105		4,183		20%
Subtotal, FAST	\$ 3,983,856		\$ 329,356		85,459		20,782		8%
SolTrans Y Line	\$ 1,041,062		\$ 72,733		20,916		6,073		7%
SolTrans R Line	\$ 4,083,961		\$ 629,390		163,164		20,474		15%
Subtotal, SolTrans	\$ 5,125,023		\$ 702,123		184,080		26,547		14%
Total SolanoExpress	\$ 9,108,879		\$ 1,031,479		269,539		47,329		11%

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DATE: October 4, 2021
TO: STA Board
FROM: Brenda McNichols, Accounting Technician
RE: Fiscal Year (FY) 2020-21 Abandoned Vehicle Abatement (AVA) Program
Fourth Quarter Report

Background:

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

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

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

Discussion:

For the Fourth Quarter, STA received the allocation from the State Controller's Office in the amount of \$111,373.13 and has deducted \$3,341.19 for administrative costs. The STA disbursed cost reimbursement to member agencies for the Fourth Quarter in the total amount of \$155,290.29. The total remaining AVA fund balance after the fourth quarter disbursement to the member agencies is \$0.00 which includes all amounts for end of year distribution adjustments and interest earned for the fiscal year of program funds

The City of Fairfield has abated 3,432 vehicles and the City of Vallejo abated 3,377 vehicles in FY 2020-21.

The City of Rio Vista has not reported any vehicles abated as of the end of the fiscal year.

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

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

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for
FY 2020-21 and FY 2019-20
Fourth Quarter Ending June 30, 2021**

Member Agency	FY 2020-21				FY 2019-20		
	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement	% of Abated Vehicle from Prior	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement
City of Benicia	333	\$11,185	\$34	40%	403	\$15,997	\$40
City of Dixon	284	\$18,518	\$65	36%	178	\$15,475	\$87
City of Fairfield	3,432	\$142,553	\$42	47%	3,914	\$170,668	\$44
City of Rio Vista	0	0	0	0%	0	\$0	\$0
City of Suisun	25	\$2,328	\$93	4%	21	\$2,024	\$96
City of Vacaville	1,196	\$67,291	\$56	72%	1,001	\$59,199	\$59
City of Vallejo	3,377	\$165,631	\$49	34%	2,192	\$127,389	\$58
Solano County Unincorporated area	156	\$14,128	\$91	67%	65	\$11,423	\$176
Total	8,803	\$421,636	\$48	43%	7,774	\$402,175	\$52

The total remaining AVA fund available after the fourth quarter disbursement to member agencies is \$0.

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DATE: November 18, 2021
 TO: STA Board
 FROM: Brent Rosenwald, Planning Assistant
 RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
Federal			
1.	Federal Highway Administration (FHWA) – Nationally Significant Federal Lands and Tribal Projects (NSFLTP)	Up to \$300 million ; projects of at least \$25 million	First deadline is December 18, 2018, applications accepted on a Quarterly Rolling Basis.
Regional			
1.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
2.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$7,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
3.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$5,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
4.	PG&E Charge! Program	Pays to install 7,500 chargers in PG&E area	Due On First-Come, First-Served Basis
5.	YSAQMD Clean Air Funds Program	Up to \$30,000 available for EV Chargers in YSAQMD portion of Solano County	Call for Projects open until 12/31/21
State			
1.	CalTrans Clean CA Grant Program	\$296 Million of Funding Available	Solicitation Period Opens December 2021

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: December 1, 2021
TO: STA Board
FROM: Johanna Masiplat, Clerk of the Board
RE: 2022 STA Board and Advisory Committees Meeting Schedule

Discussion:

Attached is the 2022 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 2022



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2022 (Last updated 12/2/2021)**

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

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., January 6	6:00 p.m.	Bicycle Advisory Committee (BAC)	Virtual Zoom	Confirmed
Wed., January 12	6:00 p.m.	STA Board Meeting	423 Main St., Suisun City	Confirmed
Thurs., January 20	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	TBD Virtual Zoom	TBD
Thurs., January 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD Virtual Zoom	Confirmed
Tues., January 25	1:30 p.m.	Intercity Transit Consortium	TBD Virtual Zoom	Confirmed
Wed., January 26	1:30 p.m.	Technical Advisory Committee (TAC)	TBD Virtual Zoom	Confirmed
Thurs., February 3	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main St., Suisun City	Confirmed
Wed., February 9	6:00 p.m.	STA Board Meeting	423 Main St., Suisun City	Confirmed
Wed., February 16	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main St., Suisun City	Confirmed
Tues., February 22	1:30 p.m.	Intercity Transit Consortium	423 Main St., Suisun City	Confirmed
Wed., February 23	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main St., Suisun City	Confirmed
Thurs., March 3	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main St., Suisun City	Confirmed
Wed., March 9	6:00 p.m.	STA Board Meeting	423 Main St., Suisun City	Confirmed
Thurs., March 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main St., Suisun City	Confirmed
Tues., March 29	1:30 p.m.	Intercity Transit Consortium	423 Main St., Suisun City	Confirmed
Wed., March 30	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main St., Suisun City	Confirmed
Thurs., April 7	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main St., Suisun City	Confirmed
Wed., April 13	6:00 p.m.	STA Board Meeting	423 Main St., Suisun City	Confirmed
Tues., April 26	1:30 p.m.	Intercity Transit Consortium	423 Main St., Suisun City	Confirmed
Wed., April 27	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main St., Suisun City	Confirmed
Thurs., May 5	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main St., Suisun City	Confirmed
Wed., May 11	6:00 p.m.	STA Board Meeting	423 Main St., Suisun City	Confirmed
Wed., May 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main St., Suisun City	Confirmed
Thurs., May 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main St., Suisun City	Confirmed
Tues., May 24	1:30 p.m.	Intercity Transit Consortium	423 Main St., Suisun City	Confirmed
Wed., May 25	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main St., Suisun City	Confirmed
Thurs., June 2	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main St., Suisun City	Confirmed
Wed., June 8	6:00 p.m.	STA Board Meeting	423 Main St., Suisun City	Confirmed
Thursday, June 16	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main St., Suisun City	Tentative
Tues., June 28	1:30 p.m.	Intercity Transit Consortium	423 Main St., Suisun City	Confirmed
Wed., June 29	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main St., Suisun City	Confirmed
Thurs., July 7	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main St., Suisun City	Confirmed
Wed., July 13	6:00 p.m.	STA Board Meeting	423 Main St., Suisun City	Confirmed
Thurs., July 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main St., Suisun City	Confirmed
July 27 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 28 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
Thurs., August 4 (No Meeting)	SUMMER RECESS	Pedestrian Advisory Committee (PAC) STA Board Meeting	423 Main St., Suisun City N/A	Confirmed N/A
Wed., August 17	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main St., Suisun City	Confirmed
Tues., August 30	1:30 p.m.	Intercity Transit Consortium	423 Main St., Suisun City	Confirmed
Wed., August 31	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main St., Suisun City	Confirmed
Thurs., September 1	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main St., Suisun City	Confirmed
Wed., September 14	6:00 p.m.	STA Board Meeting	423 Main St., Suisun City	Confirmed
Thurs., September 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main St., Suisun City	Confirmed
Thurs., September 22	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main St., Suisun City	Tentative
Tues., September 27	1:30 p.m.	Intercity Transit Consortium	423 Main St., Suisun City	Confirmed
Wed., September 28	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main St., Suisun City	Confirmed
Thurs., October 6	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main St., Suisun City	Confirmed
Wed., October 12	6:00 p.m.	STA Board Meeting	423 Main St., Suisun City	Confirmed
No meeting due to STA's Annual Awards in November (No STA Board Meeting)		Intercity Transit Consortium Technical Advisory Committee (TAC)	N/A N/A	N/A N/A
Thurs., November 3	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main St., Suisun City	Confirmed
Wed., November 9	6:00 p.m.	STA's 25 th Annual Awards	TBD, Vallejo	Confirmed
Tues., November 15	1:30 p.m.	Intercity Transit Consortium	423 Main St., Suisun City	Confirmed
Wed., November 16	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main St., Suisun City	Confirmed
Wed., November 16	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main St., Suisun City	Confirmed
Thurs., November 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main St., Suisun City	Confirmed
Thurs., December 1	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main St., Suisun City	Confirmed
Wed., December 14	6:00 p.m.	STA Board Meeting	423 Main St., Suisun City	Confirmed
Thurs., December 15	9:30 a.m.	Consolidated Transportation Svcs. Agency (CTSA-AC)	423 Main St., Suisun City	Tentative
Tues., December 20	1:30 p.m.	Intercity Transit Consortium	423 Main St., Suisun City	Confirmed
Wed., December 21	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main St., Suisun City	Confirmed